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MOTORSPORT NEWS

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HONDAS CLOSE IN



AS TORDOFF HOLDS SWAY IN BTCC...P22

ALL THE ACTION FROM A CRAZY BELGIAN GRAND PRIX P4

Title-chasing Brit grabs podium

HAMILTON'S RESCUE MISSION



PLUS

ROSBERG WINS



VERSTAPPEN SPARKS FERRARI ANGER



MAGNUSSEN ESCAPES HUGE SHUNT



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HIGGINS AND BREEN JOIN THE ISLE OF MAN TRAIL

ACES QUEUE UP TO TOPPLE CHAMP ELFYN EVANS P2



MOTORSPORT NEWS ISSUE MJ3042 AUGUST 31 2016

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IN THIS ISSUE



"I want to race at Le Mans"
P8

RENAULT LAUNCHES JUNIOR CLIO CLASS
P10





CAPITO: 'VW WILL WIN WITHOUT ME'
P16

TORDOFF TURNS STRUGGLE INTO TRIUMPH IN BTCC TITLE CHASE
P22



IT'S A ZLIN WIN FOR KOPECKY



P30

Belgian Grand Prix report	4
Historic race and rally news	15
BTCC report: Rockingham	22
BTCC supports	25
Gold Cup report	26
Racing reports	27
ERC report: Barum Rally Zlin	30
Rally reports	31
SUBSCRIBE TO *MOTORSPORT NEWS*	32
Sporting Scene	33
Letters/Comment/What's On	34
Classifieds	36
Wanted: A Max Verstappen-shaped swear box for Kimi Raikkonen.	

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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

Big names turn out plus return to best

BREEN AND ON EVANS



Higgins won the Manx back in 2009

By David Evans

Next month's British Rally Championship finale, Rally Isle of Man, will boast a stellar entry, with the addition of WRC podium finisher Craig Breen and TT record breaker Mark Higgins set to take on new champion Elfyn Evans.

The September 15-17 event will be Breen's first outing since his incredible Rally Finland podium and his first asphalt event since winning the Circuit of Ireland back in April. Breen will contest the Isle of Man in the same David Greer-run Citroen DS3 R5 he used to win the Belfast-based event.

Breen admitted, however, it was potential upcoming World Rally Championship commitments that were the main driver in his entry. Citroen sources confirmed earlier this year that Breen will contest October's Rally Corsica WRC counter.

"The primary reason for doing the Manx is to get myself back into driving on asphalt," Breen told *MN*. "It's been a while since the Circuit and when you have an opportunity in the World Rally Championship, you really have to make the most of it; doing the Manx will give me seat time on Tarmac in a great car on a proper, proper asphalt rally.

"Having said that, one look at the route for the rally and I was in. It's fantastic. Just like it always was. And, of course Frank [Meagher, Breen's hero] won it, so the chance to put my name alongside his on a trophy is so important to me. When I was thinking about doing it, I was a bit worried the entry might not be so strong if the championship was sorted, but Elfyn and Mark doing it is brilliant news."

Triple British Rally champion Higgins joins Evans in the DMACK squad for the first time this year, for an event he knows well – but one he hasn't competed on since 2009.

"Mark's got such good experience of those roads," said Breen. "Even if he hasn't done it so recently, he'll still have the experience of the stages in the dark and if the weather turns he'll know where the grip is on the shiny Tarmac. Sure Elfyn and I are on top of our game in terms of making and committing to notes, but there's no doubt Mark will be in there as well. We certainly can't discount him."

Evans was of the same opinion, adding: "The Manx is certainly somewhere where experience counts and Mark has some really good knowledge of those roads. It's going to be a great end to the BRC season and I'm sure there will be a really big battle. I've only done it once, but I know all about the Manx and just what a big event it is, it's one of the ones we want the most."

Higgins said: "It's a great opportunity to be in the same team as Elfyn Evans.

"I'm relishing the opportunity to compete against the top current BRC drivers on such a special event – even if I've been out of the car for a while. The Manx is a special event and it would be fantastic to help the DMACK team end the BRC with another great result."

For Evans and Breen, this will be a continuation of the battle they began on the Circuit of Ireland in April. Evans led for two stages before the alternator belt came off on The Glens stage. He was consistently on Breen's pace when he returned under Rally2 on the final day of the event.

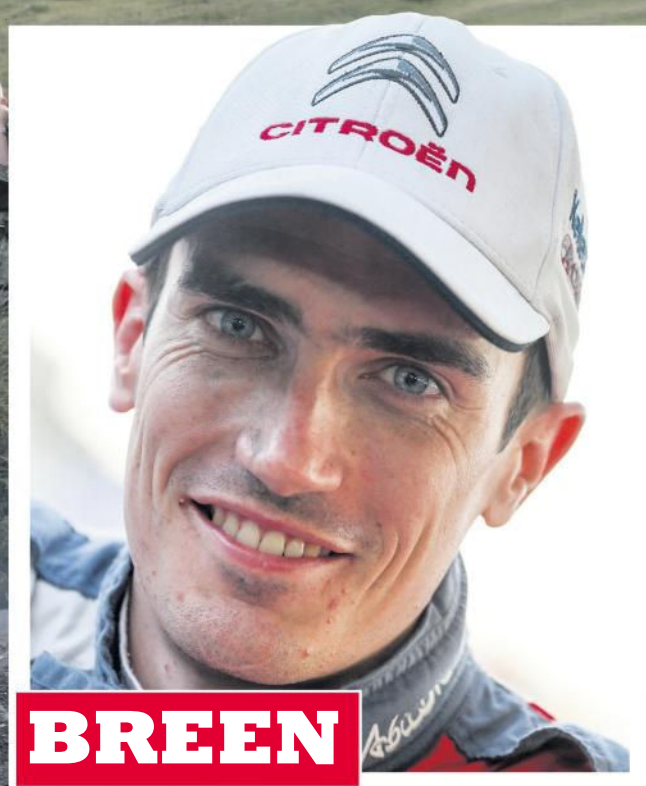
"It'll be good to carry that [Circuit of Ireland pace] on," said Evans. "I had the upper hand before we had the problems, but there's no doubt Craig's going to be quick on the Isle of Man."

All three of the drivers have talked about the return to the classic Manx format of a Thursday night start and Saturday afternoon finish. Next week's event will include 20 stages and 167 competitive miles. After shakedown on the morning of Thursday, September 15, the

Photos: Jakob Ebrey, LAT

stages headline this year's event

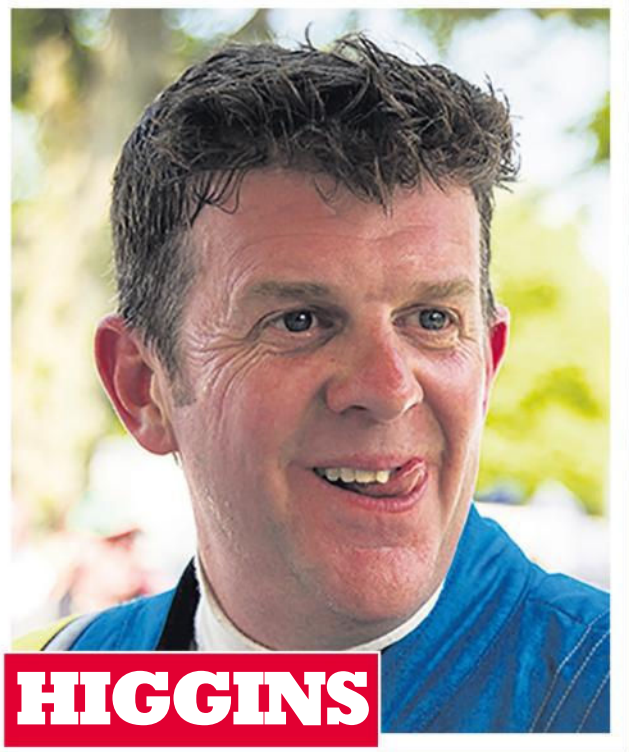
HIGGINS TO TAKE ON CLASSIC MANX



BREEN



EVANS



HIGGINS

crews start the first of three stages in the opening loop – Douglas's Villa Marina stage – at 1900hrs. Friday means 11 stages, with six in the first section and a further five running into the evening. Saturday is a further six tests before the finish at 1700hrs.

Recent history for the BRC on the Isle of Man has been mixed. There was no BRC to visit the island last year and 2014 was a poorly supported and overly complicated double-header.

Prior to that, Keith Cronin was the last man to score maximum points in the British Rally Championship on the island in 2010 – when the event was still running in an unfavoured July date.

The 2011 event was cancelled in September. At the government's behest, it had been scheduled for late October – a time when out-of-season travel to the island from both mainland UK and Ireland was expensive and infrequent.

The BRC organisers made it clear an October event would not form part of the 2012 calendar.

The first incarnation of this year's BRC calendar didn't include the Isle of Man, but once Wales Rally GB's date was nailed down in late October, a return to Douglas was inked for the British series.

What makes the Manx Rally so special?

It's Ari Vatanen hanging Black Beauty in hedge after hedge in an epic 1982 race with Jimmy McRae. Or Patrick Snijers' rasping M3 six years on. It's deciding what tyres to bolt on when you're standing in 21 degrees and bright sunshine on the seafront… but it's 14 degrees and pouring with rain on Injebreck.

It's called Rally Isle of Man, but it's the Manx; it's run in July, but it runs in September; the BRC's ended without it, but it is the end of the British Rally Championship season.

Servicing out of the TT paddock, driving up and down Glencrutchery Road past the famous leaderboard. Or watching Snaefell disappear as another Irish Sea mist rolls in to change the weather. Again. These are the things that make this event what it is. This piece of rock halfway between Belfast and Whitehaven is a special place for motorsport fans year-round. And, with the Manx Grand Prix done, September is about four wheels tearing up some of the world's finest and most unpredictable lanes.

And, believe me, these roads really are that good. Colin McRae always insisted the Isle of Man deserved a world championship round of its own. And who are we to argue?

Craig Breen, Elfyn Evans and Mark Higgins will bring a special magic. Higgins probably more so: he's won it more times than anybody, he's from the place and, don't forget, he's king of the Island after lapping the TT course at an average speed of close on 130mph. He might not have 600bhp and DRS on his DMACK Fiesta, but the intensity and excitement will be just the same.

David Evans



Patrick Snijers showed just how to fly around the Manx in his mega M3

THE BIG THREE



Craig Breen
Car: DS 3 R5
Rally Isle of Man starts: 1
Rally Isle of Man wins: 0
British Rally Championship titles: 0



Elfyn Evans
Car: Ford Fiesta R5
Rally Isle of Man starts: 1
Rally Isle of Man wins: 0
British Rally Championship titles: 1



Mark Higgins
Car: Ford Fiesta R5
Rally Isle of Man starts: 17
Rally Isle of Man wins: 5
British Rally Championship titles: 3

CAPITO ON VW'S FUTURE WITHOUT HIM PAGE 16

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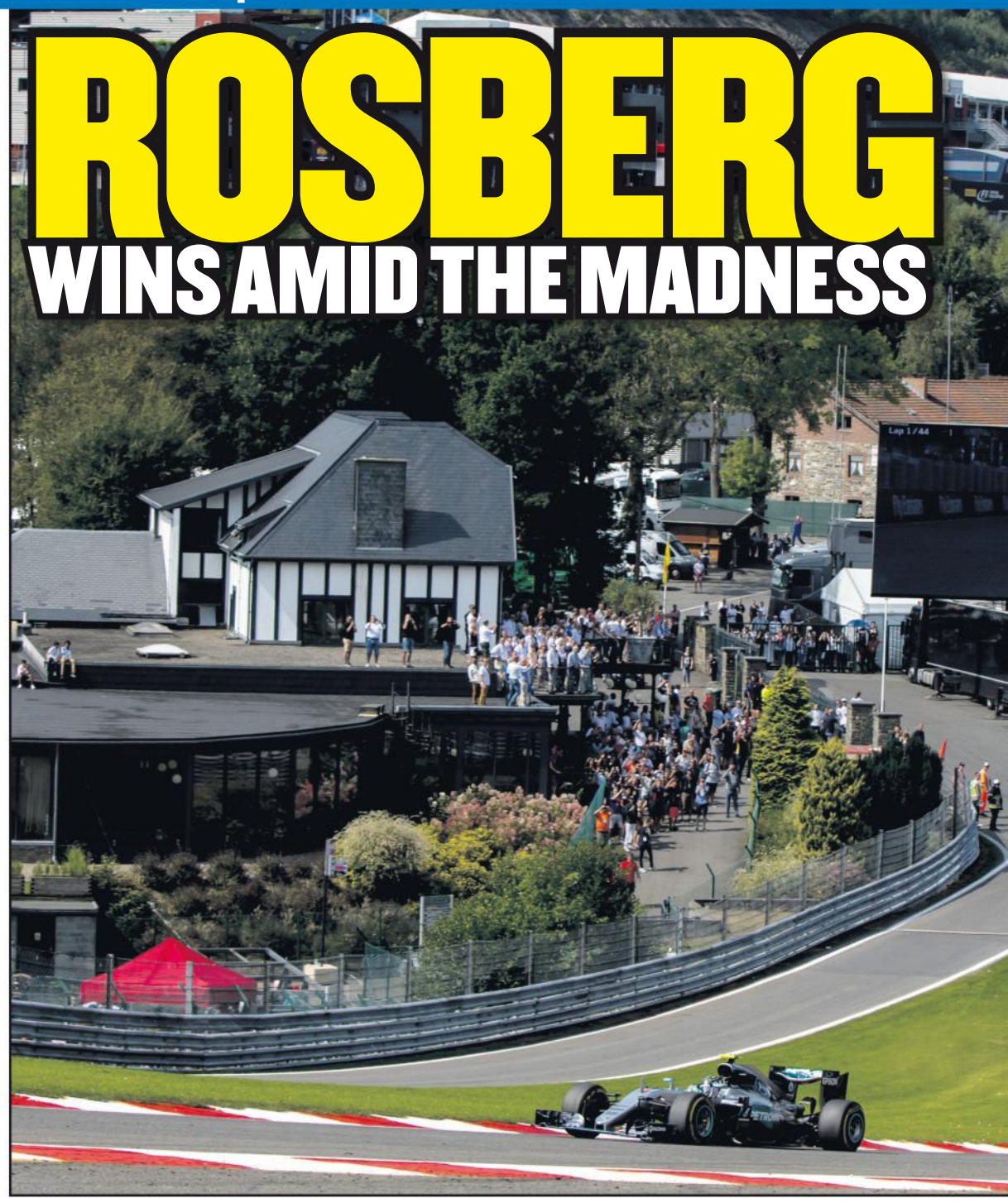
BELGIAN GP REPORT



BY JAMES ROBERTS

Bad temper, big crashes and remarkable comebacks. Spa was not for the faint-hearted

ROSBERG WINS AMID THE MADNESS



This was a wild one. Throughout the Belgian GP weekend there was drama wherever you looked. Whether it was the debate over Jenson Button's future, the on-going saga of the 60-place grid penalty attached to Lewis Hamilton's power unit changes. Or the problems that both high temperatures and pressures caused to the tyre strategies – added to the attention on one Max Verstappen – the weekend at Spa was a memorable one.

Through it all came Nico Rosberg, comfortably taking his sixth win of the year. And to his great surprise he was joined on the Belgian GP podium by his team-mate Lewis Hamilton, who had started on the back row of the grid…

Qualifying

Eight weeks before this race the teams chose their tyre compounds for the Belgian GP. But they could never have predicted the weather that greeted them when they descended in Spa after the enforced factory shutdown. It was hot, *very* hot.

After Friday practice, Mercedes's technical boss Paddy Lowe said that track temperatures of 40 degrees celcius were "almost unheard of." The heat meant the supersoft tyres couldn't cope with much more than a lap before they had lost their usefulness – essentially rendering them as a qualifying tyre and not particularly relevant for the race. And with pressures running high to avoid the sorts of failures that were witnessed at Spa last year, tyre management was one of the key aspects of the three days of running.

For much of this season Hamilton has had the spectre of an engine change grid penalty hanging over him following his repeated failures early in the year. In Spa, Mercedes decided to give Lewis a fresh power unit and made various component changes to take advantage of the fact that as he was starting on the back row, he could take all the hits at once.

In total he was given a 60-place grid penalty following a third power unit change on Saturday morning. Hamilton was given his sixth internal combustion engine, his sixth MGU-K, an eighth MGU-H and an eighth turbocharger that meant qualifying for the Belgian Grand Prix was virtually a pointless exercise.

Indeed, the British driver completed just a single lap in Q1 to set a time within 107 per cent of the fastest time in that session. That enabled him to save tyres for the race – crucially three sets of brand new softs – and he sat out the rest of Saturday afternoon. He wasn't the only world champion with engine trouble. Joining him out of Q1 was Fernando Alonso. Following a water leak in FP1, the Honda in the back of his McLaren needed changing on Friday and there was more trouble when he stopped at Raidillon in the first part of qualifying.

Joining the two world champions in failing to make it to Q2 were Marcus Ericsson (Sauber), Daniil Kvyat (Toro Rosso), new boy Esteban Ocon (Manor) and the second Sauber of Felipe Nasr. The Brazilian only had one chance to record a lap after his first qualifying time was deleted after he cut the track at the top of Eau Rouge (Turn 4).

Just scraping into Q2 was West Sussex racer Jolyon Palmer. On his final run he went 11th quickest with a 1m48.901s lap. But quickly his time was being eclipsed and he started to slip down the timesheets. When the chequered flag flew after 18 minutes of Q1 he was 16th and just 0.048secs clear of the drop zone, making Q2 for the second time in consecutive races.

In Q2 there was the first split in tyre strategies. For those who make Q3, they must start the race on the tyre with which they set their fastest time in Q2, but the quicker runners gambled on getting into the top 10 shoot-out with the slower tyre. Rosberg, both Ferraris and Daniel Ricciardo exited the pits with softs, while everyone else ran on the supersofts – including local hero Max Verstappen.

Despite Ferrari swapping to the supersoft for their second run, they aborted their laps as no one was circulating quicker. For all the soft runners, their gamble paid off. Failing to make the cut into Q3 was Pascal Wehrlein (Manor) and Carlos Sainz (Toro Rosso). Palmer, Esteban Gutierrez (Haas), Kevin Magnussen (Renault) and the second Haas of Romain Grosjean.

For Palmer, 13th, it was his best qualifying of the year. "We're definitely making progress," he said after the session. "My lap was scruffy but Esteban ahead of me has a penalty [a drop of five positions for impeding Wehrlein in FP3] so I'll be next to Kev on the grid. And at least we have a choice of tyres…"

His fellow Brit Button was also delighted with his qualifying, describing his run in Q3 as "one of the best laps I've ever done." He even thought it was better than his pole position lap from 2012.

It was the first runs in Q3 that set the front row of the grid. After Sebastian Vettel had set a 1m47.296s lap, Verstappen went top to the delight of his orange-clad fans with a 1m46.893s. Then Rosberg went even better with a 1m 46.744s. That was good enough for his sixth pole position of the year, but the gap between the top two was just 0.149s.

"I could have done a better lap," said Verstappen, who earlier in the day had sat out most of FP3 with a gearbox problem. "But in the end to be so close to them [Mercedes] on a track with some long straights, we can be very pleased with that."

The 50,000 or so Dutch supporters were also very pleased with his performance, particularly as it broke a record – for 55 years Ricardo Rodriguez was the youngest man to start on the front row of the grid. Max's 18 years, 10 months and 28 days beats the record from Monza '61 when Rodriguez was 19 years, six months and 26 days.

Behind them in third place was Kimi Raikkonen (who had to abort his first run when he ran wide at Stavelot and made a small trip across the gravel).

He'd beaten his team-mate Vettel and the second Red Bull of Ricciardo. They lined up on Sunday ahead of the two impressive-looking Force Indias of Sergio Perez and Nico Hulkenberg, the two Williams machines of Valterri Bottas and Felipe Massa, who sandwiched Button.



Verstappen inside, Raikkonen centre and Vettel – chaos ensued

Race

It was an unusual sight on the back row of the grid. There was Hamilton's grid girl standing next to Alonso's. Two world champions a long way from the sharp end of the field. But their approach to the early stages of the Belgian Grand Prix would pay dividends (particularly as both drivers elected to start on the medium tyre).

There's no point starting in the first few rows if you're then going to act as if you're on the dodgems on Clacton sea front – as many did on another hot afternoon in the Ardennes forest. The wheel banging began as soon as the pack descended into the sharp La Source hairpin for the first time.

Rosberg was safely away from pole, but enthusiasm got the better of local hero Max Verstappen and his Red Bull bogged down initially as he peeled away from the line. He was immediately mugged by the two Ferraris – Vettel to his left and Raikkonen to his right. In a bid to regain lost ground he braked late and deep into the right-hander to reclaim lost positions. Raikkonen was squeezed by Vettel on his outside and Verstappen on his inside and they all clumsily clattered into each other.

Vettel spun, Verstappen lost part of his front wing and Raikkonen suffered damage to his floor. With Max running with significantly reduced downforce he became a sitting duck and quickly fell like a stone through the field.

"My start wasn't great but I dived on the inside, I didn't lock a wheel, so I was easily making the corner," said Verstappen after the race.

"But the Ferraris just kept squeezing me and then Sebastian just turned in on both of us. He knows he is on the outside and he just turns into the corner where there are two other cars. That damaged my front wing, I had a lot of damage and my floor got destroyed, so from there the race was gone…"

Unsurprisingly, Vettel lay the blame on the door of 'mad' Max.

"It was a very bold move [from Verstappen] trying to recover those two places in one corner by diving down the inside, and that obviously was the reason why Kimi couldn't turn in," said Vettel.

The order at the end of the first lap was thus: Rosberg led Hulkenberg and Ricciardo from Massa, Romain Grosjean's Haas (who had started 11th), Bottas and Sainz. The Toro Rosso driver had made seven places on the first lap, but then immediately lost out when he suffered a right-rear puncture the second time running up the Kemmel Straight.

With Wehrlein also hitting the back of Button at Les Combes (on lap one) and with so much debris littering the track thanks to the opening-lap mayhem, the Virtual Safety Car was initiated to slow the field down. It's also worth pointing out where our back of the grid friends were at this stage: Alonso had sneaked up to a remarkable 10th and Hamilton was 11th. Compare their fortunes with Vettel who was 15th and Verstappen 16th while Kimi had lost a lap.

Two other drivers who had leapt through the field were the Renaults. Palmer had leapfrogged his team-mate Magnussen and the pair were circulating in seventh and eighth. K-Mag was pushing hard, then – wallop – he lost control of his RS.16 at the top

'The first few laps of a GP can be chaotic...'

Manor's Wehrlein gets an award, p7



ROUND 13

Photos: LAT



Rosberg simply left the trouble behind him at Spa

Rosberg: win no. 6

of Eau Rouge, over-corrected and then careered backwards at high speed into the tyres at the top of Raidillon. It was a frightening-looking shunt that destroyed his car, the tyre wall and caused a cut to his left ankle. The safety car was immediately deployed – great news for Raikkonen, who got his lap back – but that was followed by a red flag when it became clear extensive work was required to repair the tyre wall.

There was a 20-minute break then for drivers to calm down and engineers to rethink their strategies. Hulkenberg even asked if his team could take fuel out of his car to enable him to run lighter to the end. In fact he had lost out the most with the lap nine stoppage because he'd switched to softs three laps earlier and was running a competitive third overall – and was delighted to take a well-deserved fourth at the finish.

Once the race got underway again, there was still room for more wheel-banging action – the most notable was a resumption of the battle between Verstappen and the two Ferraris.

The pair were duelling for 14th place, with Kimi attempting to pass the Dutchman into Les Combes. Robust defending forced the Finn off the road and he cut the chicane, found himself ahead of the Red Bull and had to concede the place back.

On the next lap, he picked up a great tow up Eau Rouge and assisted with DRS was set to pass Verstappen on the right, when the Red Bull jinked to block the Ferrari – forcing Raikkonen to take evasive action and incurring his wrath on the team radio: "Come on, this is f**king ridiculous now, he's just f**king turning when I'm at full speed."

Afterwards Kimi warned that a "big accident" would happen if Max didn't alter his driving (*see Racing News*). And even his team boss Christian Horner admitted the move was "on the edge."

But both continued to make contact with other drivers as the race continued. Raikkonen tapped Grosjean's right-rear at Les Combes and Verstappen touched Perez's Force India at the same place. Their day was fraught with risk and ultimately it didn't pay off.

Compare once more with Hamilton, gradually picking off his opponents to come away with a third place finish (and Alonso was delighted with his seventh – despite a close call in the pits when he exited into the path of Hulkenberg).

Up front, Rosberg didn't put a foot wrong. Pole, a measured drive on a wild day and victory. He collected his sixth win of the year and closed the gap to Lewis in the title race. But not by as many points as he thought he had.

"After the finish I looked at the results," said Rosberg. "I knew Ricciardo was behind me and then I saw 'HAM' in P3 and I was like, 'What? Seriously…?!'" ■



Hulkenberg ran second early on

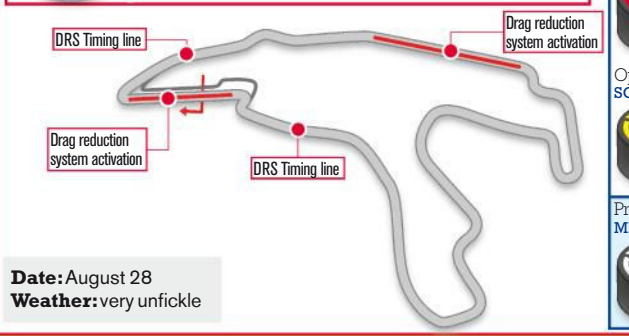
WHICH RECORD DOES LEWIS HAVE NOW? P7

RACE FACTS

Results © 2016 Formula One Administration Ltd

BELGIAN GRAND PRIX

Circuit: Spa-Francorchamps **Lap:** 4.352 miles
Race distance: 191.49 miles **Laps:** 44
Lap record: 1m47.263s (Sebastian Vettel, 2009)
2014 winner: Lewis Hamilton (Mercedes)



Date: August 28
Weather: very unfickle

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RESULTS

FIA Formula 1 World Championship, round 13/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Nico Rosberg	GER	Mercedes	1h44m51.058s
2	Daniel Ricciardo	AUS	Red Bull-Renault	+14.113s
3	Lewis Hamilton	GBR	Mercedes	+27.634s
4	Nico Hulkenberg	GER	Force India-Mercedes	+35.907s
5	Sergio Perez	MEX	Force India-Mercedes	+40.660s
6	Sebastian Vettel	GER	Ferrari	+45.394s
7	Fernando Alonso	ESP	McLaren-Honda	+59.445s
8	Valtteri Bottas	FIN	Williams-Mercedes	+1m00.151s
9	Kimi Raikkonen	FIN	Ferrari	+1m01.109s
10	Felipe Massa	BRA	Williams-Mercedes	+1m05.873s
11	Max Verstappen	NED	Red Bull-Renault	+1m11.138s
12	Esteban Gutierrez	MEX	Haas-Ferrari	+1m13.877s
13	Romain Grosjean	FRA	Haas-Ferrari	+1m16.474s
14	Daniil Kvyat	RUS	Toro Rosso-Ferrari	+1m27.097s
15	Jolyon Palmer	GBR	Renault	+1m33.165s
16	Esteban Ocon	FRA	Manor-Mercedes	-1 lap
17	Felipe Nasr	BRA	Sauber-Ferrari	-1 lap
R	Kevin Magnussen	DEN	Renault	L5/accident
R	Marcus Ericsson	SWE	Sauber-Ferrari	L3/gearbox
R	Carlos Sainz	ESP	Toro Rosso-Ferrari	L1/tyre
R	Jenson Button	GBR	McLaren-Honda	L1/collision
R	Pascal Wehrlein	GER	Manor-Mercedes	L0/collision

Winner's average speed: 109.535mph **Lap leaders:** Rosberg 1-44

FASTEST LAP | LEWIS HAMILTON 1M 51.583S ON LAP 40 (AVERAGE SPEED: 140.417mph)

QUALIFYING

POS	DRIVER	TIME
1	Rosberg	1m46.744s
2	Verstappen	1m46.893s
3	Raikkonen	1m46.910s
4	Vettel	1m47.108s
5	Ricciardo	1m47.216s
6	Perez	1m47.407s
7	Hulkenberg	1m47.543s
8	Bottas	1m47.612s
9	Button	1m48.114s
10	Massa	1m48.263s
11	Grosjean	1m48.316s

POS	DRIVER	TIME
12	Magnussen	1m48.485s
13	Palmer	1m48.888s
14	Sainz	1m49.038s
15	Wehrlein	1m49.320s
16	Nasr	1m48.949s
17	Ocon	1m49.050s
18	Gutierrez	1m48.598s
19	Kvyat	1m49.058s
20	Ericsson	1m49.071s
21	Hamilton	1m50.033s
22	Alonso	No time



Palmer had his best qualifying yet

CHAMPIONSHIP POINTS

DRIVERS

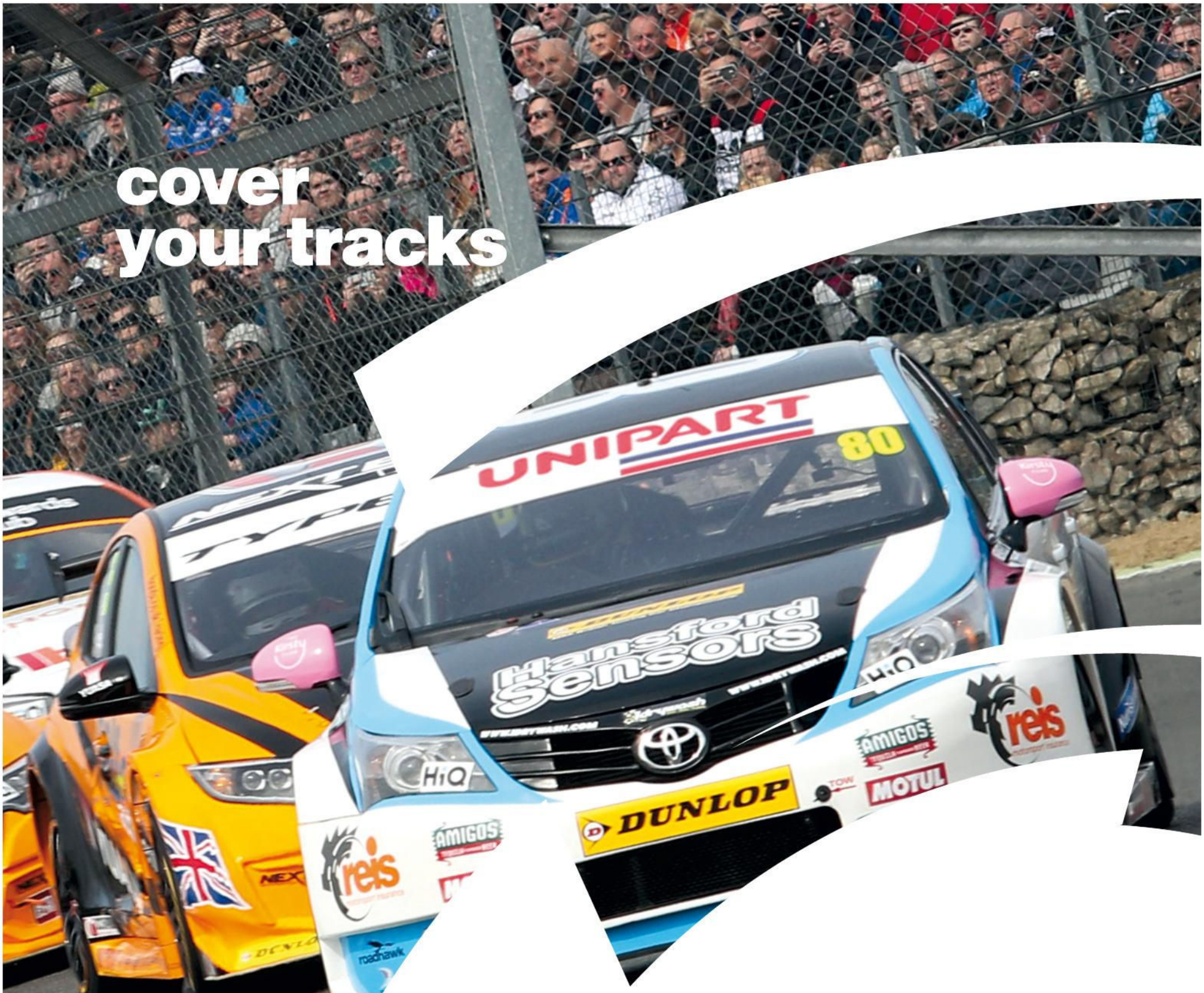
POS	DRIVER	PTS
1	Lewis Hamilton	232
2	Nico Rosberg	223
3	Daniel Ricciardo	151
4	Sebastian Vettel	128
5	Kimi Raikkonen	124
6	Max Verstappen	115
7	Valtteri Bottas	62
8	Sergio Perez	58
9	Nico Hulkenberg	45
10	Felipe Massa	39

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	455
2	Red Bull-TAG Heuer	274
3	Ferrari	252
4	Force India-Mercedes	103
5	Williams-Mercedes	101
6	McLaren-Honda	48
7	Toro Rosso-Ferrari	45
8	Haas-Ferrari	28
9	Renault	6
10	Manor-Mercedes	1
11	Sauber-Ferrari	0

NEXT RACE Let's hope Verstappen doesn't get lynched as he walks to Monza, hey?

ITALIAN GRAND PRIX SEPTEMBER 4



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GP EXTRA ROUND 13

Photos: LAT



MOTORSPORT NEWS STAR DRIVER

FERNANDO ALONSO

Like Hamilton, started at the back after a plethora of engine-related penalties. Unlike Hamilton, he didn't have the fastest car in the field. Luck helped to get him up front, but Alonso drove an immaculate race to maximise the result at the front of a congested midfield pack where a lesser driver would have slipped further back.

MOTORSPORT NEWS HAZARD PERCEPTION AWARD



PASCAL WEHRLEIN

The first laps of grands prix can be chaotic, but it was surprising to see Manor driver Pascal Wehrlein, who showed top 10 pace in Q1 but then didn't have the right tyres available to repeat that pace in Q2, pile into the back of Jenson Button's McLaren when it was slow exiting Les Combes. The impact put both out of the race.



Max Verstappen broke Ricardo Rodriguez's 55-year-old record for being the youngest driver to start on the front row of a world championship grand prix. Rodriguez was 19 years and 208 days when he started second on his debut at Monza in 1961.

FASTEST LAPS

DRIVER	TIME	LAP
Hamilton	1m51.583s	40
Rosberg	1m51.746s	11
Kvyat	1m52.081s	37
Ricciardo	1m52.461s	11
Vettel	1m52.728s	35
Palmer	1m53.251s	41
Verstappen	1m53.281s	32
Perez	1m53.414s	34
Raikkonen	1m53.498s	27
Hulkenberg	1m53.530s	41
Grosjean	1m53.803s	25
Bottas	1m54.120s	31
Gutierrez	1m54.335s	26
Massa	1m54.342s	25
Alonso	1m54.484s	43
Ocon	1m55.734s	26
Nasr	1m56.152s	31
Magnussen	1m56.588s	4
Ericsson	2m15.255s	2



Daniil Kvyat was fast in Toro Rosso

STATS

31 Lewis Hamilton continues to pick up ever more British F1 records, with his fastest lap at Spa taking his tally to 31. That gives him one more than Nigel Mansell, and puts him fourth in the all-time list. Michael Schumacher has 77.

300



This was the 300th F1 race Jenson Button has entered, although it was only his 297th start. He has failed to start races he has qualified for three times: Monaco 2003 (accident), Indianpolis 2005 (tyre farce) and Bahrain 2015 (engine)

MOTORSPORT NEWS WOODEN SPOON



MAX VERSTAPPEN

Things were going well in front of the thousands of Dutch fans who travelled to Spa when Verstappen became F1's youngest front-row starter. But seconds later, it all started to go wrong, with the first-corner clash. After pitting thanks to damage, he failed to recover to take points and continued to show on-the-limit defensive tactics in battle on his way to a hobbled 11th place.

YOUR LETTERS PAGE 34

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RACING NEWS

F1 ROUND-UP



Alonso buoyed by speed

Honda's gain

McLaren-Honda racer Fernando Alonso has hailed the improvement made by the squad after an engine upgrade at Spa helped him to challenge for larger points scores. Despite starting from the back after copping a 60-place penalty for changing components, Alonso stormed through to seventh. "It was a good feeling; we had the pace this weekend, a little better than expected given the circuit that it is," said Alonso. "Seventh is good points for the team and [to be] in the points, on a circuit like this was unthinkable a couple of months ago."

Halo test

Nico Rosberg became the latest driver to test using the developmental Halo head protection device when he ran it on his Mercedes during free practice at Spa. Rosberg went fastest during FP1 on Friday when using the device. He said: "It was good to try it and they've done a great job with it because it doesn't disturb me at all when I'm driving, it just increases the safety a lot. I know it's not nice visually. But it's such a big step in safety and I think it's a good thing. When driving you don't notice the top part, you could even bring it down a bit."

Sainz's concern

Carlos Sainz also ran with a Halo fitted, but had more concerns about the system. "My biggest concern was visibility, but it's not actually a problem," said Sainz. "When you leave the pits you have this thing in the middle which disturbs you a bit but at the end of the lap you don't even notice it's there. Probably the biggest concern and margin for improvement is that getting in and out of the car is quite tricky at the moment. Extraction is not easy."

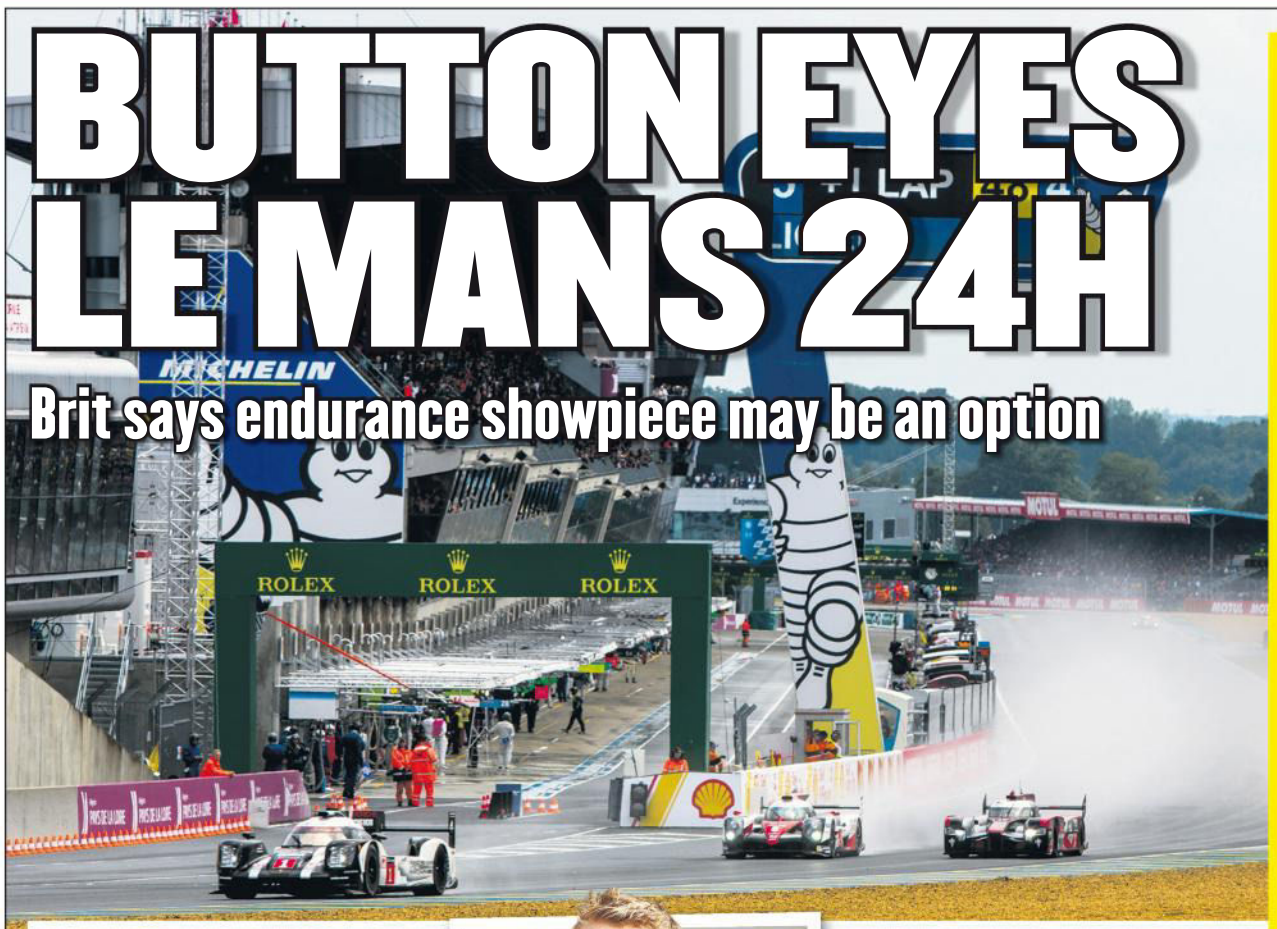
Hulk shines

Nico Hulkenberg reckons Force India could have been on the podium at Spa had it not been for the early red flag. Both Hulkenberg and team-mate Sergio Perez starred in Belgium, finishing fourth and fifth. Hulkenberg said: "Today is a massive result. There were some unusual circumstances, but we were there to take the opportunities and pick up some very important points. The red flag proved costly because it neutralised things and bunched everybody back up again. Maybe if things had worked out differently, we could have been on the podium."

Photos: LAT

BUTTON EYES LE MANS 24H

Brit says endurance showpiece may be an option



By Edd Straw

McLaren driver Jenson Button has revealed he wants to race in the Le Mans 24 Hours one day, as he continues to ponder his F1 future.

The 36-year-old says he has "a few options" to continue to race in F1 for an 18th season and that the decision whether or not to do so lies solely in his hands, even though McLaren is evaluating replacing him with long-time protege Stoffel Vandoorne.

But when asked what else he wants to do in life after F1, Le Mans was among his targets, which represents a change in his position given he ruled out such a move as recently as late 2013.

"There's so much I want to do in my life in terms of competition," said Button.

"I want to do Le Mans, I'd love to if the right opportunity came up and I was wanted and I felt it was a good chance and gave me the possibility of winning.

"It's a great race and I love the camaraderie of the team members and the atmosphere."



Button: to stick with F1 or not

The 2009 world champion also revealed he was keen on entering an endurance race with racing driver friends. Although he did not specify who, this could include the likes of reigning Blancpain Endurance champion Alex Buncombe.

Button has little experience of that form of racing, having spent almost all of his car racing career in single-seaters. While he did compete in the 1999 Spa 24 Hours driving a Rafanelli-run BMW, the car retired before he got behind the wheel in the race.

Button confirmed he has yet to discuss his McLaren future with Ron Dennis, but that such a conversation is planned for September. "I don't know," said Button when asked about his F1 future. "I have days when I want to be racing and other days when I think I've been around long enough and that doing something different could possibly be more fun.

"I've lived by Bernie Ecclestone's schedule for 17 years, maybe I want to be my own man."

Button is known to have held talks with Williams, while Renault is on the lookout for a driver to lead the team in 2017.

A decision is expected soon, with Button saying at Spa last weekend that he's "almost there with my thought process" and that he "thought about it" a lot during the August break.

Button: 2017 F1 cars 'awesome'

Jenson Button has hinted what he describes as the "awesome" 2017 Formula 1 cars could influence his decision on whether to remain in grand prix racing next year.

Next year's cars will feature more powerful aerodynamics and wider tyres, with Button predicting lap times will be around four seconds faster than the 2016-spec machinery.

"That's definitely on the positive side," said Button when asked whether the improved cars would sway the decision on his future.

"The cars will be more fun to drive next year, whether that's enough or not I don't know. They will definitely be more fun and they will be more physical, but it will definitely be tougher.

"It will be a lot quicker and it's what the sport needs because it doesn't feel physical at all."

Button also suggested F1 will scare drivers next year after comparing the current generation of machinery unfavourable with the V10 cars he started his career in.

"I remember going through Turn 5 onto the back straight at Jerez and you would have one eye closed thinking 'is this thing going to hold?'

"So it was a light dab on the brakes, turn in and then you would just be waiting for the twitch.

"If you got the snap oversteer, either you were off or you lost a massive amount of time.

"Now, you arrive and you slide through the corner and you drift.

"It's just a very different feeling. It doesn't scare you as much. It will next year, it will be awesome."



Hamilton took some fresh engines

Hamilton says engine gamble has put him ahead after 'bonus' Spa fightback

Lewis Hamilton is hoping the disadvantage of early-season reliability problems could turn into a strength after his Mercedes team replenished his pool of engines during the Belgian Grand Prix weekend.

The reigning world champion accrued a total of 60 grid penalty places by introducing additional power unit components in each of the three free practice sessions.

With the power units divided into multiple components, Hamilton broke into his sixth, seventh and eighth engines, meaning he has three available for the final eight races of the year.

"We changed three engines, I'm actually ahead on engines, which is a good thing," said Hamilton, who climbed from the back of the grid to finish third at Spa.

"I can fight in the last eight races. To come out with a clean race, only lose 10 points and have three new engines is a super bonus today."

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'Tordoff recovered from a nightmare'
BTCC at Rockingham, p22



Photos: LAT

VERSTAPPEN TOLD TO ALTER DRIVING



Verstappen: Warned

Red Bull driver had a messy race at Spa

Some of F1's leading lights have called on Max Verstappen to alter his driving style, with some claiming the teenager is on the verge of a 'massive accident' after a bruising Belgian Grand Prix.

The 18-year-old Dutchman was involved in a string of clashes during the race at Spa, which began with a turn one collision with the Ferraris of Kimi Raikkonen and Sebastian Vettel, in which Verstappen broke his front wing and was forced to pit at the end of the first lap.

Verstappen fought back to finish 11th, but again provoked controversy for his defensive driving as he tried to hold cars off with his damaged Red Bull.

Raikkonen repeatedly radioed his team saying Verstappen was blocking him, once moving across to defend late after Raikkonen had already made his attacking move. Verstappen has often adopted the tactic of moving across late once he has seen which way an attack is coming from.

Raikkonen said after the race: "The problem is when I came with DRS I am 15-20kph faster and once I turn he waits and turns after me. I had to brake at full speed to not hit him. If I had not braked we would have had a massive accident. This will happen sooner or later if this does not change. But it seems OK as the stewards do not penalise him. Maybe it needs an accident before things get more clear but nobody likes to see things like that."

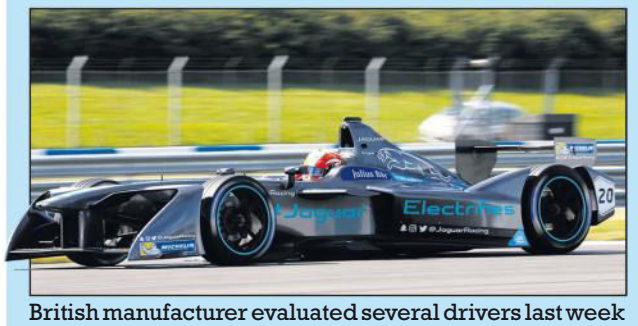
Merc team boss Toto Wolff said he admired Verstappen, but also questioned his tactics. "He is refreshing," said Wolff. "He comes with no fear, no respect and gets his elbows out. It reminds me of the great ones – the likes of Lewis [Hamilton] and Ayrton Senna. Some guys are starting to think twice about how to overtake him.

"The FIA has not penalised it, he's just been given a hard time in drivers' briefings. I just fear it might end up in the wall heavily one day. It is refreshing, but dangerous."

Verstappen responded by saying both Ferrari drivers were at fault for the turn one clash, and that his driving was stern but fair.

"I'm just defending my position and if somebody doesn't like it it's his own problem," he said. "If they screw up my race, I'm not going to make it easy for them, I think they should understand that.

"I'm not going to say 'come through'. At turn one I was up the inside and didn't lock a brake so was easily making the corner, but they [the Ferrari's] kept squeezing me until Sebastian turned in on us both. If turn one hadn't happened, I wouldn't have been so aggressive and pushed Raikkonen out like that [at the first chicane]."



British manufacturer evaluated several drivers last week

Carroll set for Jaguar FE seat after test

Adam Carroll spearheaded Jaguar's first public Formula E running in the pre-season test at Donington Park last week, ahead of the manufacturer's return to major international motorsport.

The Northern Irishman was joined at Donington by Alex Lynn, Harry Tincknell and Mitch Evans as Jaguar continues to evaluate its driver line-up for the 2016/17 FE campaign.

Carroll looks set to land one of the seats having spent all three days at Donington driving the I-Type 1, with British duo Lynn and Tincknell and New Zealander Evans sharing the second car as they vie to be his team-mate.

Lynn has a clear link to the Williams Advanced Engineering-run Jaguar programme, thanks to his role as a Williams F1 development driver, and outpaced Carroll on the opening day of the test. Tincknell ran on the final day, when most of the running was in the wet.

GP2 race-winner Evans ended up quickest of the Jaguar quartet but still only set the 17th fastest time of the test because the team did not focus on performance runs at Donington, which contrasts greatly with the street circuits FE will visit in the coming season.

Evans' best, a 1m31.267s, was 1.6s slower than the fastest time from the test; Jean-Eric Vergne's record-breaking 1m29.634s for the new Techeetah team on the second day.

Despite reports of Jaguar struggling for reliability during its private testing, it racked up 500 miles of running at Donington – just shy of last year's leading teams Renault e.dams and Abt Audi Sport, and more than Andretti, Faraday Future Dragon Racing and NextEV.

It is unknown whether Jaguar will field its two race drivers at the final test, which runs from September 5-7; though it is due to officially unveil its line-up and livery at a launch on September 8.

Turvey and Piquet remain with NextEV squad

The NextEV Formula E team has retained Oliver Turvey and Nelson Piquet Jr for the 2016/17 season.

McLaren F1 development driver Turvey was one of the unsung stars of a 2015/16 FE campaign in which NextEV went from winning the inaugural drivers' title with Piquet to finishing last in the teams' championship.

Turvey, who will dovetail his FE commitments with the end of another Super GT season with Honda, beat Piquet in the standings and was unfortunate not to end his rookie FE campaign with a podium in Battersea Park.

Meanwhile, Turvey's team handed Indy Lights race winner Dean Stoneman his first experience of an FE car at last week's Donington Park pre-season test.

The 26-year-old Brit was called up by NextEV on the final day with Piquet unavailable and Turvey travelling to Japan for the Super GT round at Suzuka, where he claimed his first pole position in the series but retired while in podium contention.

Stoneman was 16th fastest, having not completed a 200kW run in the dry, and hopes to land a reserve-driver role in the series.

Magnussen confident of racing in Italy



K-Mag crashed

Renault driver Kevin Magnussen says he will be fit to race in this weekend's Italian Grand Prix after his huge accident at Spa.

The Dane lost control of his car at the top of Eau Rouge on the sixth lap of the Belgian GP and careered into the tyre wall on the opposite side of the track at Raidillon.

He was taken to nearby Verviers hospital for scans but was released with just a cut to his left ankle.

Magnussen will have to undergo routine FIA checks on Thursday but it is thought he should be fine to race.

He wrote on Twitter: "Thanks for all your messages folks! On my way home with a sore ankle but will be ready for Monza."

Renault team principal Fred Vasseur said there would be a full investigation into the crash with the cause currently unknown.

"I have the feeling he had huge wheelspin on the kerb," he said. "I don't know why, whether it was too much on the kerb or not.

"But let's see about the reasons. We have to take time to analyse exactly what has happened [in the crash]."

Asked whether he felt it may have been driver error, Vasseur replied: "No, I will never blame a driver for this."

The race was red flagged shortly after the shunt.

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"Spa is still a fearsome challenge"



"I had an accident at Spa that was to change my life forever."

Speaking in his suite at the Ritz Carlton hotel in Montreal earlier this year, Jackie Stewart chillingly recalls a historic moment in the history of grand prix racing. Despite the passing years he remembers the events of the 1966 Belgian GP – and his death-defying shunt – in precise detail. It was a race that set in motion a transformation in the sport: a crusade to improve safety.

The 1966 edition of the race started in dry conditions, but as the field streamed flat-out towards Burnenville – on the old Spa road course – they hit a wall of water. A massive downpour sent cars scattering in all directions.

At the Masta Kink, Jackie was helpless as his car slid off the circuit at high speed. He was trapped. There were no marshals, no medics – no help. That day he was lucky and after his accident set in motion a campaign to transform the safety of grand prix circuits across the world.

Today, Spa in its truncated form is still considered a fearsome challenge. The dip and rise through Eau Rouge, the descent into the double-left at Pouhon and the flat-out turn of direction at Blanchimont demand a high degree of skill and bravery – especially when the track is subjected to the notoriously fickle Haute Fagnes weather.

In the 50 years since Stewart's accident, advances in car and circuit design have saved many lives and research continues. Although the halo head protection frame has been delayed from appearing in F1 until 2018, it once again made an appearance at the weekend, when Mercedes's Nico Rosberg trialled the device in Friday morning practice.

A year has passed since Justin Wilson's fatal head injury at an Indycar race and there was relief when last week Helio Castroneves escaped harm from a dramatic pitlane collision – again in Pocono – when Alex Rossi's car was launched dangerously close to Castroneves's helmet. Today, head protection is the most pressing area of racing car safety.

In Stewart's day the concern was with the paraphernalia on the edge of the circuit: telegraph poles, trees and buildings and the risk of fire. Changes needed to be made, but were unwelcome at the time.

As the sport attempts to reduce the risk of head injuries, we should take a moment to reflect on the events of the Belgian GP half a century ago and remember the crusade that Jackie started. "There were a lot of people who were not prepared to support change," says Stewart. "But ultimately we won that battle."

AGREE/DISAGREE?
mn.letters@haymarket.com

RACING NEWS

IN BRIEF



Bryant was guest in Lotus Elise

Snapper's run

Regular *Motorsport News* and *Autosport* photographer Jon Bryant was a guest on the Lotus Cup UK and Elise Trophy grid at Brands Hatch last weekend. The Snappy Racers founder handled an Elise 111R in the double header, qualifying 10th in class before racing to seventh and eighth respectively. "It was great fun, I had overtaking, side-by-side Mansell and Senna-style stuff, grass-cutting and thumbs up at 100mph with other drivers. Superb," said Bryant.

Harper's milestone

Long-standing Darlington and District Motor Club member and competitor Ron Harper reached a special milestone at Croft last weekend, competing in the brace of Battle of Britain Trophy races after making his racing debut at the same venue and event 50 years ago. He finished ninth (third in class) and sixth (second in class) in his self-prepared Triumph Spitfire.

Mobility lap

Long-time Milton Keynes and District Motor Club member Noel Wilson continued his mission to lap as many British circuits as possible on his mobility scooter to raise funds for his Motorsport for MS initiative to fight Multiple Sclerosis. During the lunch break at Croft last Saturday he set a laptime of 13m15.909s for the 2.1-mile circuit and hopes to complete a lap of the Isle of Man TT circuit next year, estimating it might take about five hours. Noel has already set lap times at Silverstone, Brands Hatch, Thruxton, Anglesey and Curborough.

Rivett runs

Castle Combe FF1600 champion Matt Rivett made his debut in the National FF1600 Championship at Donington Park last weekend. Rivett, from Surrey, has acquired the ex-Robert Barrable Ray GR10, having won the Combe title a decade ago in a Ray GR97. He struggled in qualifying on new rubber but found improved pace in the two races, recording a brace of top 10 finishes.

Jones' switch

After five years of Mighty Mini racing, Penny Jones made her debut in the Fiesta Championship at Silverstone. She won last year's Gaz Shocks award as the most entertaining driver. Her car is prepared by partner Roger White of RJP, whose son Jamie is a title contender in Fiestas. "I loved it," she said having finished eighth and sixth in the two races.

Photos: Jakob Ebrey, Gary Hawkins



Fewkes behind series



Same car as main series will be used

NEW JUNIOR UK CLIO CUP FOR '17

By Stephen Lickorish

Renault will launch a new Junior Clio Cup championship next season.

It will be open for 14-17-year-olds and Renault will support the series, which will feature 12 races across six events that will form part of BARC club meetings.

Championship manager Will Fewkes said the planned running costs for the series would be £30,000-£45,000.

"Renaultsport is renowned for producing a massive amount of talent, single-seater and tin-top wise," he said. "It's the ideal opportunity for a mass car manufacturer to get into the junior market. If we can add another rung on the ladder it's going to be a front-wheel-drive option to the British Touring Car Championship.

"The MSA can sanction four junior championships and at the moment there is only one manufacturer-backed class in junior car racing so they obviously understand that there is a market. I think it adds further kudos to British motorsport to have Renault involved."

The same car that is used in the main UK Clio Cup will be raced on Michelin road tyres, with modifications to the ECU to restrict it to 100mph and five gears. The car has been tested by former champion Phil Glew to find the right configuration and the idea is that teams will be able to use the same car in both series.

"In the current climate it does make things more appealing," said Fewkes. "It's a great car, it's a very safe car and it's proven on track in this championship."

The new series has had a mixed reaction from existing Clio Cup teams. WDE Motorsport, which runs Paul Rivett in the main series, plans to enter drivers.

"I think it's a really good thing," said team boss Wayne Eason. "I think there's a market for it as it's a current product that's new and there's longevity there. We are definitely looking to get involved. I think with Renault behind it, it will be good."

But Eason added that the cost of the cars, particularly with the weak euro exchange rate, could be a potential problem.

However, Team Pyro boss Mark Hunt is unsure where the category will sit in the congested junior racing scene that already features Ginetta Junior, Junior Saloon Cars and Fiesta Juniors. "I think the market is saturated," he said.

Turkington gets grid penalty for next race

Former champion Colin Turkington has been handed a third reprimand of the season, which means the Subaru Team BMR BTCC driver will start the opening race at Silverstone from the back of the grid.

The Northern Irishman was told off after the opening race for putting all four wheels below the white line at the edge of the Rockingham circuit as he was overtaking Josh Cook on his way to fourth place. Turkington was handed a six-second penalty that dropped him back behind MG man Cook in the results in fifth.

In race three, he was adjudged to have passed Jake Hill's Toyota as the yellow flags came out for a safety car.

"I am gutted about this, because both Rockingham incidents are relatively minor and they are going to make things tough," he said. "I felt I had been squeezed onto the grass by Josh, but they didn't see it that way.

"In race three, I was side-by-side with Jake racing for the line. I felt we were level, but Jake's bumper must have been ahead of me by a fraction of a millimetre. It is very hard to judge those things when you're strapped in the car."

He had picked up a penalty for an incident with Rob Collard at the last meeting at Knockhill too, which now means he will start from the back at Silverstone on September 18.

"Our car excels on tracks that are chassis dependant, so Silverstone will be hard," said Turkington. "There aren't many corners to pass on… The title will be tough, but we will keep on pushing."

Team BKR VW CC driver Mark Howard was also reprimanded after race three and he too will start at the back at Silverstone.

Photo: Mick Walker



George Douglas and Anthony Taylor emerged unscathed from this horrific crash on the first lap of the Guards Trophy contest for Sports Racing Cars at the Oulton Park Gold Cup last weekend. The pair went off at Dentons with Douglas' Ginetta G16 rolling over the top of Taylor's Willment BRM.

THE FASTEST NEWS ROUND-UP



Brit Jack Aitken claimed his maiden GP3 win at Spa last weekend in race two. The race featured three safety cars but the Arden driver was able to work his way through from fourth on the grid to win from Antonio Fuoco. It wasn't such a good weekend for two of the other Brits as Jake Hughes and Matt Parry collided in both races with Hughes getting a grid penalty for the next round at Monza. The opening race was won by points leader Charles Leclerc, while Jake Dennis surged forward from 13th on the grid to second… Red Bull test driver Pierre Gasly won the opening GP2 race at Spa to extend his points lead, while Brits Jordan King and Alex Lynn completed the podium. Antonio Giovinazzi took another win for Prema in race two after passing Gustav Malja at mid-distance… **Graham Rahal won the rescheduled IndyCar race at Texas. The contest was red-flagged in June due to heavy rain and the remainder of the race was run last weekend. James Hinchcliffe was leading to start with but a succession of yellow flags in the closing stages allowed Rahal to pounce and claim his first win of the year…** Kyle Larson beat Chase Elliott at Michigan to claim his maiden NASCAR Sprint Cup win… **Jamie Whincup became only the second driver to claim 100 wins in Aussie Supercars at Sydney Motorsports Park last weekend. Shane van Gisbergen won the opening race…**



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'Smith took hat-trick of wins'
Radical Challenge, p27



Photos: Gary Hawkins, Jakob Ebrey

OLYMPIC STAR KENNY RETURNS TO RACING



Kenny was sixth in race two

Olympic gold medal hero Jason Kenny returned to the cockpit of a Radical SR3 after an absence of two years at the Brands Hatch Lotus Festival last weekend.

Kenny was a podium finisher at the Nurburgring in the Radical European Masters in 2014 but did not follow this up because of the demands of his cycle training programme.

Radical marketing manager Roger Green offered to organise the return in the Radical Challenge if Kenny won gold in Rio. Three record-breaking results in South America more than earned the opportunity to race an SR3 RSX.

The Brands appearance was part of the build-up to a race at Jerez in October, where Kenny is due to form a dream team with co-driver Chris Hoy, another six-times gold medal winner, as well as a former Radical pilot and 2016 Le Mans racer. They are scheduled to share the driving duties in a Radical Spyder in Radical's European finale.

"Life is really busy at present," said Kenny, "so one of the things I like about this is being on my own in the car and getting a bit of peace and quiet, even though this may sound strange.

"I've been on the Grand Prix circuit before and it's really narrow and fast and frightens me a bit to be honest. It's certainly a real challenge.

"My first target this weekend is getting used to having other cars around me and keeping my nose clean. There's no point going off at the first corner."

Kenny finished 11th and sixth in the first two races in Kent but collided with Brian Caudwell in the finale when fighting for a podium place.

Kenny's motorsport future beyond Jerez is still undecided. "We're taking a couple of months off and I'll decide if the desire is still there to get back into cycling training. You can't just drift into it – there has to be a full commitment."



Olympian raced Radical

Modell makes Fun Cup debut at Silverstone

Having contested the recent Spa 24hrs in his Oman Racing Team GT3 Aston Martin Vantage, Devon Modell made his Fun Cup debut at Silverstone.

He shared the car with Global Racing Team owner John Gilbert and Sarah Reader.

"I drove the car for the first time in Friday's test but did share with John in last year's 24hr race at Silverstone," said Modell. The trio ran just outside the top 10 throughout the four-hour enduro, which ran through torrential rain and thunderstorms. "I did miss the ABS and steering from my Aston though," he added.

He will be back in action in the Blancpain GT Endurance Cup at the Nurburgring in mid-September.



Brazilian raced for Douglas

Fittipaldi calls time on Ginetta Junior season

Enzo Fittipaldi has ended his Ginetta Junior campaign with Douglas Motorsport ahead of an anticipated switch to British F4 next year.

The grandson of two-time Formula 1 world champion Emerson is expected to race for Fortec Motorsport or Arden and is planning a lengthy testing campaign for the rest of the year.

The 15-year-old was absent at Rockingham last weekend and has returned to the USA.

"Enzo has finished racing with us because of his F4 plans," said Douglas Motorsport boss Wayne Douglas. "He wants to do a lot of testing and now that he's finished school he's back in the United States so that makes his Ginetta Junior commitments difficult."

Tornado causes damage for Douglas team

The torrential rain and gale force winds at Rockingham last Saturday took their toll on the Douglas Motorsport team, causing around £40,000 of damage.

Advertising boards and team pit wall awnings were blown around the circuit and in the paddock the Douglas team awnings were damaged beyond repair as a mini-tornado struck the circuit.

It meant the two awnings for their Ginetta Junior and Ginetta GT4 Supercup cars were unusable, leaving the team to work in the open on the Sunday.

"I reckon this will have cost £40,000, and the rest, to us," said team boss Wayne Douglas. "We weren't here to see it happen, but it must have been blown around against the fence behind us and they're ruined."

Douglas' Ginetta Junior title challenger Stuart Middleton added: "One of the Supercup cars had its windscreen cracked too so that adds more cost and I've never seen anything like it."

The final Ginetta Junior race of the Saturday was postponed to Sunday as skies darkened meaning the Juniors couldn't race due to their lack of headlights.



Rockingham experienced extreme weather last Saturday

DEPUTY EDITOR

ROB LADBROOK

"Social media abuse is on the rise this year"



Being active on social media daily, you tend to pick up a range of content – both useful and useless – within the barrage of posts whenever you log on.

I have a lot of Facebook friends and Twitter followers, more than I could ever lay claim to outside of the virtual realm, and having done this job for the best part of a decade, the majority are motor racing people through and through.

It's a great tool for keeping in contact with the community I write about and respect, and more than the odd story is generated off a conversation started by a post or picture that's caught my attention.

However, while social media can be a superb communication channel and a benefit, it can also have a much darker side.

On page 13 of this issue you can read a rather stark warning from Motor Sports Association general secretary Simon Blunt about the governing body's stance when it comes to anti-social media.

The explosion in online communication over the last decade has brought more voices than ever together, but when some of those voices become less than constructive, it can be a powerful weapon.

The rise of the keyboard warrior has been stark, and during high-profile events such as Formula One grands prix, World Endurance Championship rounds or British Touring Car and British GT events, my feeds are chocker with people having their say. That's great as it makes for an immersive experience for everybody involved. But where it goes wrong is when opinion takes the place of fact, or when things turn nasty toward a single individual or body.

Now, you can't silence the masses, especially those with little real life connection to the sport, but social media abuse from active licence holders – or their family – toward another just isn't on.

Sadly the MSA has encountered a rise in cases of harassment, threatening behaviour or general abuse in recent years, but particularly worrying is the 'trial by social media' aspect, where people without real knowledge or connection to an incident posted online will instantly condemn someone for something they may, or may not have done. It's like a virtual lynch mob.

Most posts like this are put up in the heat of the moment after an incident, without thought. It's particularly bad when done toward younger drivers in karting or junior formulae, who are in the early stages of their careers and often more impressionable. A parent wouldn't call an eight-year-old something unrepeatable in person at an event, so why should they do it on social media sites?

The MSA has been proactive this year, and repeat offenders have been contacted to warn of the consequences. A little thought into the impact of words before putting them out there in a public forum goes a long way to stamping out the problem. The simple rule of thumb is don't post anything you wouldn't say to somebody's face.

Don't get me wrong, everybody is entitled to their opinion and voice, but even on the internet there is a line that is sometimes better just not to cross.

AGREE/DISAGREE?
mn.letters@haymarket.com

RACING NEWS

IN BRIEF

All-comers race
The BRSCC is organising two 20-minute Saloon and Sportscar Trophy all-comers races for the final British GT meeting of the year at Donington Park next month. Both races will take place on Sunday September 11 and entries have already been made from a number of the club's championships including the TVR Challenge and MX-5 SuperCup.

Kart theft
Sportscar regulars Robin Liddell and Michael Vergers are appealing for information after their workshop near Kintbury, Berks was broken into last week and a range of equipment stolen. As well as tooling a Tony Kart EVRR Rotax Max kart was taken. The chassis features an AIM steering wheel with integrated dash and is missing the exhaust and power valve and the radiator had a weld repair. The nose features a BRDC badge and camera mount and it has number 6 on the side. Anybody with information should contact Thames Valley Police.

Clio calendar
The Renault UK Clio Cup calendar will remain unchanged for 2017 as the series will again appear alongside the British Touring Car Championship at nine of its 10 rounds. Knockhill will again be the event that the Clios will skip and the season will start at Brands Hatch on April 1/2.

Junior debuts
Two drivers made their circuit racing debuts in Ginetta Junior last weekend. Jenson Dineen raced for JHR Developments, despite having no previous motorsport experience and Connor O'Brien drove for Optimum Motorsport ahead of a potential Ginetta GT5 Challenge campaign next year. Of them, O'Brien took a best result of 17th in the finale.

BRDC Rising Stars
Jordan Albert and Max Coates have become the latest two drivers to be named as BRDC Rising Stars. Albert raced for Beechdean in British GT earlier this year and was a contender for the GT4 title until he was replaced by Ross Gunn last month after a contractual dispute. Coates has starred in his maiden Renault UK Clio Cup season and is currently third in the standings with Ciceley Motorsport with four races remaining.

Photos: Gary Hawkins, Jakob Ebrey

MINI CHALLENGE GETS FACTORY BACKING

Tech and parts support as well as a move to the British GT package for next year



The JCW field will race alongside British GT

By Rob Ladbrook

The Mini Challenge will benefit from increased manufacturer backing next season, with its top JCW category moving onto the British GT support package.

MINI UK, which is part of the BMW family, has agreed to increase its support of the single-make series from next season to provide factory technical assistance, parts supply as well as financial and promotional backing.

As part of the deal, MINI UK will help the JCW grid, which runs for the latest generation of 255bhp two-litre turbocharged John Cooper Works model, move onto the SRO race package full-time to run alongside the headline British GT Championship and BRDC British Formula 3 classes.

The JCW championship will expand to run over eight rounds as opposed to seven this year, but will also continue to form part of MotorSport Vision Racing's Mini Festival events. As a result it will skip SRO's annual European British GT fixture. MSVR will continue to administer the Mini Challenge.

Mini Challenge promoter Antony Williams said: "This is a fantastic deal for the championship and to have the JCWs running alongside British GT and F3 on one of Britain's top motorsport packages will be superb.

"We've built a relationship with MINI UK over the last few years and the Challenge suits the brand's marketing platform. MINI wants to affirm its sporting credentials and sees motorsport as the way to do that."

MINI UK and series organisers are investigating live TV deals, while MINI UK will also fund a guest car in the championship. The Challenge currently has highlights shown on Channel 4 and Motors TV.

MINI UK's head of product Nicolas Griebner said: "Motorsport is MINI's heritage, and it started out in circuit racing in the British Saloon Car Championship even before the famous Monte Carlo rally successes. It is very important for the modern MINI brand to be seen on the circuits for this reason.

"During the development of the new F56 JCW car we have seen things move forward two steps, both in terms of performance and popularity of the championship. Grids are very strong and we believe the old mantra of 'win on a Sunday and sell on a Monday' still rings true. Racing alongside British GT next year is a very exciting step up."

The deal also has implications for the lower-tier Cooper Championship, which will continue to run on MSVR meetings for seven rounds next season, meaning the Mini Challenge will expand to run over 13 weekends in total.

"We're aiming to run separate grids for the Cooper and forced-induction Cooper S fields, and we're targeting 80 drivers across the three classes," added Williams.

"It would mean that the Challenge should be around four-times bigger than it was four years ago."

MINI UK only interested in single-make racing

MINI UK has played down the potential to move into other forms of motorsport alongside its investment in the Mini Challenge.

Since its rebirth in 2001 as part of the BMW group, MINI has largely pursued a rallying marketing strategy, having backed projects in the World Rally Championship with Prodrive and the Dakar endurance rally, both using the Countryman model. The former WRC chassis now compete in the FIA World RallyX Championship with British tuner JRM.


Griebner

MINI UK head of product Nicolas Griebner said that while the brand's return to backing UK race series is one thing, a standalone project elsewhere was a way off. A British Touring Car Championship attack would be denied by the BTCC's rules on car dimensions, which must be 4.4-metres or longer. The largest five-door MINI is 3.9m.

Griebner said: "Our focus is on single-make series and making the Mini Challenge one of the best series in Europe. We now have a portfolio of products for different customers and uses, but our plans focus on strengthening the volume and awareness of our most iconic model, the three-door hatchback [Cooper]. Motorsport will focus on this.

"We've done the WRC and Dakar and rallycross, but those cars are more prototype than production and there are no plans for the factory to go back to rallying. I see our immediate future in circuit racing."

Triple-header format for National FF1600 gets backing of the teams

Proposals to change the format of the National FF1600 Championship received support at Donington Park last weekend.

For the past two seasons each race weekend has comprised of one 20-minute qualifying session and two 20-minute races, but drivers have been polled about spreading the same hour of track time evenly across one practice session and three races.

Oldfield boss James Oldfield said: "The principle of the idea works brilliantly. My team costs wouldn't go up as they would still get the same track time. I would say entry fees would have to go up a little bit because it would use more of the timetable.

"Overall it would be good because they would get more experience with eight more races in the year. It would also be beneficial for those who come over from Ireland – it would make it a bit more unique and desirable."


Teams like proposed triple race format

But Oldfield did say that having three races would mean all FFord rounds would need to be spread over two days, which could pose a problem at some circuits.

Swift Cooper team boss Alan Cooper added: "Most races are over after 15 minutes anyway so it makes sense. The important thing is that if we do that is that they [BRSCC] give us enough time between each session. If they do the budget doesn't really go up but it is a lot better value for money."

This is not the first proposal for a new FFord format, with a suggestion for the series to be made up of four Festival-style events proving largely unpopular.

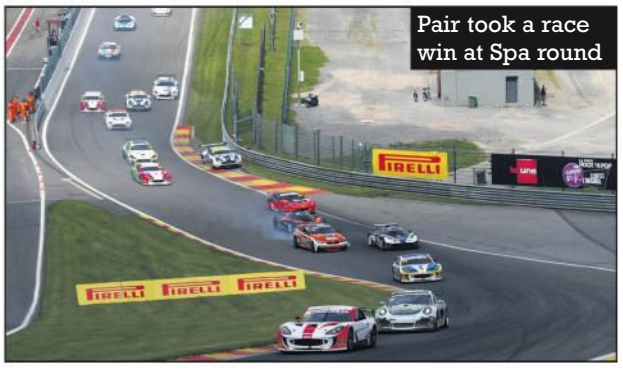
Lanan Racing re-signs Reed and Foster for British GT4 attack

Top British GT4 squad Lanan Racing has re-signed rising star Alex Reed and Joey Foster for a second shot at the 2017 crown.

Reed and Formula Ford 1600 convert Foster have starred over the second half of this season, taking a breakthrough victory at Spa-Francorchamps and a pole and podium finish last time out at Snetterton. They are third in the drivers' standings.

Lanan has now bought a Ginetta G55 from the factory, having only had this year's car on rental after its deal to buy a Porsche Cayman Clubsport GT4 fell through earlier in the year.

Team head Graham Johnson said: "With Alex and Joey we know we've got a mega driver pairing and we'll be going for the GT4 championship next season, no doubt.



Pair took a race win at Spa round

"If it hadn't been for the car problems at the start of this year, where we didn't know whether or not we'd be getting the Caymans and then having to adapt to the Ginetta at late notice, we'd have been in the title fight more this season.

"It's been a learning year for both drivers, as Joey has had to adapt to the extra weight transfer and handling of a GT4 car, and as he's adapted his driving style Alex has been able to learn alongside him. They complement each other."

First CSCC TV shows set to air

The first of three highlights programmes of the Classic Sports Car Club's recent Thruxton meeting will be shown next week.

The hour-long shows on MotorsTV mark the first time the club's races have been televised and, if popular, more events could be shown in the future.

The first is scheduled for September 7.

The programmes document the first time all of the club's categories visited the Hampshire circuit and CSCC director David Smitheram said feedback from drivers of the event was "exceptional".

"Almost universally they [drivers] loved it and have asked 'please can we go back?'" he said. "Inevitably not everyone's going to like a circuit: some have loved it and hated it at the same time because of its speed and grassy run-offs. It was a privilege to be there – it was the right place."

The club's 2017 calendar won't be released until later in the year and it's not yet known if Thruxton will be part of it again.

Thompson Jr set for Mini race debut

The teenage son of multiple Mini champion Paul Thompson will race in the Mini Se7en Championship next season.

Joe Thompson, 16, is a complete racing novice, having not contested any karting events and might make his debut in the next round of the championship to help him prepare.

"He's really looking forward to it," said Paul Thompson, who was Se7en champion in 2005 and 2008. "The plan is for him to start properly next year and go from there.

"There's a lot to learn – it's not the sort of thing you can just get in and do. He might do the next round at Snetterton so he's had a go at a race start and is familiar with how it all works."

The car Thompson will race in was driven by Kane Astin at the Mini Festival at Oulton Park earlier this month and took a win and a second.

"At least we know the car is on the pace as Kane Astin drove it last week," added Thompson Sr.



Astin in Thompson's car

Photos: Jakob Ebrey, LAT and Mick Walker

MSA WARNS ABOUT SOCIAL MEDIA ABUSE



Snetterton BTCC round provoked comments

By Rob Ladbrook

The Motor Sports Association has reported a rise in the number of social media abuse cases in recent years, and has issued a reminder that repeat offenders may face disciplinary action, and could even be banned from the sport.

The UK motorsport governing body last week told *Motorsport News* that social media abuse was a growing concern, with cases on the rise across all age groups.

The MSA issued social media usage guidelines for its clubs, officials and representatives back in 2012, and may now consider bringing in a new code of conduct to cover all participants in the sport. It already runs the Race 'n' Respect campaign in karting and junior classes.

While there are no regulations specifically governing social media, instances of harassment, bullying or threatening behaviour are counted under Section C of the MSA's Blue Book, which lays out its judicial powers.

MSA general secretary Simon Blunt said participants must remember their responsibility to behave accordingly, both in the real world and the virtual.

Blunt said: "The rise in social media, and the darker side of it, is the way of the world and it's not just happening in motorsport, but we have seen an increase in incidents. It is particularly disturbing when it involves minors [in karting classes], but we have also seen a rise in adult v adult cases. Often it's simply people who post in the heat of the moment and don't consider their words or the impact of them, but sometimes it goes deeper.

"If you look at the aftermath of the British Touring Car Championship event at Snetterton recently as an example, there were keyboard warriors writing some frankly crazy things for a week afterwards. Much of things like that we can discount, but if we have active licence holders posting inappropriately it becomes a case of improper conduct and there are various tools at the MSA's disposal to deal with them.

"In the judicial section it lists out the principal offences and one of them is abusive language or behaviour, or threats of physical assault or violence – all of those count for social media too. Anything that gets posted on Facebook, Twitter or forums goes into the public domain and that means offensive posts could bring the sport into disrepute.

"The power is there for us to take action if needed, and more severe cases can be referred to the National Court, which could result in a fine, a reprimand, a sanction or the suspension of a licence for a set time period, or, for the most severe, exclusion from the sport."

Blunt added that the MSA was constantly monitoring the way other sports deal with social media issues. "We cannot be the police of the internet, but if licence holders are posting abuse it's no different from, for example, the sanctions from the Football Association has over footballers who do the same thing.

"The FA comes down hard on such things because the players have professional contracts. We don't have quite the same relationship with our licence holders, but if they are involved they have an agreement with the MSA for that licence and we could take action. We want to remind everyone to think before they post and to behave in the correct manner. Social media abuse is not part of this sport and we must stamp it out."



Biela will do demo laps in Audi quattro touring car at Knockhill event

BTCC legends Tarquini and Biela to Knockhill festival

Former British Touring Car champions Gabriele Tarquini and Frank Biela will attend Knockhill's David Leslie Super Touring Car Festival next month.

Tarquini, champion in 1994, will compete in an ex-David Leslie Honda Accord from 1996 in the event, while Frank Biela is set to complete demonstration laps in an Audi A4 quattro. The 1996 BTCC title-winner will be guest of honour and also meet with fans and hold autograph sessions at the September 10/11 event.

Knockhill director of events Stuart Gray said: "I'm absolutely delighted that Gabriele will be joining us for the event, and not only that, to have him in a race car is just incredible.

"As well as some of the star cars from the past, we now have a number of star drivers too. It's all shaping up to be an amazing weekend of racing."

MSA outlines new intermediate karting class for UK

A revised UK karting structure for 2018 has been proposed by the MSA, featuring a new Intermediate category between Cadets and Juniors.

Intermediate classes would cater for 10-14 year-olds and if the changes are approved the governing body will issue a tender for an Intermediate engine that would be fitted to a kart with a 950mm wheelbase.

The plan also includes reducing the upper age limit for Cadets to 12 years old instead of 13 and increasing the minimum age for Juniors to 12. It has been created to try to reduce the gulf between Cadet and Junior classes, encouraging more drivers to remain in the sport.

"Cadets is currently for 8-13 year-olds but they change and mature an awful lot [in that time] so from that point of view there's a big variance in the same bit of kit," said MSA kart committee chairman Nigel Edwards. "The plan is to try and introduce those kids into something a bit more than a Cadet when they get to 11. Kids are put off by making the jump into Juniors."

Edwards added that the proposals are not set in stone and that successful Cadet series need to be protected.

"IAME Cadet, for example, is a fantastic class and we need to be careful we don't spoil that," he said. "What we want is more people karting and this is the structure we think will work for karting."

● The Chairman of the Association of British Kart Clubs resigned last week after nearly three years in the role. Colin Wright cited being unable to get the organisation to help smaller clubs more as one of his reasons for stepping down.

Top Mighty Mini champion plots classic race outings

Multiple Mini racing champion Elliot Stafford will move into historic racing next season after completing the build of a 1963 Cooper S.

Stafford, who has won both the Mighty and Super Mighty Championship titles in recent years, is planning a dual assault on both Masters and Historic Sports Car Club events next season in the 1293cc-engined 130bhp machine.

The 30-year-old from Bury St Edmonds has built the car alongside his father, Paul. He will run it in a selection of events next season and hasn't ruled out racing his Super Mighty challenger in the BARC-run series also.

"We've taken a bit of a break this season to concentrate on getting the Cooper ready," said Stafford. "I've wanted to get into the classic racing for a while as there are some really high-quality drivers there and a lot of the top ex-Mini racing champions and I want to test myself against them.



Stafford is multiple Mini champion

"The car will take some adapting to as it has more power than my Super Mighty and it also has a limited slip differential. It's like having the power of a Mini Miglia and the grip of a Seven rolled into one car. It should be great fun."

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HISTORICS



'We think it last raced as a FFord'
Worrad's new car, below

Photos: Paul Lawrence

DOWN THE PUB WITH STEVE BENNETT

Age: 50 **Lives:** Ross-on-Wye
Returnee in historics

He has returned to rallying in Escort Mk2
"I think it was six or seven years since I'd done an event and that was in a front-wheel-drive car. We did two rallies in 2014 just to feel our way in with the car and we just feel that we're starting to get to grips with it now. It's a big learning experience coming into historics and I'm enjoying it."

It is starting to come together now
"I'm a bit happier with the car flowing around now. I was driving it a bit too straight to start with. It's all about releasing the car and getting a bit more corner speed. There is still a lot more to come from me and the car but we are getting there. Like everyone, I don't spend enough time in the car. Dave Jenkins does a great job on the car."

He enjoys the competition
"The competition is great. Rudi Lancaster is getting quicker as well and Nick Elliott is obviously the benchmark; he's been driving Escorts more than not and Jason Pritchard has obviously progressed a lot. He was driving a Peugeot 106 the last time I competed against him. Joe Price is quick, too."

The pace was an eye-opener at first
"I was shocked by the pace when I first came out and did it. They really are going very quickly for cars that are 30 or 40 years old. It's great to see these cars being driven with such pace. It's getting closer but this is a lot of fun. I like to be competitive, but it's not the be-all and end-all. The cars are worth a lot of money. It would be nice to get up to the front and maybe win one at some time; that's my goal."

The Trackrod is next
"We're definitely doing the Trackrod; that was my favourite event last year. The night stages were brilliant and reminded me of the old road rallying days and it was nearly a good result. Hopefully we'll go out this year and put that right."

He grew up rallying in Wales
"All my rallying has pretty much been done in Wales, starting with the Motoring News Road Rally Championship and before that in the Welsh championship with people like Melvyn Evans. Paul Spooner, who was with me on the Red Dragon, is a road rally guy."



Bennett: Welsh rally man



Jardine and Kivlochan shared Chevron B6

JARDINE RACES A BOYHOOD HERO

Veteran driver handles rare Chevron he watched race back in 1967

By Paul Lawrence

Tony Jardine made his Chevron debut at Oulton Park in the ex-Digby Martland B6 that he watched make its debut race at the Cheshire track in 1967.

"I was 15 at the time and Oulton was my local track," said Jardine, who was born in Liverpool but was living on the Wirral by 1967. "I came here with two school mates and saw Martland give his B6 its first race," he said.

The two mates came back to Oulton Park 49 years later to join Jardine over the weekend. "They'd not seen the B6 since that day in 1967," said Jardine who later marshalled at Oulton Park and worked in the assembly area at the following year's Gold Cup.

Jardine, who started his working life as a teacher, has raced and rallied extensively around commentary and PR work at the top of the sport, and was assistant team manager at McLaren in 1980 in the year of Alain Prost and John Watson. He was given the chance to race the Chevron by its owner Kevin Kivlochan. Jardine had previously shared Kivlochan's AC Cobra at Goodwood.

"It was amazing to drive this car on this track," said Jardine. "It was my first race in a proper racing car since 1971 as everything I've raced since has been production-based.

"In 1971, I did some Formula Ford racing until I destroyed the car against the barriers at Knickerbrook!"

They finished seventh overall in the 40-minute Guards Trophy race on Sunday.



Hoyt raced his Lola T330

American Hoyt competes in Formula 5000 as part of his holiday

American racer Brad Hoyt made his UK racing debut at Oulton Park after shipping his Formula 5000 Lola T330 from Minnesota for the Derek Bell Trophy races.

Hoyt also races a Hill GH1 Grand Prix car and has competed at Monaco several times, but this was his first UK race. "Greg Thornton invited us," he said after making the trip a holiday.

"It was here or Brands Hatch and this date fitted better with school holidays," said Hoyt, who was also due to share Thornton's Chevron B8 in the Guards Trophy race until it broke early in the race.

"The circuit feels a bit like Mid-Ohio," he said of the Cheshire track.

Teenager Clarke shines at Oulton

Rising teenage star James Clarke had his third weekend in a Lotus Cortina at Oulton Park after an impressive performance at Croft delivered his first podium at this level.

Suffolk-based Clarke, who only turned 16 in April, raced in Junior Saloons last year and has stepped up with Dave Beecroft's team this year into Clubmans.

However, Beecroft also tends the Cardowan Creameries Lotus Cortina and arranged for Clarke to race it in Historic Touring Cars. He was seventh in the first race. "The year has been a surprise," said Clarke, who has ambitions to race at the Le Mans 24 Hours.



Goodwin's Lotus 23B

McLaren's Goodwin makes dash to Oulton

McLaren chief test driver Chris Goodwin arrived at Oulton Park after a Saturday morning dash from the Nardo test track in southern Italy.

Goodwin wanted to use the Guards Trophy race as a pre-Goodwood Revival shakedown for his Lotus 23B, which he's not raced for four or five seasons. he finished in third place.

"I flew into Stansted this morning and drove to Oulton Park via home," said Goodwin, who arrived at the track with little more than an hour to spare before the start of qualifying on Saturday afternoon. It's a lovely car," he said of the Lotus that was used in Swiss hillclimbs when new. "Oulton Park is the best race track in the country!"

OBITUARY
Mike White

South African Mike White, the 1978 BARC Formula Ford 2000 champion with Delta Race Cars, died this month, aged 62.

Widely considered to be the most talented driver to emerge from SA post-Jody Scheckter, the quiet achiever arrived in England penniless having won the 1977 Driver to Europe FF1600 title in a Merlyn Mk25.

A superb mechanic and test driver, Mike built Deltas for Nick Crossley, who loaned him a works chassis. The budget only stretched to one championship, but once he knew the circuits, six wins and three lap records presaged the crown.

Following an abortive F3 attempt he returned to top FF2000 podiums late in 1979, but reached F3 in '80-'81, winning races in Marches, which were no match for Ralt's RT3. Mike then went home where he raced Toyotas and founded the Whitespeed tuning concern in Boksburg.

IN BRIEF

Mallock injury
Richard Mallock is recovering in hospital after an accident while riding his off-road motorbike last week. The boss of Mallock Sports suffered a broken hip and underwent surgery to have a replacement fitted. Mallock, 69, who raced for half a century, is making good progress and remains in typically good spirits.

Dwyer's F2 run
Mark Dwyer tested his March 782 Formula 2 car at Oulton Park on Saturday after giving the car a complete rebuild over the last 12 months. However, he raced his regular 742 in the Derek Bell Trophy races and will now contest the Historic F2 races at Zandvoort this weekend. F5000 rival Neil Glover may race the 782.

Trackrod regs
Regulations are out for Trackrod Rally Yorkshire, the final round of this year's MSA British Historic Rally Championship, held on Friday, September 30 and Saturday, October 1. The Trackrod Historic Cup features 55 stage miles, including a 10-mile stage in the dark on Friday evening, and is also a round of the Northern Historic Rally Championship.

Bridges back
Former team owner Charles Bridges was a visitor at the Oulton Park Gold Cup, over 50 years after giving Brian Redman his first test in a Jaguar E-type at the Cheshire track. Bridges raced the E-type '4 WPD' for several seasons before concentrating on entering a Lola T70 for Redman in 1966. He stopped racing at the end of that season but still lives close to Oulton Park.

Worrad's return
After an 11-year sabbatical while living and working in Portugal, Steve Worrad returned to racing at the Oulton Park Gold Cup with a rare 1971 Formula B Palliser. The BRM twin-cam-engined car was racing for the first time in at least 30 years and is thought to be one of only five such cars. "We think it last raced as a Formula Ford spec car and I bought it as a project," said Worrad.

Lanfranchis out
The second generation of racing Lanfranchis started competing at Oulton Park when David, 49, shared the Jaguar E-type of his father Peter. David's late uncle Tony was the best-known racing member of the family and David finally made his debut after spending some time taking part in track days.

Mitton's debut
Former Clubmans racer Malcolm Mitton made his HSCC debut at Oulton Park to mark 50 years since he saw his first race. "I cycled here from Liverpool for the 1966 Gold Cup as a 14-year-old, so I had to do this race meeting," said Mitton. He raced his 1968 Lotus Elan S4 in the Historic Road Sports counter.

Cars in the Claydons
The Claydon Estate at Middle Claydon near Buckingham will host the first 'Cars in the Claydons' motorsport festival on Saturday. A collection of cars driven by the late Neil Cunningham will feature, including a Jaguar D-type, a Jaguar XKR GT3 and a pre '66 Ford Falcon. The 2013 Le Mans-winning Audi R18 will also be on show.

HUGE REPORT FROM THE OULTON PARK GOLD CUP PAGE 26

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CAPITO'S FAREWELL

Photos: mcklein-imagedatabase.com

AUF WIEDERSEHEN JOST


Capito is heading to McLaren


Capito and VW's first event was 2013 Monte

As the VW chief departs for McLaren, Capito bares all to MN. By David Evans

Volkswagen's Jost Capito says he will leave the German team in the best possible position to continue its dominance of the World Rally Championship.

Capito signs off on his success at the top of the World Rally Championship this afternoon (Wednesday) before starting as chief executive officer at the Woking Formula 1 team on Thursday morning.

Under his command the Polo R WRC has won 39 times in 48 world championship starts since arriving in 2013 and both Sebastien Ogier and Volkswagen are well on their way to fourth consecutive titles this season.

Time to say goodbye

Capito's replacement was confirmed as current team-manager Sven Smeets on Monday, and the outgoing team boss says the foundations have been laid to maintain the firm's domination into world rallying's next generation.

"There are four months to the end of the season," said Capito. "If there is a good time to leave then it's now. This will give my successor the chance to start with the new car at the start of a new time in the championship. Everything is there for the team to continue like we did. The basis is right and there should not be a dip in performance. I saw the 2017 car with the new doors and everything for the first time just before it went into the windtunnel. When I looked at it, it was fantastic. It looks incredible. It's just what we want from the regulation."

Capito reiterated that the job with McLaren was the only one which would have taken him away from Hannover.

"I was a fan of Bruce McLaren when I was six years old," said Capito. "I don't know why. He raced everything, he was a really nice guy and he was from somewhere a very long way away.

"That's one of the reasons I take this job: I've always loved McLaren. That and the challenge to get McLaren back to the top. Can I succeed? I don't know we will see."

Capito has helped shape the WRC and his determination to market Volkswagen's success in rallying has helped revive the series' fortunes.

"There are, I think, two important things which happened since Volkswagen was here [in WRC]," said Capito. "The first is that we have a stable promoter. Whether they understand the sport or not, they are stable; there are no more discussions about whether they will be going bankrupt tomorrow. This brings trust from the TV broadcasters and it brings more stable investment for the future – which has helped bring Hyundai and Toyota, two of the world's biggest car manufacturers, to the championship.

"The second thing is the success Volkswagen had in marketing. When we started out in 2013, we had 30,000 Facebook fans. Now we have well over five million, which is in the region of Formula 1 and football teams. We have shown what potential the WRC has."

"I talked to Ron Dennis, he said 'what is this rallying'"



Move is good for WRC

Capito said his move to one of the most senior jobs in F1 is good news for rallying.

"It's not because of me," he said, "but if the top guy in an F1 team like McLaren is chosen from a WRC team then it pushes WRC to a higher level. People would say: 'A guy who runs a WRC team runs a Formula 1 team? No bloody way!' But this is not just somebody picking a guy from WRC, it's Ron Dennis!

"That should be a huge image factor for WRC. Obviously, it depends on the success… of course, if I fail then they can say: 'We were right: WRC is sh*t – it's easy!'"

Motorsport's reach

Having competed at a high level on motorbikes, won his class on Dakar, guided two different manufacturers to WRC glory, worked in F1 for Sauber and Porsche in road cars and racing, Capito is in a unique position to consider a holistic approach to motorsport's offering.

He's frustrated by those who see F1 and WRC as rivals.

He said: "It's completely wrong to see this as the World Rally Championship versus Formula 1: it's motorsport versus everything else that is entertainment. It's not the person watches WRC or F1 and decides it's one or the other, it's about a person being a motorsport fan or not.

"There was always this fight over the discussion about whether WRC should be on the same weekend as grand prix. People tried to avoid the clashes in the calendar, but for me this is completely wrong. When I was asked, I said: 'Yes, of course they should be on the same weekend.' If we have a live television stage from the WRC between 1200hrs and 1300hrs and then go straight into the Grand Prix with MotoGP after that, isn't this the perfect weekend?

"When you combine all of these different elements, people will stay home to watch everything in one day and all of the series will gain more exposure from this."

Capito will continue to further the reach of the WRC once he's moved to McLaren and admits he hopes to take McLaren Technology Group chairman and CEO Ron Dennis to this year's Wales Rally GB.

Capito said: "I was talking to Ron Dennis when we were having lunch a while ago and he said to me: 'What is this rallying?'

"I told him what it is and he said: 'Wow, I had no idea it was so exciting and you can follow it like this.' If we are not so busy during Rally GB, I will bring him to Wales for the event. That would be a big sign for the rallying community."

KOPECKY WINS ERC BARUM AS LUKYANUK'S TITLE CHARGE DERAILS PAGE 30


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'Ingram takes vital ERC victory for title hopes'

Barum Rally Zlin report, p30



Photos: mcklein-imagedatabase.com

LOEB WINS ON 205 T16 DEBUT

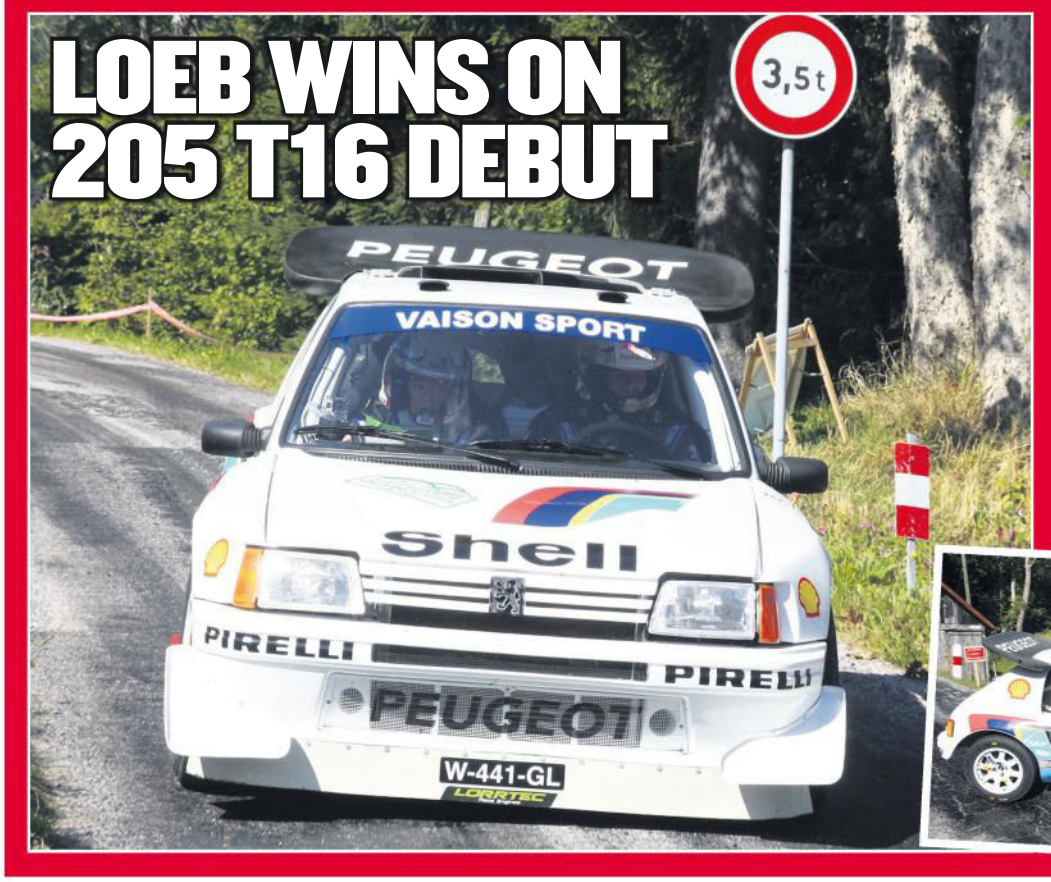


PHOTO: XXXXXXXX

Sebastien Loeb made his competitive debut in a Peugeot 205 T16 last weekend. Co-driven by his wife Severine, the Loebs won the Vosges Festival Rallye, which ran through the Alsace region last weekend. Loeb said: "The atmosphere was really nice, really special. It's great to get so many of these cars together and to be able to show the people. The Peugeot was fantastic." Close to 100 historic cars tackled the 75-mile, 10-stage event.





Corsica could move

Mahonen: Rally China cancellation has forced 2017 calendar rethink

FIA rally director Jarmo Mahonen has told *Motorsport News* the cancellation of Rally China has 'derailed' next year's calendar.

The calendar had been coming together and was expected to be revealed in September. Now, however, the full schedule of 2017 rallies won't be known much before the end of the year.

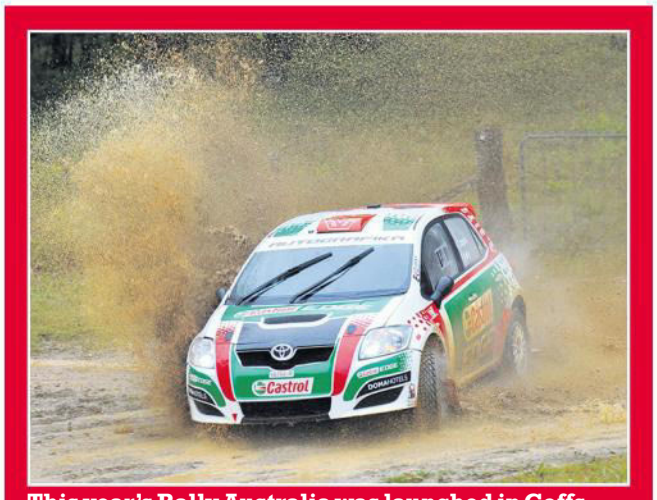
Mahonen said: "Everything was looking good and we were happy with 2017, now this happens we have to go back to the drawing board and push the puzzles around. I think it's fair to say China has derailed the calendar for next year."

The governing body and WRC Promoter will restart negotiations with China, but a question mark over one long haul event has a knock-on effect for the rest of the calendar.

Mahonen added that he wants a significant rethink from this year's calendar.

"The [2016] calendar is not balanced," he said. "We shouldn't have six gravel rallies in a row and then we have two big gaps. We would like to see Corsica back to its spring date, running in April."

The first three rallies of the season – along with the dates – will be confirmed as Monte Carlo, Sweden and Mexico from a WRC Commission meeting today (Wednesday). More of the calendar will come from World Motor Sport Council at the end of September, but it could take another month from there before the full schedule is known.



This year's Rally Australia was launched in Coffs Harbour last week. The November 17-20 New South Wales event runs as the final round of the WRC for the first time since 2005.

Hyundai only waiting on aero for 2017 car

Hyundai's 2017 i20 WRC is nearing completion, with only the bodywork and aero expected to change significantly on the current test car.

The team was running on gravel just before Rally Germany before switching to more asphalt testing in France last week.

"We're on the proper 2017 car now," said Hyundai team principal Michel Nandan. "Or we have the proper car underneath the body. The aero regulations were fixed at the start of July, so we are still finalising this. But the transmission, suspension, everything is already 2017-spec. We are happy with the way the test is going."

Asked when the final car would be presented, Nandan said: "We are not rushing this right now. We have a car competing for just one year with the current i20 WRC and we are happy to have some light on this one."



Gravel test before Germany

Hyundai's current car starred on Rally Germany, Nandan wants more of the same. He added: "If we have to compare where we are, we are in good pace and we are able to do good times. We show the performance of the car is there and this is good for the next events."

Rally Sweden facing route dilemma with deadline approaching

Rally Sweden is facing a race against time to formalise a new route for next year's event.

MN understands the event was given until the end of this month to provide WRC Promoter with its plans for 2017. Rally Sweden came close to being cancelled due to a lack of snow and ice in February, but it won a new deal with the promoter on the back of plans to move to more snow-sure stages from 2017 onwards.

Those plans have now hit the rocks, with Torsby and the surrounding area unable to supply the demand for accommodation. Event CEO Glenn Olsson said: "We must be able to guarantee an accommodation situation that works before the end of August. If we do not organise this then we disappear from Varmland [the rally's host region]. Where to go, I do not know."



Sweden needs...snow

GROUP RALLYING EDITOR

DAVID EVANS

"WRC a poorer place without Jost Capito"



Today all is good. Tomorrow, the World Rally Championship is a poorer place.

Jost's gone. Gone to Woking. Gone to Formula 1.

As you can see elsewhere on this page, Capito leaves his mark on the WRC – and it'll be fascinating to see what kind of an impression he can make on McLaren in the coming months.

I will miss Jost. Not only has he been the most successful team principal in the history of the World Rally Championship, he's been a man with an opinion about the service park and that's an increasingly rare thing these days.

I know not all of you agreed with him (I know I didn't all of the time), but few, if any, spent as much time thinking about the best way forward for our sport.

Remember the whole Sunday revolution? The idea of dividing times by 10 to give a real, tenth-of-a-second thriller of a powerstage? All Jost's idea. Fine, so lots of you didn't like it. But tell me: how many team principals in global motorsport have such passion and vision for their field that they spend time formulating and pitching an idea to the series promoter?

Few will know the work Capito has completed behind the scenes in an effort to drive our sport forward. His fervor for the sport to find the right path is matched only by his determination for that path to be forged on a level playing field. Last week he took to these pages to explain himself on the whole Kris Meeke story. Again, how many men in such a lofty position would have cared sufficiently to do that?

Fundamentally, Capito is one of us. Always has been. His love for the sport hasn't changed from the moment he fired up a motorbike to compete for the first time as a child to the time he switched off his Ducati for the final time in Germany earlier this month, having just returned from riding out to watch his cars among the fans for the final time.

It was that desire to deliver what punters want to watch – allied to an absolute determination not to have Volkswagen's competitiveness compromised – that maintained a three-car presence in the World Rally Championship, post-dieselgate.

Volkswagen, like its Group counterparts Audi and Porsche, was told it had to cut its budget by one third. Audi and Porsche went route one, losing a car each for this year's Le Mans. Capito was having none of it. Instead, he cut one of the team's enormous hospitality units and pitched the team – drivers and co-drivers included – into the same space as the media and corporate guests.

"Fans have one third less from Audi and Porsche," said Capito. "I did not want that for our fans."

Quite how such zeal will play out in a world driven so firmly by commercial reality remains to be seen.

Would it be hopelessly naïve to ask Jost to stay true to himself? Probably. But I'll do it anyway.

Good luck, my friend.

AGREE/DISAGREE?
mn.letters@haymarket.com

RALLY NEWS

Photos: Jakob Ebrey



YATES TO MAKE WRC DEBUT ON RALLY GB

BRC driver ends second full season of rallying with Welsh outing

Yates was impressive eighth overall on the Ulster

By Jack Benyon

British Rally Championship driver Rhys Yates will cap off his second full season of rallying with a first run in the World Championship on Wales Rally GB in his Ford Fiesta R5.

The Chesterfield driver won the MSA English Rally Championship and the BTRDA Class B10 title in his first full season of rallying in a Ford Fiesta R2 in 2015.

Now the former motocross rider, who sits ninth in the BRC standings, will take his family-run operation to Deeside.

"It's been a bit of a whirlwind, starting in the BTRDA not even knowing what pacenotes are to doing Rally GB in an R5," said Yates. "It's happened quickly.

"We nearly had the opportunity to do it last year in the MSL R5, but we thought it was too much at that point. We wanted to try and get some more experience this year and build on it with GB at the end of the year."

Although Yates hasn't been on the pace of this year's BRC champion Elfyn Evans, he believes that competing against the Welshman – who also leads the WRC2 standings, where Yates will compete at Rally GB – makes the event less of a splash in the deep end.

"I think Evans has made it good for us," added Yates. "He's going to be the one to beat in WRC2, he can go and win that anywhere in the world. It's been good to have him in the championship [BRC], also it'll make the step up in pace less drastic when we go to GB as we've been competing against him all year. Yes he's won all year and we're not there yet, but it's been good to have him there as he's the pacesetter in that class and gives us a benchmark."

This year has been a steep learning curve for Yates, coming up against some of the best R5 drivers in the world, stepping up to four-wheel-drive machinery for the first time in 2016. He has shown flashes of pace, offset by accidents on the Mid Wales Stages and the Scottish Rally.

Yates didn't upgrade to the Ford Fiesta R5 Evo pack until the Scottish Rally. After rolling on that event, the 23-year-old has scored two consecutive seventh place finishes.

Tom Woodburn will continue in the navigator's seat after joining Yates part-way through his 2015 campaign.

● Entries for Britain's round of the World Rally Championship – Wales Rally GB – are open. The event – visiting England for the first time since 1999 – opened its entries on August 24. They close on September 27. Entries for the national rally open today (August 31).



Yates (l) and Woodburn (r) are learning in British championship

BRC 3 title winner Wheeler eyeing a comeback after crash

Chris Wheeler has sealed the BRC 3 title and vowed to return to rallying after his horror crash on the Nicky Grist Stages in July.

Wheeler has won the title as none of his rivals have entered the final round, the Rally Isle of Man, on September 15/17.

Wheeler had to be cut out of his Citroen DS 3 R3 after a driveshaft exploded on landing after a crest on the Nicky Grist. He and Yan Griffiths were thrown into a tree head on.

Wheeler said: "Next year I'll have a bit of fun. I'll do a few small events to get my confidence up. I want to get back out properly in 2018."

Wheeler suffered a fractured kneecap, torn ligaments and internal bruising to the chest and back from the crash. He is now walking without crutches with the aide of a knee brace.

● Wheeler's co-driver Yan Griffiths faces a long road to recovery after damaging his back during the crash. He suffered a crushed L2 vertebrae and cracked l5 and coccyx. He's in a body brace with scans upcoming in September. The Welshman has also vowed to return, after 24 years competing.



Wheeler's DS 3 on the Nicky Grist Stages

BTRDA Rally Series releases new calendar and includes Welsh events

The BTRDA Rally Series has announced next year's calendar with the same eight events used in 2016.

The Cambrian Rally remains in its season-opening slot having replaced the Wyedean for the first time in 2016, while the Trackrod again reprises the season finale slot. The Nicky Grist is again due to be a round of the BTRDA and British Rally Championship.

Like the BRC calendar, the slate also includes events in Wales that take in Natural Resources Wales' land, despite the lack of a deal between the sport's governing body, the MSA, and NRW over the usage of forests roads. The two bodies are currently in a stalemate over the NRW's increase in costs for the master agreement, which the MSA is reluctant to pay.

Championship manager Howard Wilcock said the lack of a master agreement couldn't halt the progress of a calendar for next year.

"It's an unknown situation. We've recognised that, like everybody else, but that can't stop us deciding on a calendar for next year," said Wilcock. "We're hoping for a satisfactory outcome and we have to support the events that support the BTRDA. We support the events in Wales."

Wilcock added that supporting the events was one of the reasons behind the calendar staying similar to its 2016 guise.

"It's a fact that the events have been with us for a long time, they're good events and they fit the bill, one day forest events.

"Competitors are able to do them within a reasonable budget.

"There isn't that much 'new' about it but it's the right calendar for the BTRDA Rally Series."

CALENDAR

BTRDA Rally Series calendar 2017

RALLY	DATE	LOCATION
Cambrian Rally	February 11	Llandudno
Malcolm Wilson Rally	March 11	Cockermouth
Somerset Stages	April 8	Minehead
Plains Rally	May 13	Welshpool
Carlisle Stages Rally	June 10	Carlisle
Nicky Grist Stages	July 15	Builth Wells
Woodpecker Stages	September 2	Ludlow
Trackrod Forest Stages	September 31	Pickering

GIDDINGS TAKES ANOTHER STEP TOWARDS GWYNNESPEED TITLE PAGE 31

'Maguire survives late puncture scare'

Galway Summer Stages, p31



Photos: Martin Walsh, Writtle Photographic

IRISH CHAMPION TARGETING R5



Guest took title on the Ulster Rally

Newly crowned Group N Irish Tarmac champion David Guest is hoping to do the last round of the championship in an R5 car ahead of a potential switch to the category for next year.

Guest has targeted renting an R5 for the Cork '20' after he wrapped up the Group N title early, with the category suffering from relatively low numbers in 2016.

"We're really happy with the year, it's just a shame we didn't have more competition," explained Guest. "We've gone back over some of the stages that have been used in previous years like Knockalla, and our times were better [than other Group N drivers]. The time over Molls Gap was better than Josh Moffett's from a few years ago. A good old battle and finishing second or third is better than winning by 10 minutes, that was the only disappointment."

Guest sealed the title in his Mitsubishi Lancer E9 on the Ulster Rally with regular navigator Paddy Robinson on the notes. Now the Irishman wants to join the category which headlines the championship. The series changed rules in 2016 to make R5 cars the fastest to fight for the overall title. WRC cars now score towards a WRC cup and not the overall championship.

"We're trying to explore the idea of going for an R5 car," said Guest. "We probably wouldn't do the full year in the car but we'll try and do a few events. We're looking at hiring a car for maybe the Cork '20' this year and we'll see from there. So far we're just looking at the Fiesta.

"We've two more events to do this year; the Cork '20' and the Fastnet Stages which is the local event which we'll support. We'll definitely do them. If we can do it in the R5, great. If not we can do it in the Group N car.

"We'll definitely be out next year, doing the championship again more than likely. If I can do it in an R5 car I'll be happy."

OBITUARY

Richard Hyslop
1974 – 2016

Richard Hyslop was one of the unsung background heroes on which our sport depends. He died earlier this month. He was 42 years old.

For 20 years he was better known as 'Piper 5 Recovery', his Land Rover Defender rescue unit a staple fixture at the majority of Scottish rallies and race meetings.

In March this year he underwent a major transplant operation, and was back on duty within weeks. Indeed his last event was the annual BTCC round at Knockhill after which he passed away suddenly and unexpectedly due to a blood clot, unrelated to his kidney transplant. More recently he was involved in the ongoing training process for new safety and recovery crews to ensure that more volunteers were introduced to the sport and brought up to standard.

The sport will miss his good humour, determination and enthusiasm, but none more so than his wife Hazel, daughter Natalie and son Jake, their wider family and huge circle of friends. Our thoughts are with them.

John Fife

Wells aiming for GB national in Fiesta

BTRDA Rally First frontrunner Richard Wells will do Wales Rally GB in his new Ford Fiesta ST this year.

Wells is in the middle of fighting for the overall Rally First title, and is currently fifth after two low scores with reliability issues in his VW Polo. When the car has worked the Rugely driver has consistently been in the top two in the class. He leads the RF1.6 category won by Nick Carr and Joe Sturdy in a similar car last year.



Polo driver Wells still has hope of RF title before GB step

"I'm really looking forward to getting in it and doing some testing," said Wells. "I think it will be a bit different, just using it on the road last night with the dogbox, it has a lot more power."

Wells will endure a baptism of fire debuting the car on Rally GB before stepping up to the car full-time next year.

"I'm going to put my entry in when they're open. It's really to get used to the car before the season kicks off next year with the ST Trophy."

Woodpecker Rally gets best BTRDA entry of the year in Ludlow

The BTRDA resumes this weekend with the Woodpecker Rally, which features the largest entry of a BTRDA round this season.

The September 3 event is headlined by the returning Jamie Anderson, who has competed in the British championship this year. He won the event in 2015.

All eyes will be on championship chasers Luke Francis and Charlie Payne, while Callum Black makes his four-wheel-drive debut in a Ford Fiesta R5+. Of the 1400 entrants, Dave Brick is the highest at 39, while Cameron Davies heads the ST Trophy runners. *MN*'s own Group National Editor Jack Benyon will also compete in a Fiesta ST, co-driven by Paul Hudson.

SEEDED ENTRY LIST

Woodpecker Rally, September 3, Ludlow

POS	DRIVER/CO-DRIVER	CAR
1	Jamie Anderson/Ross Whittock	Ford Fiesta R5
2	Luke Francis/John H Roberts	Mitsubishi Lancer E9
3	Charlie Payne/Carl Williamson	Ford Fiesta
4	Stephen Petch/Michael Wilkinson	Ford Fiesta R5+
5	Shaun Gardener/Ben Innes	Mitsubishi Lancer E5
6	Callum Black/Elliott Edmondson	Ford Fiesta R5
7	Wayne Sisson/Neil Shanks	Mitsubishi Lancer E10
8	Paul Benn/Richard Cooke	Ford Focus WRC02
9	Dylan Davies/Llion Williams	Subaru Impreza
10	Steve Simpson/Patrick Walsh	Ford Fiesta S2000

GROUP NATIONAL EDITOR

JACK BENYON

"Where have all the Group Ns gone?"





Edwards got R5 shot after impressing in Group N

If you take a look to your left you'll read about David Guest and his winning the Irish Tarmac Championship's Group N category. Congratulations David.

What I can't understand is where have all the Group Ns gone?

This year we've seen Matt Edwards destroy the BRC2 field for Group N cars in the British Rally Championship, usually because he was the only entrant. But his exploits in the overall order – with two seventh placed finishes – in a car he built himself were simply immaculate.

These two drivers have that in common; they were both relatively alone in their classes but found ways to impress.

A look abroad and there are signs that Group Ns can make noise there too. While WRC's Production class has petered out, Wojciech Chuchala has launched himself onto the European scene with some excellent performances in his bog standard Subaru Impreza. He leads the ERC2 championship.

Honestly, it's beyond me why more young drivers don't take up Group N cars. They're cheaper than R2s, and teach you how to drive a four-wheel-drive car. Indeed if you can pedal a Group N quickly, the step up to an R5 isn't as drastic. Just ask Alexey Lukyanuk, who won an ERC round outright in 2015 and stepped up to an R5 this year. He's instantly been at the front of the order (before crashing consistently, anyway).

Some of my favourite performances, this year and last, have come from Group Ns. Indeed, any of the BTRDA N4 battles between Russ Thompson, Pat Naylor, Tom Naughton and Aaron McClure over the past year or two have been fantastic. Edwards' giant-killing performance in Mid Wales, the BRC opener, after finishing the car in his garage a night or two before the event was just fantastic.

The lack of Group Ns is part of a growing culture of shortcutting in junior formulae, not just in rallying but in racing, too. We see drivers come out of karting and make colossal steps towards European F3 or F4 or the likes of.

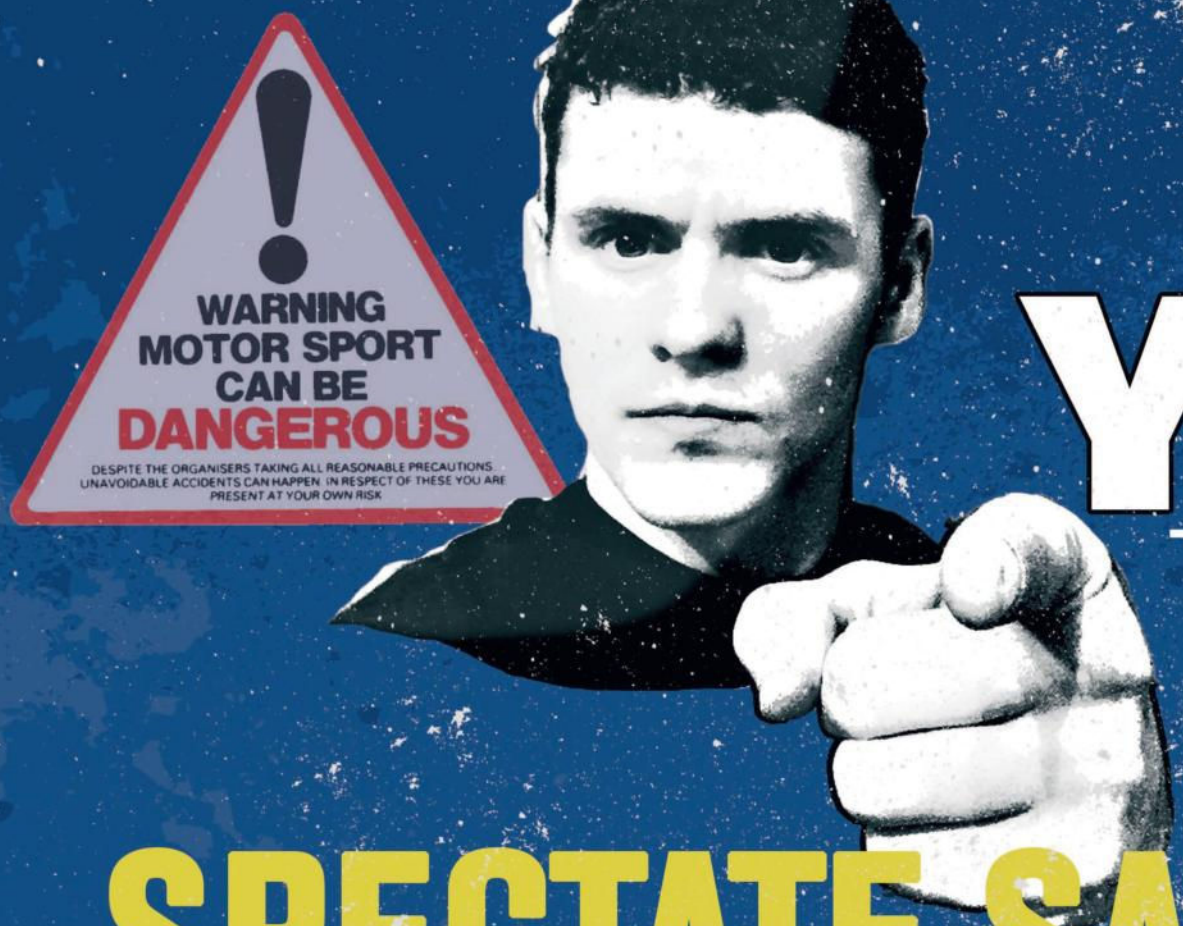
While chatting to David Higgins at Autosport International, Higgins made it known that he felt young drivers shouldn't miss out Group N.

Rallying is different to circuit racing for youngsters. It takes longer to reach the top of the sport, whether that be at international or national level. More time on pacenotes, tyre choice and predicting surfaces is needed to reach the top. Look at Kris Meeke, coming into his own as one of the sport's best in the second half of his 30s.

The point being, essentially, that young drivers need that extra time to perfect notes and learn their craft. Group N is an excellent way to learn the ropes of four-wheel-drive rallying on a relatively acceptable budget. Young drivers take heed. Spend that extra year learning.

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RALLY NEWS

ROVANPERA TESTS YARIS AFTER LATVIAN OUTINGS



Kalle (middle left) tested new Toyota

By David Evans

Fifteen-year-old Kalle Rovanpera tested a Toyota Yaris WRC for the first time earlier this month.

Son of one-time world rally winner Harri, Kalle is understood to have been conducting some endurance tests on the Toyota in eastern Finland.

Team principal Tommi Makinen confirmed he is considering this option earlier in the season, telling *MN*: "If we have time, it would be interesting to see Kalle in the car and to see what he can do."

Rovanpera, who was present with his father and manager Timo Jouhki at Rally Germany, said: "I didn't do so much driving, maybe 18 or 25 miles. It was incredible to drive the car, a real honour for me to be in it. I am driving a [Skoda Fabia] R5 car at the moment, so the power and the downforce were very big things for me to get used to. The car was fantastic – I'm not sure I know how to describe it!"

Rovanpera was back in action aboard the Fabia, dominating last weekend's Tallinn Rally in Estonia to win by more than a minute despite an engine problem on the opening day. Tallinn qualified for the Latvian Rally Championship and Rovanpera has won two of the five LRC rounds he's started this year and finished second on the other three. He's already got his eyes on the world stage.

"I am 15 for one more month," he said. "I know I can't compete in Finland until I'm 18, but there are places to go when I'm 17. It was really interesting to go to Germany, that was my first ever asphalt WRC round. I couldn't drive the stages myself – I have no licence – but my dad drove them and I watched. They were really tricky in places."

Rovanpera junior toured the service park meeting team principals – including M-Sport's Malcolm Wilson.

Kajetanowicz takes a step towards ERC title in Barum

Kajetan Kajetanowicz all-but sealed his second European Rally Championship title at last weekend's Barum Rally – with two rounds remaining, the Polish driver leads by 76 points with only 78 on offer.

Kajetanowicz's only rival for the title is Alexey Lukyanuk, but the Russian missed a golden opportunity to slash the points difference between the two in the Czech Republic when he hit a barrel on the final stage (*see report page 30*). Kajetanowicz retired from day one with an engine problem aboard his Ford Fiesta R5, but returned to collect six vital points – and a 250th top-three stage time in the ERC – on day two.

Lukyanuk now needs to win Rally Liepaja in Latvia next month and Cyprus in October, with Kajetanowicz taking nothing from either event to win.

Kajetanowicz's Lotos Rally Team has secured its second consecutive ERC title.



The European Rally Championship regulars sent a message of support to Stephane Lefebvre and Gabin Moreau from last week's Barum Rally. Former Junior ERC winner Lefebvre was expected to return home from hospital earlier this week following his Rally Germany crash. Moreau's recovery is taking slightly longer.

INGRAM TAKES A VITAL JUNIOR VICTORY AT BARUM RALLY ZLIN PAGE 30

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Components for Sale

- We have for sale a number of component kits as follows. Ideal for a period rally car (Escort etc), or the ultimate Seven of whichever make. These kits are from a cancelled project and can be supplied in the race car described below , re-commissioned or not, or without the car. Currently fully built up, incredible value for money, the cars as supplied would make superb track day, hill climb or sprint cars, (timed at 170 mph) possible race series. Photos available. From: **£12,995** complete car not re-commissioned, **£14,995** recommissioned and tested. Demo cars available
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BTCC REPORT: ROCKINGHAM

BMW man is still under pressure, but he shone at the part-oval. By Matt James



Tordoff scorched through the field

TORDOFF COMES BACK FROM THE BRINK



Tordoff celebrated his second win of the season

The wheels so nearly came off Sam Tordoff's challenge for a maiden British Touring Car Championship title at Rockingham, when the BMW man suffered a nightmare in qualifying.

Just 24 hours later as he held the silverware aloft from the top step of the podium after race two, all four wheels were firmly bolted back on.

Championship-chasing Gordon Shedden won the opening race for Honda and Aron Smith became the 12th different winner of the year when he took his Team BKR VW CC to the spoils in the third.

But the pleasure was all with Tordoff. Sure, he had leaked four of the valuable nine-point buffer he had coming in to the meeting, but his title hopes were still firmly alive. What difference a day makes.

Race one

Pole positions are like busses for Shedden. He had taken his first top spot for two seasons at Snetterton, and he repeated it after a storm-interrupted 30-minute session at Rockingham. He was fast before the stoppage and even faster after it to line up ahead of Mat Jackson's Focus and the impressive Josh Cook in the MG.

At the other end of the grid, there were the three BMW 125i M Sports of Goff (25th), Collard (26th) and points leader Tordoff. All three had suffered with water in the electrics during the sodden session, and none could set a representative lap time because of that.

It was time for Honda's Matt Neal, second in the points, to ram home any advantage he could eek from the event ahead. He would start on the fourth row.

In the end, the race was all about Shedden, who dominated to such an extent that he vaulted into third in the points after a trouble-free 18 laps.

The Honda man was made to work hard over the opening two corners as Mat Jackson got a better launch and ran side-by-side with Shedden through Turn One and down to the Deane Hairpin. Shedden reached the apex first, and he was gone.

"There was a lot of pressure from Mat at the start, but once I had fended him off, he had his wing mirrors full on Subarus so I was able to get clear," said Shedden.

Even an early safety car could not put Shedden off his stride. Indeed, he timed the restart to perfection and was 0.7s clear when racing resumed for good on lap four.

"I could see that the Porsche safety car was gone and no one was bunching up behind me – I didn't need a second invitation!" he said. "I was able to back it off over the final laps because I know that tyres are an issue here and I was just being careful. I avoided the kerbs and just brought it home."

He was 2.5s to the good as he took the chequered flag, and that had been helped by another epic defensive job by Jackson to hold off the Team BMR Subaru Levorg GTs of Jason Plato and Colin Turkington. The three ran in line astern throughout the event, with Jackson under huge pressure every lap.

"We all had such equal straight-line performance," said Jackson. "It was a great race. The Subaru was strong through the corners and they had great traction out of the slower bits, so that was giving me some cause for concern, so I was having to defend hard. The car was moving about all over the place because I was on the limit."

Third-placed Plato and Turkington had both usurped third-placed qualifier Cook's MG away from the line. From then on, Plato was in the invidious position of having to attack for second while looking to his mirrors to defend his third from Turkington behind.

"I was compromised a couple of times when I was having a look at Mat, and I had to be aware of Colin, who was able to gain when I did that," said Plato. "I knew he wouldn't do anything silly though, and I am pleased with third."

Turkington took the flag in fourth, but was handed a time penalty for an incident with Cook along the way. It handed Cook fourth, with Turkington fifth.

Ashley Sutton (MG) was sixth. Andrew Jordans' Ford had benefited from scrapes ahead to climb from 14th on the grid to seventh, ahead of Neal and returnee Dave Newsham in the Power Maxed Chevrolet.

But perhaps the performance of the race came from the troubled Tordoff. He was in a fully functioning car for the races and wasted no time in slicing through the backmarkers in an attempt to limit the damage that this race would undoubtedly do to his points lead. He made up seven spots on the opening lap, and picked them off one-by-one to make it in to the top 15 by 10 laps. Eventually, he landed 10th place.

"To finish 10th was remarkable – it was a different car and it was great," he said. "And now it means I have no weight either for the second race. It was a proper damage limitation."

Collard, on the harder option of Dunlop rubber because he wanted to get all of his ballast and tyre pain out of the way early, was in Tordoff's wheeltracks until the Dunlops faded and he dropped to 14th.

Race two

Talk about a resurrection. When Tordoff crossed the finish line in fifth place at the end of the opening lap of race two, up from 10th on the grid, it was game on.

The waters had parted for him as Plato, Turkington and Cook contrived to collide going into the Deane hairpin, and that opened the way for those in the latter part of the top 10 to make huge strides.

Plato was pragmatic after the contact. "I was defending the inside line and because you are on a tighter line, you have to brake early," explained the Levorg driver. "People who are on the outside are going faster and they came across for the apex, and I was still there. I can't change my trajectory at that point. It is the nature of the beast when you come to a circuit like this, I guess."

Plato pitted for repairs, returned to the track and then pitted for good. Turkington continued and then spun dramatically at Turn One, while Cook's damage was also terminal.

What also helped Tordoff to climb the order was the hamstrung Shedden grabbing the lead from the off. The Scotsman had questioned how the Honda would work with the harder rubber in race two and the 75kg of success ballast He got his answer quickly: very badly.

Jackson had 66kg of ballast on, but coupled with the normal tyres and he used them well. He lunged inside Shedd for the lead at the hairpin on lap two an quickly scampered 1.2s clear of the res It took Jordan another tour to usurp Shedden, and Tordoff managed it almo straight away too.

Tordoff was the man on the move. "W had made some set-up changes to the ca because we were running with no weig and the car was beautiful," he explaine I could put it just where I wanted it."

Where he wanted it was on the inside Jordan when the Ford man made a sligh error at Tarzan and Tordoff was throug for second. Two laps later, the BMW ma performed a copycat move on Jackson t grab the top spot and race to his second victory of the season.

"I think the Fords worked out that I ha more pace than them," said Tordoff. "They didn't put up much of a fight."

The Motorbase Ford team worked out that Collard, who had climbed to fourth the second WSR BMW on lap six, could also cause them problems.

Jordan explained: "We got the call ove the radio that Collard was coming, and we were told to play nicely. Mat saw me coming and gave me room: after all, he is going for the championship."

It was just as well that they did too. Collard's pace meant he jumped Jackso at the hairpin with four laps remaining but Jordan had pushed himself narrow out of reach of the German car by the time the flag fell.

'Fielding is up to second'
British F4 action, p25



ROUNDS 22 23 24



Shedden converted pole to race one win



Aron Smith claimed his first 2016 win in race three

Behind Jackson in fourth was a lonely Sutton, but Neal had been forced to work his way through a fierce midfield scrap to climb to sixth. He led home Aron Smith's Team BKR VW CC (which would earn him pole for race three), Adam Morgan and ninth-placed Aiden Moffat.

Tenth was Shedden's reward in the struggling Civic. "With the weight and the harder tyres, I was two seconds per lap slower than I had been in race one," said the reigning champion. "There is no other way to describe that race than ugly from lap one to lap 16. It was awful, but at least it was consistently awful.

"Still I am going into race three with the hard tyre pain out of the way and no weight. It will be interesting to see how much progress I can make."

Race Three

The story that unfurled across the weekend was the haves and the have-nots, but that was in reference to the tyres. As Shedden had alluded to, the harder rubber was going to be the problem for everyone at some point.

And most drivers had left the harder options until the end, which gave a chink of light for those on the reversed grid switch without that handicap – such as Smith on pole, Collard in fifth and Shedden lurking in 10th.

Four passing moves in four laps over the start of the race – in between two safety car interuptions – told its own story. Shedden flew through the pack, aided by Collard being slowed on the opening tour with a misfire and Neal stepping aside for him. That helped him in to second place after only seven laps.

But Smith was not for giving way. Firstly, although Shedden could close, Smith was faster at the crucial points of the track. Going into the Deane hairpin, he could just stretch out enough of a gap to keep himself safe.

While the top two duelled, Turkington, from 15th on the grid, was revelling in his normal Dunlops. He was already up to third when the third safety car was called for, and that gave Smith the break he needed for glory.

"When Colin was behind Shedden, I thought that would give me the space I needed," said Smith. "I was pushing hard, but that took the pressure off. It was still tight at the end, but what a great result."

Shedden was forced in to real defensive mode on the last lap when Turkington tried hard to look up the inside going into the Brook Chicane, but Shedden held sway at the finish.

"You never know what is going to happen in race three when you start in the middle of the pack," said Shedden. "So to land the result is perfect. We didn't think we would be strong this weekend, but we have managed to have a really strong run."

Turkington, too, was delighted to finish with a podium: "When you consider I was going backwards at 130mph in race two at Turn One, then I will take that. The car was really in the sweet spot."

Neal handled his harder rubber manfully to fend off Jackson throughout for fourth place while sixth-placed Collard's hopes of a strong result pre-race were derailed by that lap one drama that set him back.

Collard explained: "I got a really good start and I had already overtaken a couple of drivers when the misfire came as I changed up into fifth. It was there in sixth too, and coming out of turn two, I was about 15mph slower than the rest. I got swamped."

Collard managed to cure the misfire after the opening safty car and returned to fifth by passing Jackson, but he was forced to give the position back as he had overtaken under yellows. "It was a very frustrating race," he sighed afterwards.

Behind Morgan in seventh was the highly impressive Jake Hill in the Team Hard Toyota from Moffat and Plato, who landed a top 10 result despite starting 27th on the grid.

The second safety car had been caused after and scrappy midfield shunt between Sutton's MG and Newsham's Chevrolet. Newsham was dumped into the gravel and Sutton's hopes of points ruined. Also out of the points was Tordoff. With 75kg on and the harder rubber, he had the worst of both worlds. He hung on the fringes of the top 10 for as long as he could but that only lasted four laps. He gradually went backwards through the order until he arrested the slump at 16th, just outside the points.

He was happy nonetheless. "Given where we started this weekend, I will take that. We always knew it would be pain in race three, but we have still managed to come out of the race meeting with five points over Matt Neal in the title race. We couldn't have asked for more." ■

TURN OVER FOR MN'S EXCLUSIVE DRIVER RATINGS

RACE FACTS

Photos: Jakob Ebrey



ROCKINGHAM
Where: Corby, Northants
First BTCC round: 2003
Lap length: 1.94 miles
Qualifying lap record: Mat Jackson 1m 22.087s (85.08mph) (2015)
Race lap record: Gordon Shedden 1m 23.193s (83.94mph) (2015)

RESULTS

Round: 1 **Laps:** 18 **Weather:** Cloudy/dry

POS	Q	DRIVER	CAR	TIME
1	1	Gordon Shedden	Team Dynamics Honda Civic Type R [4]	26m36.324s
2	2	Mat Jackson	Motorbase Performance Ford Focus [5]	+2.561s
3	4	Jason Plato	Team BMR Subaru Levorg [7]	+2.869s
4	5	Josh Cook	Triple Eight Racing MG6	+8.741s
5	5	Colin Turkington	Team BMR Subaru Levorg [6]	+9.165s*
6	6	Ash Sutton	Triple Eight Racing MG6	+12.144s
7	14	Andrew Jordan	Motorbase Performance Ford Focus [8]	+14.072s
8	8	Matt Neal	Team Dynamics Honda Civic Type R [2]	+18.244s
9	13	Dave Newsham	Power Maxed Racing Chevrolet Cruze	+23.899s
10	27	Sam Tordoff	WSR BMW 125i M Sport [1]	+24.168s

11 (12) Aiden Moffat (Ciceley Motorsport Mercedes-Benz A-Class) (H) +25.086s; 12 (25) Jack Goff (WSR BMW 125i M Sport) (15kg) +26.423s; 13 (9) Adam Morgan (Ciceley Racing Mercedes-Benz A-Class) (H) +28.526s; 14 (26) Rob Collard (WSR BMW 125i M Sport) (H) (57kg) +28.994s; 15 (21) Aron Smith (Team BKR VW CC) (H) +29.625s; 16 (7) Tom Ingram (Speedworks Motorsport Toyota Avensis) (H) (9kg) +31.391s; 17 (20) Ollie Jackson (AmD Tuning Audi S3 Saloon) (H) +33.533s; 18 (30) Michael Epps (Team Hard Toyota Avensis) (H) +39.864s; 19 (18) Warren Scott (Team BMR Subaru Levorg) +40.123s; 20 (31) Rob Austin (Handy Motorsport Toyota Avensis) (H) +42.436s; 21 (24) Stewart Lines (Maximum Motorsport Ford Focus) +43.295s; 22 (17) James Cole (Team BMR Subaru Levorg) +43.626s; 23 (22) Alex Martin (Team Parker Racing Ford Focus) +46.925s; 24 (28) Tony Gilham (Team Hard Toyota Avensis) +50.092s; 25 (15) Jeff Smith (Eurotech Racing Honda Civic Type R) -2 laps; 26 (10) Hunter Abbott (Power Maxed Racing Chevrolet Cruze) -2 laps; R (23) Daniel Welch (Welch Motorsport Proton Persona) 16 laps/broken suspension; R (16) Matt Simpson (Speedworks Motorsport Honda Civic Type R) 16 laps/damage - overheating; R (19) Jake Hill (Team Hard Toyota Avensis) 11 laps/radiator blocked; R (11) Martin Depper (Eurotech Racing Honda Civic Type R) 0 laps/damage; R (29) Mark Howard (Team BKR VW CC) 0 laps/damage.
Pole position: Shedden 1m36.338s (72.49mph). **Winner's average speed:** 78.75mph. **Fastest lap:** Shedden 1m23.375s (83.77mph). **Lap leaders:** Shedden 1-18. (H) = hard tyre. *= Six-second penalty for gaining an advantage

Round: 2 **Laps:** 16
Weather: Cloudy/dry

POS	Q	DRIVER	TIME
1	10	Tordoff [10]	22m44.838s
2	7	Jordan [7]	+2.886s
3	14	Collard (H)	+3.085s
4	2	M Jackson [2]	+6.863s
5	6	Sutton [6]	+15.027s
6	8	Neal [8]	+18.661s
7	15	A Smith	+21.341s
8	13	Morgan	+22.624s
9	11	Moffat	+25.489s
10	1	Shedden [1] (H)	+28.536s

11 (9) Newsham (H) (15kg) +29.025s; 12 (22) Cole (H) +29.937s; 13 (17) O Jackson +30.221s; 14 (20) Austin +30.742s; 15 (4) Turkington (H) (48kg) +37.517s; 16 (29) Hill (H) +45.687s; 17 (25) J Smith (H) +46.268s; 18 (21) Lines +46.474s; 19 (23) Martin (H) +46.775s; 20 (31) Howard (H) +1m11.838s; R (18) Epps 15 laps/spin; NC (26) Abbott (H)
11 laps; NC (19) Scott (H) 10 laps; R (12) Goff (H) 4 laps/damaged suspension; R (5) Cook (H) (39kg) 4 laps/damage; R (24) Gilham (H) 2 laps/differential; R (30) Depper 1 lap/damage; R (3) Plato (57kg) 1 lap/damage; R (16) Ingram 0 laps/turbo bearing; R (27) Welch 0 laps/steering; NS (28) Simpson 0 laps/burnt wiring loom.
Winner's average speed: 81.87mph. **Fastest lap:** Collard 1m24.042s (83.10mph). **Lap leaders:** Shedden 1; M Jackson

Round: 3 **Laps:** 19
Weather: Cloudy/dry

POS	Q	DRIVER	TIME
1	1	A Smith [7]	29m49.905s
2	10	Shedden [10]	+0.400s
3	15	Turkington	+0.572s
4	2	Neal [6] (H)	+3.491s
5	4	M Jackson [4] (H)	+4.519s
6	5	Collard [3]	+4.936s
7	8	Morgan [8]	+5.686s
8	16	Hill	+6.227s
9	9	Moffat [9]	+10.578s
10	28	Plato (H)	+10.899s

11 (13) O Jackson +11.358s; 12 (6) Jordan (H) (66kg) +11.690s; 13 (17) J Smith +12.611s; 14 (22) Abbott +12.913s; 15 (25) Cook +13.478s; 16 (7) Tordoff (H) (75kg) +14.466s; 17 (19) Martin +14.924s; 18 (12) Cole +18.088s; 19 (3) Sutton (H) (39kg) +18.805s; 20 (31) Simpson +19.035s; 21 (27) Depper (H) +19.879s; 22 (18) Lines (H) +20.159s; 23 (21) Epps +21.202s; R (29) Ingram 15 laps/suspension damage; R (23) Scott 13 laps/electrics; R (14) Austin 12 laps/damage; R (20) Howard 11 laps/accident; R (11) Newsham 7 laps; R (26) Gilham 4 laps/differential; R (30) Welch (H) 1 lap/suspension damage; R (24) Goff 0 laps/damage.
Winner's average speed: 74.14mph. **Fastest lap:** A Smith 1m23.729s (83.41mph). **Lap leaders:** A Smith 1-19. (H) = hard tyre.

RACE SUCCESS BALLAST

75kg [1]	66kg [2]	57kg [3]	48kg [4]	39kg [5]
33kg [6]	27kg [7]	21kg [8]	15kg [9]	9kg [10]

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Sam Tordoff	258
2	Matt Neal	253
3	Gordon Shedden	238
4	Mat Jackson	230
5	Rob Collard	227
6	Colin Turkington	210
7	Andrew Jordan	201
8	Jason Plato	199
9	Adam Morgan	179
10	Jack Goff	174

11 Tom Ingram 163; 12 Ash Sutton 147; 13 Josh Cook 129; 14 Aron Smith 120; 15 Rob Austin 99; 16 Aiden Moffat 82; 17 Jake Hill 57; 18 Jeff Smith 51; 19 Daniel Lloyd 36; 20 Dave Newsham 28; 21 Martin Depper 27; 22 Hunter Abbott 26; 23 Daniel Welch 21; 24 Michael Epps 19; 25 James Cole 14; 26 Ollie Jackson 11; 27 Warren Scott 7; 28 Matt Simpson 4; 29 Alex Martin 3.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Sutton	374
2	Epps	322
3	Simpson	265
4	Howard	193
5	Smiley	183
6	Fletcher	126
7	Lloyd	124

INDEPENDENTS

POS	DRIVER	PTS
1	Jordan	342
2	M Jackson	325
3	Morgan	281
4	Ingram	266
5	Austin	228
6	A Smith	220
7	Moffat	191
8	Hill	165
9	J Smith	147
10	Depper	119

11 Epps 119; 12 Abbott 109; 13 Welch 88; 14 O Jackson 83; 15 Simpson 83; 16 Lloyd 75; 17 Martin 75; 18 Newsham 59; 19 Stewart Lines 59; 20 Chris Smiley 32; 21 Kelvin Fletcher 22; 22 Mark Howard 20; 23 Michael Caine 9; 24 Tony Gilham 3.


Jackson: race one second spot

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BTCC REPORT: ROCKINGHAM

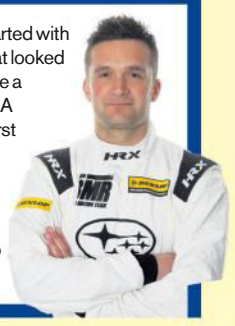
DRIVER ANALYSIS BY MATT JAMES



COLIN TURKINGTON 7/10

Team BMR

Weekend started with a fifth, and that looked like it would be a springboard. A clash at the first hairpin in the second race delayed him. In race three he zoomed to fifth place.



JASON PLATO 7/10

Team BMR Subaru Levorg



Plato never let Jackson have a moment's rest in his bid to grab second place but was unable to in race one. Was pragmatic about the contact that ruined his charge in race two. Saddled with the harder tyres in race three and ended up in 10th.

GORDON SHEDDEN 9/10

Yuasa Honda Civic



Superb qualifying in the wet set up Sheds' race one win, which he took at a canter. Took hard tyre pain in race two, combined with ballast and struggled, but made up for that with second in the finale.

MATT NEAL 7/10

Yuasa Honda Civic Type R



Neal left his hard tyre choice until race three but still had 66kg to cope with in race one, which he brought home in eighth. Elbows out in the midfield pack for sixth in race two and nursed the Dunlops to a fourth in the finale to remain in the title hunt.

ASHLEY SUTTON 5/10

Triple Eight Racing MG6



Did as much as he could in the opening race to land sixth behind team-mate Cook. Improved to fifth in race two. Looked set to repeat in race three before a midfield bust-up.

ANDREW JORDAN 7/10

Motorbase Ford Focus



Was unhappy to qualify 14th, but great racecraft saved his weekend. Climbed to seventh in race two and came so close to winning the second race, only falling prey to the flying Tordoff. Slumped to 12th on the hard tyre in race three.

MAT JACKSON 8/10

Motorbase Ford Focus



Jackson was second in the first race after having fended off rapid Subarus. Led race two with a heavy car but ceded ground for fourth. Fifth on the hard tyres in race three was good.

SAM TORDOFF 8/10

WSR BMW 125i M Sport



Misfire in qualifying left him in 27th, but got on with the job. Picked his way through to 10th and then converted that into a race two win. It could have been the drive that gave him the title. Tyre-hampered run to 16th in race three.

ARON SMITH 6/10

Team BKR VW CC



Smith qualified 21st. Canny racecraft meant he climbed to 15th in race one, which gave him the springboard for seventh and reversed grid pole in the finale, which set up his victory.

ROB COLLARD 8/10

WSR BMW 125i M Sport



Misfire in the wet in qualifying restricted him to 26th and he followed Tordoff up through the pack for 14th in race one – but crucially, he had been on the harder tyres. A strong third in race two, but missed his a race three win with engine woe.

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'Whorton-Eales was dominant in the wet'
Renault UK Clio Cup, below



Photos: Jakob Ebrey

Photos: Jakob Ebrey

MONGER MISSES OUT ON MAIDEN WIN

Car woes deny JHR driver, but Pull is victorious



Monger led until final lap of race three



Pull claimed first win in opener

RACE DATA

British F4 (13 laps) 1 James Pull (Carlin); 2 Alex Quinn (Fortec Motorsports) +5.072s; 3 Max Fewtrell (Carlin); 4 Jamie Caroline (Fortec Motorsports); 5 Sennan Fielding (JHR Developments); 6 Rafael Martins (Arden). Fastest lap Pull 1m33.026s (75.07mph). Pole Pull. Starters 19. **Race two (14 laps)** 1 Fielding; 2 Luis Leeds (Arden) +0.535s; 3 Fewtrell; 4 Caroline; 5 Quinn; 6 Ayrton Simmons (Arden). FL Leeds 1m19.760s (87.56mph). P Nicolai Kjaergaard (Fortec Motorsports). S 19. **Race three (15 laps)** 1 Fewtrell; 2 Fielding +0.636s; 3 Billy Monger (JHR Developments); 4 Petru Florescu (Carlin); 5 Quinn; 6 Martins. FL Pull 1m19.971s (87.33mph). P Monger. S 19. **Points (after 24/30 rounds)** 1 Fewtrell 287pts; 2 Fielding 263; 3 Leeds 252; 4 Pull 234; 5 Devlin DeFrancesco (Carlin) 222; 6 Florescu 220.

British F4
By Stephen Lickorish

One lap. It's incredible how quickly delight can turn to despair during a British F4 race. Billy Monger was one tour of the Rockingham circuit away from claiming his maiden single-seater win, but mechanical troubles prevented him from joining James Pull as a first-time winner in Northamptonshire.

JHR's Monger led from pole in the final race of the weekend and was able to fend off Petru Florescu at the start. He then began to pull away and didn't put a wheel out of line until he suddenly slowed on the last lap coming out of Deene. Points leader Max Fewtrell and Monger's team-mate Sennan Fielding pounced, while Monger was able to salvage third.

"An oil pressure light came on with three laps to go and I knew I would struggle out of the hairpins," he explained. "There was nothing I could do."

But he did still manage to take some positives out of the race. "We proved to a lot of people that we have the pace to win races," he added.

Earlier Pull did achieve that first win – and it had been a long time coming. The Carlin driver has contested every race since the series became an FIA F4 category last year and finally broke his duck in a wet opener.

He kept Alex Quinn at bay off the line and then pulled away in a dominant performance – his first win coming at just the right time as the title race enters its closing stages.

"I was quite enjoying that!" beamed Pull. "I've always loved racing in the wet and Rockingham is really slippery so that helped me even more. At the start I had to make sure Alex didn't get past and then I got into a rhythm. It felt amazing – I really got into the zone and can't thank the team enough."

Quinn held second while Fewtrell was third. Jamie Caroline put in a typically impressive wet weather drive to storm from 18th on the grid to fourth.

Meanwhile, Carlin racers Devlin DeFrancesco and Florescu both failed to finish – but didn't come to blows this time. In a tough weekend for the pair, which has made title bids increasingly unlikely, DeFrancesco collided with Zane Goddard and Florescu was caught up in an incident at Deene on the opening tour.

The big winner from the weekend was Fielding – who has now jumped up to second in the standings. He was fifth in the opener and then won race two despite having to deal with two safety cars. Luis Leeds was second but that proved to be his only top six finish of the meeting, while the consistent Fewtrell was third after passing Caroline into Deene.

Tregurtha extends lead with another win

Ginetta Junior
By Tom Errington

HHC's Will Tregurtha extended his Ginetta Junior Championship lead to 55 points over title rival Stuart Middleton, as Middleton's opening win was followed by a series of misfortunes.

Middleton took first blood after a stunning move at Deene in the opener had him surge from fourth place to the lead ahead of poleman Tregurtha.

From there, Middleton's weekend went downhill. He was penalised for passing Brown off the track meaning he scored the same points as second-placed Tregurtha.

His luck worsened in the following race as contact with Brown at Deene had him fall from pole meaning he was second ahead of Seb Perez as Tregurtha took a dominant win.

The reverse-grid finale had Harry King take his second win of the year after jumping Elite Motorsport team-mate Tom Wood at the start.

Wood finished second ahead of Perez, with Tregurtha's fifth punishing Middleton's error at Deene that had pushed him down the order.

Middleton made a stunning move at Tarzan to pass five drivers for 10th on the last lap, but the damage was done. "It seems I've not had the rub of the green recently," he said. "We need to bounce back."

Whorton-Eales and Bushell share the spoils

Renault UK Clio Cup
By Stephen Lickorish

The two Clio Cup races at Rockingham began in a very similar way. In both contests Ant Whorton-Eales made blistering starts from lowly grid spots, but while he triumphed in the first race he was only fourth in race two.

The Jamsport driver started 10th for the opener but didn't stay there for long. In very wet conditions he rocketed to second by the end of the first lap, benefiting from a collision between poleman Mike Bushell and Max Coates at Chapman, which delayed them both.

A safety car caused by Luke Kidsley spinning into the Gracelands gravel then brought Whorton-Eales onto the tail of Paul Rivett. The WDE driver was overly cautious on the restart and Whorton-Eales blasted past at Turn 1 before pulling away at a rapid rate. His final margin was almost 9s.

"I got very lucky!" admitted Whorton-Eales. "The gaps just opened up in the right places."

Rivett took second despite briefly losing out to points leader Bushell.

Bushell had a more straightforward second race, held in the dry, and was able to take an important victory. Behind, Rivett and Whorton-Eales collided going into Yentwood, damaging the rear beam of the Jamsport car.

While Rivett remained second, Whorton-Eales had a tremendous battle with Max Coates and it was Coates who claimed the final podium place.

Wrigley's nightmare as Burns slashes his points advantage

Ginetta GT4 Supercup
By Tom Errington

Ginetta GT4 Supercup championship leader Tom Wrigley suffered a disastrous weekend at Rockingham as his title lead was slashed from 93 points to just 19 after two retirements and then a post-race penalty.

Wrigley's woes began on the opener's first lap. A rain-soaked track boosted Jamie Orton, who took the lead at Tarzan and never relented.

He was aided by Wrigley retiring with a fuel pump failure, marking the first finish outside the top five in 2016 for the title favourite, meaning rival Burns took second with Carl Boardley in third place.

It was deja vu in the second race as Orton doubled up and Wrigley failed to finish – this time after colliding with Burns as the pair scrapped.

Orton held his pole at the start and Hibbert starred, moving to second from sixth by the second corner.

Hibbert backed up a train of cars with Burns heading the pack and allowing Wrigley to close in from fourth after starting 15th. Minutes later Wrigley hit Burns at Chapman Curve forcing the former into retirement, Burns continued and finished third.

Wrigley's move was punished in the aftermath, the stewards deducting nine championship points and handing him a grid penalty for the next round at Silverstone.

"It's been a disastrous weekend," Wrigley said. "It's annoying as I've been so fast here and have nothing to show for it."

He took fifth in the final race, some distance behind the podium trio, which was led by Mark Davies ahead of Burns and Orton.



Orton took a double win after missing Knockhill

Burns profited from Wrigley's misery

RESULTS

Ginetta Junior Championship (8 laps) 1 Stuart Middleton (Douglas Motorsport); 2 William Tregurtha (HHC Motorsport) +0.188s; 3 Lewis Brown (HHC Motorsport); 4 Sebastian Priaulx (JHR Developments); 5 Seb Perez (JHR Developments); 6 Harry King (Elite Motorsport). FL Tregurtha 1m39.135s (70.44mph). P Tregurtha. S 19.
Race two (8 laps) 1 Tregurtha; 2 Middleton +6.533s; 3 Perez; 4 Brown; 5 King; 6 Tom Wood (Elite Motorsport). FL Tregurtha 1m38.364s (71.00mph). P Middleton. S 19.
Race three (8 laps) 1 King; 2 Wood +1.813s; 3 Perez; 4 Brown; 5 Tregurtha; 6 Geri Nicosia (JHR Developments). FL Tregurtha 1m38.350s (70.98mph). P Wood. S 18.
Points (after 20/25 rounds) 1 Tregurtha 543pts; 2 Middleton 488; 3 Brown 403; 4 Dave Wooder (TCR) 385; 5 Daniel Harper (Douglas Motorsport) 337; 6 Nicosia 335.

Renault UK Clio Cup (14 laps) 1 Ant Whorton-Eales (Jamsport); 2 Paul Rivett (WDE Motorsport) +8.742s; 3 Mike Bushell (Team Pyro); 4 David Dickenson (Team Pyro); 5 Chris Smiley (Jamsport); 6 Josh Price (Team Pyro). FL Whorton-Eales 1m41.625s (68.72mph). P Bushell. S 18.
Race two (16 laps) 1 Bushell; 2 Rivett +1.988s; 3 Max Coates (Ciceley Motorsport); 4 Whorton-Eales; 5 Price; 6 Senna Proctor (Team BMR with Pyro). FL Bushell 1m30.663s (77.03mph). P Bushell. S 18.
Points (after 14/18 rounds) 1 Bushell 366pts; 2 Whorton-Eales 344; 3 Coates 293; 4 Rivett 285; 5 Lee Pattison (Team Cooksport) 242; 6 Paul Streather (Finesse Motorsport) 215.

Ginetta GT4 Supercup (12 laps) 1 Jamie Orton (Triple M Motorsport); 2 Will Burns (Douglas Motorsport) +1.026s; 3 Carl Boardley (Carl Boardley Motorsport); 4 Mark Davies (TCR); 5 Callum Pointon (TCR); 6 Tom Hibbert (Privateer). Class winner Colin White (CWS 4x4 Spares). FL Orton 1m33.684s (74.54mph). P Tom Wrigley (Rob Boston Racing). S 15.
Race two (13 laps) 1 Orton; 2 Hibbert +1.461s; 3 Burns; 4 Pointon; 5 Davies; 6 Boardley. CW White. FL Wrigley 1m23.441s (83.69mph). P Orton. S 15.
Race three (17 laps) 1 Davies; 2 Burns +1.224s; 3 Orton; 4 Hibbert; 5 Wrigley; 6 Ben Green (SuperGreen Racing). CW Chris Ingram (Douglas Motorsport). FL Burns 1m24.155s (82.98mph). P Davies. S 15.
Points (after 17/23 rounds) 1 Wrigley 470pts; 2 Burns 451; 3 Orton 358; 4 Davies 317; 5 Hibbert 306; 6 Boardley 305.

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RACING REPORTS

OULTON PARK: HSCC GOLD CUP BY PAUL LAWRENCE — AUGUST 27-29

Photos: Mick Walker, Steve Jones

SIMMS AND MITCHELL SHARE FF1600 WINS



Simms won a thrilling race two

On a weekend of outstanding racing in the Cheshire sunshine, two breathtaking Historic Formula Ford 1600 races were exciting and unpredictable in equal measure. Sam Mitchell and Benn Simms were both surprised victors.

The opener was red-flagged after three cars were eliminated before the pack even reached Old Hall, including Ben Tusting and his father Robert. After the restart, an epic six-way contest developed and only in the last two laps did Callum Grant establish any sort of margin over a ferocious battle involving Rob Wainwright, Mitchell, Simms, Max Bartell and Benn Tilley.

However, it all changed at Knickerbrook on the final lap when Grant hit brake trouble and ran wide over the grass and Tilley flipped over after a clash of wheels with Simms in the general confusion. Through it all, Mitchell emerged to win from Wainwright and Bartell. "It was all chaotic," said Mitchell, while Wainwright did well to tiger up the order from sixth to second.

The later race was almost as good as Mitchell, Wainwright and Grant made the early pace. However, Wainwright soon headed for the pits with a rear suspension issue and Mitchell spun away a slender lead. Grant took over, but his car slowed and he was bundled down the order as Simms came through to beat Bartell by a whisker. "That was hard work; but the luck was with me for once," said Simms.

Sunday's **Historic Road Sports** race was a corker as Kevin Kivlochan got his Morgan Plus 8 to the flag by a fifth of a second over the Lotus Elan of John Davison. The Elan eroded Kivlochan's early advantage and they traded the lead until Davison spun when trying a bold outside line at Druids.

Kivlochan was left with a handy margin, but Davison fought back and so nearly caught the Morgan on the line. "I won that twice," said Kivlochan. "I saw him spin and nearly lost my voice shouting. Then he was in the mirrors again."

Mark Dwyer was the class of the **Derek Bell Trophy** field with two resounding wins in his Formula 2 March 742. Neil Glover gave chase in both races with the F5000 Chevron B37, but could not live with the nimble F2 car. Instead, Glover had to focus his mind on repelling the advances of Paul Campfield's Chevron B24.

Peter Horsman was another double winner, this time from the **HGPCA** ranks with his Lotus 18/21. His success earned him the Historic Gold Cup, which was presented by Lotus Grand Prix mechanic Bob Dance.

Horsman romped clear in the first race, but it was much harder on Monday as a tardy start left Horsman to claw his way back up the order and he then diced with Rod Jolley's Cooper T45/51 before easing away in the closing stages.

A bumper **Historic Touring Car** field was red-flagged at the first attempt when Simon Benoy's Hillman Imp spun across the pack on the exit of Old Hall and took out the Lotus Cortina of Nigel Cox. In the re-run, Warren Briggs soon assumed control in his fire-breathing Ford Mustang as John Avill lead the Lotus Cortina pack.

In the second race, Briggs was again unstoppable but this time young James Clarke raced very well to beat Avill for second after recovering from an incident-packed time in the first race.

Stewart Whyte bagged a **Super Touring Trophy** double with two pretty untroubled wins in his Honda Accord. John Cleland, racing his Vauxhall Vectra for the first time in nearly 12 months, blew the cobwebs away with a strong second in the opener but dropped out of contention on Monday with a lengthy pit-stop. Local ace Mark Jones ran third on Sunday but went one better to take second on Monday and give his Renault Laguna one of its best results to date in the series.

Although the total field would have nicely filled one grid, the **Historic Formula Junior** pack was split into two rather thin fields. Mark Woodhouse was the cream of the front-engined division in his Elva despite the best efforts of Mike Walker in the leading Bond.

Andrew Hibberd duly took both rear-engined races and was unopposed on Sunday when Benn Simms went out at the start with failed driveshaft bolts in the Merlyn Mk5/7 of John Sykes. Hibberd leant Simms the parts needed to get the Merlyn out on Monday and they ran close for much of the race until Hibberd edged away in the closing laps.

Andrew Park blasted the **Historic FF2000** pack to win twice and clinch the title by making it nine wins from 11 rounds to date. Tom White pedalled his older Osella very well to take second in both races.

The final wins of the weekend went to John Murphy's Crossle 22F (**Classic Racing Cars/Classic FF2000**) and Mark Charteris in **Classic Clubmans**.



Stewart Whyte took a fine double in his Super Touring Honda Accord



Julian Thomas and Calum Lockie controlled Jaguar Classic outing

Out-going champion Dean makes his mark with last-lap 70s Road Sports win

An epic **70s Road Sports Championship** counter topped the opening day of action at Oulton Park as out-going champion Jim Dean swept to the fore on the final lap for a memorable victory.

Earlier in the day the Historic Road Sports pack set the bar high with a cracking race, but the 70s field managed to deliver an even better contest as Lotus, Morgan and Datsun raced wheel-to-wheel.

The fast-starting Charles Barter forged his Datsun 240Z into an early lead but Dean's Lotus Europa went with him while Russell Paterson (Morgan Plus 8) and Julian Barter (in Dean's other Europa) watched the fun from close quarters.

A grassy moment at Knickerbrook cost Dean some momentum and Paterson, on a welcome return to the championship, dived into second. Dean then had more trouble on his hands as Barter junior, showing scant respect for the car's owner, pushed his Europa briefly into third.

Up front, Barter senior had a chance to draw breath, but then managed to knock the master switch off momentarily with his elbow and the other three were back at him until son Julian dropped back with a misfire.

Despite a damaged gearbox, Paterson edged ahead of Barter into the final lap and Dean then blew past the Datsun on the exit of Cascades. That spectacular momentum took the Europa ahead of the Morgan at Shell and the result was finally settled.

"It was awesome," said Dean. "What a race with these two guys!"



Dean left it late to snatch win

RESULTS

Historic FF1600 (7 laps) 1 Sam Mitchell (Merlyn Mk20); 2 Rob Wainwright (Elden Mk8) +1.356s; 3 Max Bartell (Merlyn Mk20); 4 Callum Grant (Merlyn Mk20); 5 Benn Simms (Jomo JMR7); 6 Will Nuthall (Jamun T2). FL Grant 1m51.941s (86.57mph). P Bartell. S 31. **Race two (11 laps)** 1 Simms; 2 Bartell +0.434s; 3 James Buckton (Elden Mk8); 4 Mitchell; 5 Grant; 6 Nuthall. FL Grant 1m51.886s (86.61mph). P Mitchell. S 31.

Historic Road Sports (10 laps) 1 Kevin Kivlochan (Morgan Plus 8); 2 John Davison (Lotus Elan) +0.196s; 3 Peter Shaw (Lotus Elan); 4 Frazer Gibney (Lotus Elan); 5 David Boland (Ginetta G4); 6 Mike Eagles (De Tomaso Mangusta). CW Davison; Malcolm Mitton (Lotus Elan); Dick Coffey (Turner Mk1); Christopher Reece (MGB); Alan Greenhalgh (Triumph TR6). FL Davison 1m59.404s (81.16mph). P Davison. S 24.

Derek Bell Trophy (13 laps) 1 Mark Dwyer (March 742); 2 Neil Glover (Chevron B37) +41.993s; 3 Paul Campfield (Chevron B24); 4 Martyn Donn (Lola T670); 5 Michael Bletsoe-Brown (Chevron B27); 6 Keith Norris (Chevron B49). CW Glover; Donn; Tim Kuchel (Brabham BT18); Adam Simmonds (Lola T142). FL Jamie Brashaw (March 73A) 1m36.762s (100.15mph). P Dwyer. S 16. **Race two (12 laps)** 1 Dwyer; 2 Glover +15.612s; 3 Campfield; 4 Donn; 5 John Murphy (Crossle 22F); 6 Norris. CW Glover; Donn; Murphy; Simmonds. FL Dwyer 1m37.838s (99.05mph). P Dwyer. S 15.

Historic Grand Prix Cars (11 laps) 1 Peter Horsman (Lotus 18/21); 2 Rod Jolley (Cooper T45/51) +13.565s; 3 Rudi Friedrichs (Cooper T53); 4 Ed Morris (Lotus 18); 5 Dan Collins (Lotus 21); 6 Andrew Smith (Cooper T43). CW Jolley; Morris; Smith; Sid Hoole (Cooper T41); Andrew Wareing (BRM P261). FL Horsman 1m54.814s (84.40mph). P Horsman. S 19. **Race two (11 laps)** 1 Horsman; 2 Jolley +1.164s; 3 Collins; 4 Barry Cannell (Cooper T51); 5 Iain Rowley (Assegai); 6 Smith. CW Jolley; Collins; Smith; Wareing; Hoole. FL Horsman 1m54.741s (84.45mph). P Horsman. S 18.

Historic Touring Cars (8 laps) 1 Warren Briggs (Ford Mustang); 2 John Avill (Lotus Cortina) +10.718s; 3 Graham Pattle (Lotus Cortina); 4 Endaf Owens (Mini Cooper S); 5 Peter Hore (Lotus Cortina); 6 Greg Thornton (Ford Mustang). CW Hore; John Spiers (Lotus Cortina); Owens; Richard Belcher (Lotus Cortina); Roger Godfrey (Mini Cooper S); Adrian Oliver (Hillman Imp); Gary Warburton (Austin Mini). FL Briggs 2m02.286s (79.24mph). P Briggs. S 33. **Race two (10 laps)** 1 Briggs; 2 James Clarke (Lotus Cortina) +6.337s; 3 Avill; 4 Pattle; 5 Hore; 6 Spiers. CW Clarke; Avill; Owens; Belcher; Godfrey; Oliver; Warburton. FL Briggs 2m04.340s (77.93mph). P Briggs. S 28.

Super Touring Trophy (10 laps) 1 Stewart Whyte (Honda Accord); 2 John Cleland (Vauxhall Vectra) +7.914s; 3 Mark Jones (Renault Laguna); 4 Phil Keen (Audi A4); 5 Paul Smith (BMW 320); 6 Dave Jarman (Nissan Primera). CW Keen; Rick Wood (Ford Capri); Tom Andrew (BMW M3). FL Whyte 1m49.078s (88.84mph). P Whyte. S 17. **Race two (11 laps)** 1 Whyte; 2 Jones +5.332s; 3 Smith; 4 Jarman; 5 Jason Minshaw (Volvo S40); 6 Roger Lavender (Ford Mondeo). CW Wood; Darren Fielding (BMW 318); Andrew. FL Whyte 1m49.069s (88.85mph). P Whyte. S 17.

Historic Formula Junior front-engined (10 laps) 1 Mark Woodhouse (Elva 100); 2 Mike Walker (Bond) +0.591s; 3 Andrew Tart (Bond); 4 Nick Taylor (Elva 100); 5 Ian Phillips (BMC Mk1); 6 Anthony Olissoff (Elfin Mk1). CW Olissoff; Tony Pearson (Bandini). FL Woodhouse 2m02.303s (79.23mph). P Walker. S 11. **Race two (10 laps)** 1 Woodhouse; 2 Walker +3.620s; 3 Tart; 4 Taylor; 5 William Grimshaw (Moorland Mk1); 6 Phillips. CW Olissoff; Pearson. FL Walker 2m03.133s (78.70mph). P Woodhouse. S 11.

Historic Formula Junior rear-engined (10 laps) 1 Andrew Hibberd (Lotus 22); 2 John Fyda (Brabham BT6) +34.766s; 3 Robin Longdon (Lola Mk3); 4 Jonathan Fyda (U2 Mk3); 5 Rudolf Ernst (Brabham BT2); 6 Peter Anstiss (Lotus 20/22). CW Chris Alford (Elva 200); Longdon; Malcolm Wishart (Cooper T65). FL Hibberd 1m53.736s (85.20mph). P Hibberd. S 17. **Race two (11 laps)** 1 Hibberd; 2 Benn Simms (Merlyn Mk5/7) +13.093s; 3 John Fyda; 4 Jonathan Fyda; 5 Anstiss; 6 Ernst. CW Jonathan Fyda; Alford; Wishart; Greg Thruston (Lotus 20). FL Hibberd 1m53.279s (85.54mph). P Hibberd. S 17.

Historic FF2000 (12 laps) 1 Andrew Park (Reynard SF81); 2 Thomas White (Osella FAF) +18.932s; 3 Graham Ridgway (Reynard SF78); 4 Brian Morris (Delta T80); 5 David Walton (Royale RP27); 6 Mick Whitehead (Reynard SF79). CW White. FL Park 1m46.197s (91.25mph). P Park. S 12. **Race two (12 laps)** 1 Park; 2 White +25.671s; 3 Walton; 4 Andrew Storer (Reynard SF79); 5 Morris; 6 Dale Spruce (Reynard SF79). CW White. FL Park 1m46.421s (91.06mph). P Park. S 12.

Classic Racing Cars/Classic FF2000 (11 laps) 1 John Murphy (Crossle 22F); 2 Julian Stokes (Tecno F2) +4.437s; 3 Andy Jarvis (Palliser WDB2); 4 Chris Lord (Van Diemen RF82); 5 Andrew Lancaster (Pilbeam MP52); 6 Steve Worrad (Palliser). CW Jarvis; Lord; Phil Nelson (Hawke DL2B). FL Murphy 1m45.776s (91.61mph). P Murphy. S 15.

Classic Clubmans (12 laps) 1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B) +38.302s; 3 Mike Evans (Mallock Mk20/21); 4 Alan Cook (Mallock Mk20); 5 David Wale (Mallock Mk20B/21); 6 Barry Webb (Mallock Mk16BW). CW Webb; Roger Waite (Royale S2000M). FL Charteris 1m39.603s (97.27mph). P Charteris. S 16.

70s Road Sports (9 laps) 1 James Dean (Lotus Europa); 2 Russell Paterson (Morgan Plus 8) +1.188s; 3 Charles Barter (Datsun 240Z); 4 Julian Barter (Lotus Europa); 5 Mark Leverett (Lotus Elan); 6 Steve Cooke (Lotus 7 S4). CW Paterson; Charles Barter; Neil Brown (Lotus Eclat); David Tomkinson (Triumph Spitfire). FL Dean 2m01.488s (79.76mph). P Charles Barter. S 22.

Jaguar Classic Challenge (18 laps) 1 Julian Thomas/Calum Lockie (E-type); 2 Alistair Dyson (E-type) +1m01.896s; 3 Jamie Boot (E-type); 4 Martin Melling (E-type); 5 Paul Castaldini (E-type); 6 Pete Foster/Tim Mogridge (E-type). Class winners John Burton (E-type); Roger Cope (Mk1); Andrew Moore (XK150); Chris Scholey/Nick Finburgh (XK120). FL Dyson 1m58.627s (81.69mph). P Thomas/Lockie. S 19.

Guards Trophy GT cars (20 laps) 1 Mike Gardiner/Dan Cox (TVR Griffith); 2 Mike Whitaker (TVR Griffith) +3.506s; 3 John Spiers (TVR Griffith); 4 Alistair Dyson (Jaguar E-type); 5 Robert Farrell/Dave Coyne (Jaguar E-type); 6 Peter Shaw/Julian Barter (Lotus Elan). CW Dyson; Shaw/Barter; Martin Richardson (MGB). FL Whitaker 1m55.079s (84.21mph). P Gardiner/Cox. S 19.

Guards Trophy sports-racing cars (16 laps) 1 Nick Thompson/Sean McClurg (Chevron B6); 2 Mark Colman/Hugh Colman (Chevron B8) +2.781s; 3 Chris Goodwin (Lotus 23B); 4 Vicky Brooks/Bob Brooks (Merlyn Mk6); 5 Brian Casey (Lenham P69); 6 Robin Ellis/Richard Fores (Elva Mk7). CW Goodwin; Casey; Craig Jones/Adam Jones (Elva Mk7S). FL Mark Colman 1m52.262s (86.32mph). P Greg Thornton/Brad Hoyt (Chevron B8). S 15.

AND THE WINNERS ARE...

'Kivlochan topped the Roadsports'
Gold Cup action (left)



'Goes led from pole position'
Trackday Trophy





BRANDS HATCH: MSVR LOTUS FESTIVAL BY BRIAN PHILLIPS

Photos: Gary Hawkins

WILLIAMS LEADS EUROPEAN INVASION



Ken Savage won two UK Lotus Cup races

Williams' Evora (r) took two tight wins

Marque veteran Steve Williams won both races for the Lotus Cup Europe on the championship's second and final visit to the UK this year.

Apart from a slow start in race two, the Evora GT4 driver looked in control, even when rain brought changing conditions on different parts of the Grand Prix circuit.

Harry Woodhead (Exige) spent much of the first race making up for a poor start from fourth on the grid. He recovered to a class-winning fifth, less than 3s short of a podium place. Jean-Baptiste Loup (2-Eleven) was the closest challenger to Williams, with Jonathan Packer's Evora third.

Woodhead's start in race two was even worse, which came to an early end when he skated off at Clark Curve in the rain. None of this bothered Williams, who finished well ahead of the younger Loup, joined on the podium by father Philippe to the joy of both. Two production class wins for the Hungarian Tamas Vizin (Elise) maintained his unbeaten record at the top of the championship table.

A 40-plus **Racing Saloons** field successfully negotiated the crowded first few corners in their opening race. The BMWs of Stephen Pearson, Stuart Waite, Nigel Innes and Karl Catliff soon established themselves at the front, although their order was far from settled until the chequered flag appeared. The Peugeot 306 of Don Hughes was first non-BMW until the French car faded, handing that distinction to the unmissable shape of Johan Hoogenwerff's Volvo estate in seventh.

Race two was abandoned without a lap being completed after two red flags. The first resulted from a relatively minor startline incident, but the second followed a huge shunt on the straight towards Hawthorn's involving Pearson and Innes among others.

Bradley Smith dominated Saturday's **Radical Challenge** sprint races with Steve Burgess second each time. Jack Lang was third at the first attempt but retired after a lap one incident in race two. Brian Murphy looked set for a personal best third-place in race two, but Joe Stables passed him on the final lap.

Race three was 20 minutes longer and incorporated pitstops. This made no difference to Smith, who completed a hat-trick of wins despite a stop extended by 20s of success penalty. Jack Manchester's team had a crumpled car to mend earlier in the weekend, but he rewarded them with second place in this finale, just ahead of Stables. Championship leader Burgess was a relieved fourth after a lap one spin left him temporarily last. Having finished in 11th and sixth places earlier, Olympic cycling star Jason Kenny tried to follow Manchester past Brian Caudwell and into a podium position. Light contact sent Caudwell spinning at Paddock and bent an upright on Kenny's car.

Poleman Darren Goes (SEAT Leon Cup) qualified fastest and led most of the **Trackday Championship** race on his way to victory. Several drivers were keen to be second, and Kester Cook (Ford Fiesta) was in front of James Britton and Mark Flower (BMWs).

Ryan Savage (2-Eleven) and Adam Mackay (Exige V6 Cup) each won a **Lotus Cup & Elise Trophy** sprint race, the second of them a chaotic affair run on a damp but drying track which resulted in many incidents. Mackay looked secure in the lead of the longer finale until the pitstops, but fell to third behind Savage and Jason Baker (Elise) as he rejoined. Adam Balon's Exige was a distant fourth and the rest were lapped. Luigi Mazza and John Lamaster shared their Elise to production class success, this car battling with Alex Ball's Elise all weekend.

Double **F3 Cup** winner Robbie Watts scored his 65th success on Saturday and raised the total again the following morning. James Heffernan in race one and Tony Bishop in race two both came to grief while chasing the leader. Stuart Wiltshire finished second in race one but succumbed to pressure in race two and fell from second to fourth as Jacopo Sebastiani and Heffernan came past. Shane Kelly paid the price for two terrible starts and finished fifth in both races, but still extended his points lead.

William Davison's **Production BMW** momentum continued at Brands with his fifth and sixth victories in a row. His winning margin over Matthew Swaffer and David Graves was relatively small in race one, but he drove well clear in race two.

Patrick Sherrington (MCR) qualified 12th in the wet for the **Sports 2000** championship but stormed to second after one lap of the dry race. He closed on Tom Stoten's Gunn and took the lead on lap 15 and appeared to be in control – until his engine coughed a couple of corners from the end and Stoten swept past. David Houghton/Clive Hayes and Giles Billingsley finished inches apart but a lap down in third and fourth.



Davison took PBMW glory

RESULTS

Lotus Cup Europe (18 laps) 1 Steve Williams (Evora GT4); 2 Jean-Baptiste Loup (2-Eleven) +1.711s; 3 Jonathan Packer (Evora GT4); 4 Philippe Loup (2-Eleven); 5 Harry Woodhead (Exige S2); 6 Tommie Eliasson (Exige V6 Cup). Class winners Jean-Baptiste Loup; Woodhead; Tamas Vizin (Elise Cup R). Fastest lap Williams 1m37.718s (89.64mph). Pole Williams. Starters 31. **Race two (12 laps)** 1 Williams; 2 Jean-Baptiste Loup +13.500s; 3 Philippe Loup; 4 Robin Nilsson (Exige V6 Cup); 5 Eliasson; 6 Andrew Wright (Exige V6 Cup). CW Jean-Baptiste Loup; Christopher Laroche (Exige S2); Vizin. FL Williams 1m37.323s (90.00mph). P Williams. S 31.

Racing Saloons (9 laps) 1 Stephen Pearson (BMW E36 M3); 2 Stuart Waite (BMW M3) +3.187s; 3 Nigel Innes (BMW E36 M3); 4 Karl Catliff (BMW E36 M3); 5 Darren Stamp (BMW E36 M3); 6 James Card (BMW E30 M3). CW Card; Colin Philpott (Jaguar XJS); Jason Dzenis (Peugeot 205); Matthew Wileman (BMW E30); Karl Graves (BMW 120d); Kieron Lehane (Citroen Saxo). FL Pearson 1m43.815s (84.37mph). P Pearson. S 44. **Race two abandoned.**

Radical Challenge Championship (14 laps) 1 Bradley Smith; 2 Steve Burgess +9.482s; 3 Jack Lang; 4 Brian Caudwell; 5 Brian Murphy; 6 Joe Stables. CW Burgess; Andy Chittenden. FL Smith 1m27.236s (100.41mph). P Smith. S 25. **Race two (12 laps)** 1 Smith; 2 Burgess +2.722s; 3 Stables; 4 Murphy; 5 Mark Richards; 6 Jason Kenny. CW Burgess; Chittenden. FL Smith 1m27.736s (99.84mph). P Smith. S 26. **Race three (31 laps)** 1 Smith; 2 Jack Manchester +5.033s; 3 Stables; 4 Burgess; 5 Peter Tyler/Tom Gladdis; 6 Jason Rishover. CW Manchester; Chittenden. FL Smith 1m27.124s (100.54mph). P Smith. S 25.

MSVT Trackday Championship (20 laps) 1 Darren Goes (SEAT Leon Cup); 2 Kester Cook (Ford Fiesta) +1.765s; 3 James Britton (BMW M3); 4 Mark Flower (BMW M3); 5 David Gardner/Christopher Mills (BMW M3); 6 Simon Clark (Porsche Boxster S). CW Britton; Warren Allen (Ginetta G27R); George Wright/Jack Wright (Porsche 944); Mark Simmons/Ricky Coomber (Honda Civic Type R); Jason Francis (Ford Puma). FL Alistair Stenhouse (BMW E36 M3) 1m44.082s (84.16mph). P Goes. S 41.

Lotus Cup & Elise Trophy (14 laps) 1 Ryan Savage (2-Eleven); 2 Adam Mackay (Exige V6 Cup) +0.644s; 3 Adam Balon (Exige V6 Cup); 4 Bob Drummond (Exige V6 Cup); 5 Phillip Britten (Exige V6 Cup); 6 Douglas Campbell (Exige V Cup). CW Mackay; Luigi Mazza (Elise S2). FL Mackay 1m37.789s (89.57mph). P Jason Baker (Elise S2). S 30. **Race two (11 laps)** 1 Mackay; 2 Baker +7.506s; 3 Savage; 4 Balon; 5 Britten; 6 Drummond. CW Baker; Alex Ball (Elise S1). FL Baker 1m37.973s (89.41mph). P Scott Couper (Exige S1). S 28. **Race three (24 laps)** 1 Savage; 2 Baker +5.811s; 3 Mackay; 4 Balon; 5 Britten; 6 Drummond. CW Mackay; Mazza/John Lamaster. FL Baker 1m36.362s (90.90mph). P Mackay. S 26.

F3 Cup Championship (12 laps) 1 Robbie Watts (Dallara F308); 2 Stuart Wiltshire (F308) +6.104s; 3 Jacopo Sebastiani (Dallara F311); 4 Tony Bishop (Dallara F310); 5 Shane Kelly (F308); 6 Wade Eastwood (Dallara F307). CW Geoffrey Hoodless (March 813). FL James Heffernan (F308) 1m22.116s (106.67mph). P Watts. S 11. **Race two (15 laps)** 1 Watts; 2 Sebastiani +11.227s; 3 Heffernan; 4 Wiltshire; 5 Kelly; 6 George Line (F308). CW Hoodless. FL Sebastiani 1m21.599s (107.35mph). P Watts. S 11.

Production BMW Championship (8 laps) 1 William Davison; 2 Matthew Swaffer +2.736s; 3 David Graves; 4 Harry Goodman; 5 Sam Strong; 6 Edd Giddings. FL Davison 1m51.239s (78.74mph). P Davison. S 29. **Race two (7 laps)** 1 Davison; 2 Swaffer +6.459s; 3 Graves; 4 Rob Cooper; 5 Giddings; 6 Strong. FL Davison 1m51.619s (78.47mph). P Davison. S 26.

Sports 2000 Championship (31 laps) 1 Tom Stoten (Gunn TS11); 2 Patrick Sherrington (MCR) +0.452s; 3 David Houghton/Clive Hayes (MCR); 4 Giles Billingsley (MCR); 5 Peter Williams (MCR); 6 Roger Donnan (MCR). CW Williams; John Owen (Lola); Colin Feyerabend (Lola T90/90); Clive Steeper/Chris Snowdon (Tiga SC80); Jonathan Loader (Tiga SC80); Damien Griffin (Lola T598). FL Sherrington 1m30.807s (96.46mph). P Stoten. S 25.

CROFT: DDMC BY GRAHAM READ

AUGUST 27/28

Peter Morris, champion in 2014 and 2015, and Mike Johnson shared the spoils in the brace of **Porsche Club** races, in which both were made to battle hard in their 996s for success.

First time out, Morris sprinted from pole into an immediate lead and had to call on all his experience as the chasing championship leader Mark McAleer kept him honest from start to finish. Behind, Kevin Harrison (996) had to resist pressure from Chris Dyer in his Cayman S before Richard Ellis joined the scrap for third place in another 996, with Harrison claiming the final podium place.

Morris looked set to lead McAleer home again in the second race, but Johnson had other ideas as he set about improving on his initial fourth position.

The 996 driver moved up to second place exiting Tower just past half-distance, and swept into the lead approaching the same corner a lap later when Morris missed a gear. Johnson then held off Morris and McAleer to the close, whilst Harrison and Ellis had a superb fight for fourth position.

Polesitter Colin Simpson romped to an unchallenged victory in the initial **Northern Saloon & Sportscar** encounter for Classes A & E in his mighty Marcos Mantis. In his wake the seven-litre Ford Falcon pedalled by Andy Robinson looked set for the runner-up position until a charging Barry Smith got the better of him in his Caterham 7 with a move at Clervaux on the penultimate lap.

Conditions were wet for the subsequent contest, which Paul Brydon dominated throughout in his BMW M3. Finlay Crocker finished second on track ahead of former champion Mike Cutt, but a 5s track limits penalty for the former dropped him to third position.

After Kirk Armitage qualified his M3 3.7s faster than the best of the rest Peugeot 205 GTi of David Cox for the first contest for Classes B,C,D & H, the outcome of the race was never in doubt. Reigning champion Armitage blasted home 44s clear of the pursuing Sierra XR4x4 of Stephen Kell, who won an entertaining battle with Martin Whitehouse (BMW 328) and Cox for second place. The following day, Armitage was even more dominant on his way to his second victory of the meeting as the distant Kell and Whitehouse kept Alan Thompson's BMW 328 out of the podium positions.

Crocker made a tremendous save from a very sideways moment in his Honda Civic TCR early in the opening **Battle of Britain Trophy** event and went on to take the honours despite another track limits penalty. Subsequently Matthew Kirkby held an early lead, as did Crocker, very briefly, ahead of an agricultural moment at Tower, leaving Cutt to lead the Caterhams of Smith and Kirkby home.

James Drew-Williams swept past early frontman Russ Giles at Tower on the opening lap of the initial **Monoposto Tiedeman Trophy** encounter, but the race was to become a battle of attrition as Drew-Williams and then Giles retired. This left Bryn Tootall to bring the small field home in his Van Diemen RF99 well clear of Mark Smith and Geoff Fern. Later Tootall made the early pace before a flying Giles caught him and hit the front at Tower. The Dallara F398 racer was kept honest by Tootall to the close as they left Mark Smith in a distant third place.

RESULTS

Porsche Club (16 laps) 1 Peter Morris (996); 2 Mark McAleer (996) +0.215s; 3 Kevin Harrison (996); 4 Chris Dyer (Cayman S); 5 Richard Ellis (996); 6 Michael Price (996). CW Andy Toon (Boxster S). FL McAleer 1m31.709s (83.42mph). P Morris. S 16. **Race two (17 laps)** 1 Mike Johnson (996); 2 Morris +0.775s; 3 McAleer; 4 Harrison; 5 Ellis; 6 Dyer. CW Steve Cheetham (Boxster S). FL Johnson 1m31.605s (83.51mph). P Morris. S 16.

Northern Saloon & Sports Cars Classes A & E (11 laps) 1 Colin Simpson (Marcos Mantis); 2 Barry Smith (Caterham 7) +3.602s; 3 Andy Robinson (Ford Falcon); 4 Andy Wilson (Holden Monaro); 5 Paul Brydon (BMW M3); 6 Finlay Crocker (Honda Civic TCR). CW Crocker; Matthew Kirkby (Caterham C400); Mark Leybourne (Westfield FW); David Brewis (Suzuki SC100). FL Smith 1m28.817s (86.13mph). P Simpson. S 24. **Race two (11 laps)** 1 Brydon; 2 Mike Cutt (BMW M3) +10.828s; 3 Crocker; 4 Andrew Morrison (SEAT Leon Cup); 5 Wilson; 6 Robinson. CW Crocker; Scott Hubel (Peugeot 205 T16); Simon Mayne (AB Performance Arion); Kirkby. FL Brydon 1m35.570s (80.05mph). P Brydon. S 24.

Northern Saloon & Sports Cars Classes B,C,D&H (11 laps) 1 Kirk Armitage (BMW M3); 2 Stephen Kell (Ford Sierra XR4x4) +44.925s; 3 Martin Whitehouse (BMW 328); 4 David Cox (Peugeot 205 GTi); 5 Alan Thompson (328); 6 Dave Botterill (Porsche 944). CW Whitehouse; Cox; Andy Wilson (Ford Escort RS); Simon Baker (Ford Fiesta). FL Armitage 1m33.657s (81.68mph). P Armitage. S 18. **Race two (11 laps)** 1 Armitage; 2 Kell +47.884s; 3 Whitehouse; 4 Thompson; 5 Cox; 6 Lee Underwood (Honda Civic). CW Whitehouse; Cox; Clive Cooksey (Fiesta). FL Armitage 1m36.016s (79.67mph). P Armitage. S 18.

Battle of Britain Trophy (10 laps) 1 Crocker; 2 Cutt +7.839s; 3 Robinson; 4 Kirkby; 5 Armitage; 6 Hubel. CW Cutt; Kirkby; Hubel; Cooksey. FL Crocker 1m28.608s (86.34mph). P Cutt. S 18. **Race two (10 laps)** 1 Cutt; 2 Smith +0.505s; 3 Kirkby; 4 Robinson; 5 Hubel; 6 Ron Harper (Triumph Spitfire). CW Kirkby; Hubel; Crocker; Gary Bowers (BMW E46); Cooksey. FL Robinson 1m30.491s (84.54mph). P Crocker. S 16.

Monoposto Tiedeman Trophy (11 laps) 1 Bryn Tootall (Van Diemen RF99); 2 Mark Smith (Dallara F395) +28.811s; 3 Geoff Fern (Van Diemen RF89); 4 Len Turner (Jedi Mk6); 5 Chris Kite (Dallara); 6 Eddie Guest (Lola T640 FF). CW Fern; Turner; Kite. FL Tootall 1m26.028s (88.93mph). P Russ Giles (Dallara F398). S 9. **Race two (11 laps)** 1 Giles; 2 Tootall +2.113s; 3 Smith; 4 Kite; 5 Fern; 6 Turner. CW Tootall; Kite; Fern; Turner. FL Giles 1m23.642s (91.46mph). P Tootall. S 8.

Advertising enquiries: 0208 267 5865

RACING REPORTS

SILVERSTONE: BRSCC BY PETER SCHERER — AUGUST 27/28

Photos: Mick Walker

UVIO DUO MAKE IT TWO IN A ROW



Deott and Roberts topped a very wet Funcup field

It looked like the end of the world was approaching as darkness, mid-afternoon torrential rain and thunderstorms struck Silverstone. But the Fun Cup carried on regardless with a second successive win going to JPR Uvio's Farquini Deott and Graham Roberts.

An early four-car break featured Track Torque 2 Rent Dominos' Henry Dawes heading Tom Mills' ECO 209, Nigel Greensall's CCS Media and Harry Mailer's Apollo Motorsport cars. Greensall then took charge and handed over to Ciro Carannante, but it was into the third hour that Uvio took a lead it was to retain to the flag.

ECO 209 had established a strong second with only Track Torque 2 Rent Dominos being the third car on the lead lap, after Neil Plimmer's Team Honeywell car went off at Brooklands. Greensall then unlapped the CCS car, but ECO picked up a one-minute stop/go penalty. As Deott celebrated Uvio's victory, Dawes came in second, with Carannante going a lap down again in third.

Following its penalty, ECO 209 was fourth, with DespatchBay.com's Andy Bicknell/James Littlejohn and Alan/Rory Brown's ECO 61 completing the top six.

Nick Porter held off Adam Hance for a lights-to-flag win in the **Production GTi Mk2s**. Poleman Christopher Sanders had missed second gear at the start and had to fight back. Hance was in second from Brooklands early on, with championship leader Chris Webb taking third, both at the expense of Tim Hartland.

But as Hartland fought back to rechallenge Webb, Sanders caught them both and finally grabbed third around the outside of Brooklands four laps from home, while Hartland got the better of Webb for fourth.

Just staying on the track was an achievement in race two, with standing water on the circuit. Hartland was off at Brooklands on the first lap, while Porter and Sanders got away. Sanders had the lead when Porter went straight on at Copse shortly after, but Porter closed the gap again and got by at Luffield in the closing stages, only for Sanders to surge back through Woodcote.

On the final lap Porter was ahead again at Copse, but Sanders found the outside line at Luffield and that move was decisive. Webb finished third and Matthew Petts took fourth and a class win, taking David Aldridge around the outside of Woodcote as the flag was readied.

It was honours even between Nicholas Reeve and Bradley Burns in the **Fiesta Juniors**. Although Burns had the edge into Copse at the start of the first race, Reeve soon snatched it back before a multiple shunt at Becketts brought out the safety car. When it went green again, the duel continued which allowed championship leader Harry Gooding to close.

Side-by-side from Brooklands to Woodcote with a lap to go, Burns was back ahead only for Reeve to snatch his maiden victory in the dash to the flag, the pair well clear of Gooding in third.

Burns led from the start of race two and took a lights-to-flag win over Reeve. They had escaped early on as a six-car battle ensued for third. Gooding again headed the charge, briefly losing out to Lochlan Bearman, only to claim it back and just hold out to the chequered flag.

The top six were fairly spread out in the first multi-class **Fiesta** race, with Alastair Kellett well clear from the start. Stuart Robbins and Jamie White then both ousted John Cooper from second and Robbins began to close Kellett's lead. They were nose-to-tail onto the last lap with Robbins making the winning move into Copse, while Cooper completed the podium after three track limit penalties dropped White to fifth.

Robbins made it two having led from the start of the second race, with Kellett second throughout and White retaining third after a duel with Cooper ended when his rival pitted.

Intermarque championship leader Malcolm Blackman took his Vauxhall Tigra to a seventh victory in heavy rain, with Steve Burrows' Peugeot 206 securing second when Lewis Smith's Tigra spun. Simon Smith's BMW Z4 completed the podium as the deteriorating conditions brought the red flags out.

The second race built up to a terrific final lap shoot-out with Simon Smith leading out of Woodcote after Keith White's BMW Z4 had earlier demoted Blackman. Burrows rounded off the podium, with early pacesetters Blackman and Lewis Smith dropping to fourth and fifth.

Aaron Thompson and Samuel Priest engaged in an early duel in the first **Fiesta Class C** race, but as the rain came down again, third placed Myles Baker lost it on the pits straight, clipped Jay Daniels and piled into the pit wall. The safety car was out again, leaving a two-lap sprint to the flag when the race restarted. Thompson just held on after a massive challenge from Alfonso Skriczka came up short by just 0.019s, with Priest third having earlier lost out to Skriczka at Copse. Simon Horrobin won race two, from Nathan Edwards and Priest.

Charlie Cudlipp took a double **Production GTi Mk 5** win over Andy Baylie and Martyn Walsh.

RESULTS

Fun Cup (158 laps) 1 JPR Uvio (Graham Roberts/Farquini Deott); 2 Track Torque 2 Rent Dominos (Henry Dawes/Neil Burroughs) +1m07.449s; 3 CCS Media (Nigel Greensall/Ciro Carannante/Robert Tomlinson/Alan Honarmand); 4 Eco Racing 209 (Tom Mills/Paul Turner/Paul Abraham); 5 DespatchBay.com (Andy Bicknell/James Littlejohn); 6 Eco Racing 61 (Rory Brown/Alan Brown). Fastest lap Apollo Motorsport (Harry Mailer) 1m17.886s (75.82mph). Pole Team Viking Self Storage (Jim Hadfield/Nick Nunn/Mark Holme). Starters 24.

Production GTi Mk2 (17 laps) 1 Nick Porter; 2 Adam Hance +0.941s; 3 Christopher Sanders; 4 Tim Hartland; 5 Chris Webb; 6 Paul Foreman, Class winner Paul Cowland. FL Hance 1m12.019s (82.00mph). P Sanders. S 18. **Race two (10 laps)** 1 Sanders; 2 Porter +0.408s; 3 Webb; 4 Matthew Petts; 5 David Aldridge; 6 Alistair Miles. CW Petts. FL Miles 1m26.347s (68.39mph). P Porter. S 16.

Fiesta Junior (13 laps) 1 Nicholas Reeve; 2 Bradley Burns +0.410s; 3 Harry Gooding; 4 Callum Hawkins-Row; 5 James Hillery; 6 Danny Harrison. FL Reeve 1m11.425s (82.68mph). P Reeve. S 16. **Race two (16 laps)** 1 Burns; 2 Reeve +1.555s; 3 Gooding; 4 Lochlan Bearman; 5 Lewis Kent; 6 Hillery. FL Bearman 1m15.235s (78.49mph). P Reeve. S 14.

Fiesta Classes A, B & D (17 laps) 1 Stuart Robbins; 2 Alastair Kellett +1.829s; 3 John Cooper; 4 Jack Youhill; 5 Jamie White; 6 Jessica King. CW Peter Dendy-Sadler; Luke Bannister. FL Robbins 1m12.569s (81.38mph). P Kellett. S 14. **Race two (16 laps)** 1 Robbins; 2 Kellett +2.109s; 3 White; 4 Youhill; 5 King; 6 Jones. CW Dendy-Sadler; Chris Horne. FL Robbins 1m17.141s (76.55mph). P Robbins. S 14.

Intermarque & Sevenesque (8 laps) 1 Malcolm Blackman (Vauxhall Tigra); 2 Steve Burrows (Peugeot 206) +2.351s; 3 Simon Smith (BMW Z4); 4 Lewis Smith (Vauxhall Tigra); 5 Chris Ayling (Vauxhall Tigra); 6 Ray Harris (Mercedes SLK). CW Anthony Bennett (Caterham R300; Mick Linnett (Caterham R400). FL L Smith 1m15.063s (78.67mph). P Blackman. S 18. **Race two (13 laps)** 1 S.Smith; 2 Keith White (BMW Z4) +0.113s; 3 Burrows; 4 Blackman; 5 L Smith; 6 Mike Thurley (Vauxhall Tigra). CW Bennett; Linnett. FL Philip Blackford (Peugeot 206) 1m06.226s (89.17mph). P Thurley. S 18.

Fiesta Class C (12 laps) 1 Aaron Thompson; 2 Alfonso Skriczka +0.019s; 3 Samuel Priest; 4 Ryan Faulconbridge; 5 Scott Robertson; 6 JJ Ross. FL Robertson 1m19.710s (74.08mph). P Simon Horrobin. S 18. **Race two (10 laps)** 1 Horrobin; 2 Nathan Edwards +0.395s; 3 Priest; 4 Myles Baker; 5 Robertson; 6 Jamie Going. FL Priest 1m10.370s (83.92mph). P Horrobin. S 18.

Production GTi Mk5 (16 laps) 1 Charles Cudlipp; 2 Andy Baylie +8.316s; 3 Martyn Walsh; 4 James Howlison; 5 David Parris; no other finishers. FL Cudlipp 1m15.749s (77.96mph). P Cudlipp. S 7. **Race two (12 laps)** 1 Cudlipp; 2 Baylie +3.232s; 3 Walsh; 4 Howlison; 5 Robert Griffiths; no other finishers. FL Cudlipp 1m16.428s (77.27mph). P Cudlipp. S 6.



Porter (left) won the first GTi run

KIRKISTOWN: 500MRCI BY RICHARD YOUNG — AUGUST 27

Noel Robinson (V-D JL012K) went into the final two rounds of the **Northern Ireland FF1600** series nine points adrift of Alan Davidson (Mondiale M89S), but with every intention of reversing the order by the end of play.

A string of victories earlier in the year had put him into a commanding lead, which he lost by missing the June rounds due to holidays and then suffering a persistent misfire in July. But with all problems cured and a brace of pole positions in the bag, he had every reason to feel confident.

But at the start it was Davidson's venerable Mondiale M89S which led the pack away from the outside front row position, with second-row starter Stephen O'Connor's Van Diemen on his heels leaving Robinson back in third spot.

Despite the best efforts of all concerned, the order remained the same for two hectic laps before O'Connor's over-exuberant attempts to defend his second place from Robinson caused the pair to spear off into the barriers on the start-finish straight. With that, Davidson cruised to victory and the title, and while the Robinson crew set about hasty repairs before race two, O'Connor was left with a partially demolished RF90 and six penalty points on his licence.

With the title decided, there was still a showdown of sorts in the second race with Robinson and Davidson getting to grips at last – a contest which ended with another win for new champion Davidson and another trip to the barriers for Robinson, this time the result of a racing incident.

Elsewhere in a packed meeting, Dan Polley's 'lowline' Sheane took **Formula Vee** honours by a nose from Kevin Grogan and Gavin Buckley in the A race, while Paula Moore (Leastone) took an even tighter victory in the B & C encounter from Anthony Cross and Buckley.

The Mondello-based **SEAT Leons** provided the main tin-top action and fought hard, Erik Holstein leading for much of the first race before dropping back in the closing stages. Niall Quinn took the honours from Rod McGovern and Barry English but had to follow Holstein home in the second race with McGovern third. Andrew Armstrong's BMW topped the Libre Saloon category both times.

A small **BOSS Ireland** grid also appeared twice. After qualifying at over 100mph, Eamon Matheson's rapid MM2 took the first, which finished behind the safety car after John Stewart's Mygale became stranded at Colonial and proved difficult to move. Cian Carey's Formula Renault took second spot. Matheson's turbocharged missile expired in their second race to give Carey a win. Noel Robinson offset his FF1600 disappointments with third and second places in Stanley Watson's older FRenault while Jim Larkham's Radical was best of the concurrent Roadsports brigade in both races.

Jonny Forsythe and Keith Dawson took a win apiece in two fairly intense **Fiesta** battles, with Dan Conlon and Stephen Moore also claiming podium places. Brian Hearty took his umpteenth **Formula Sheane** victory from Robbie Allen and Ricard Kearney in the first of their two encounters although he had to settle for third behind Allen and Dave Parks in the second.

The pair of **HRCA** historics races were dominated by Paul Conn in his Sports 2000 Crossle, ahead of the similar cars of John Benson and John McCandless.

RESULTS

Formula Ford 1600 (12 laps) 1 Alan Davidson (Mondiale M89S); 2 Ryan Campbell (Reynard FF89) +7.107s; 3 Henry Campbell (Reynard FF89); 4 David Nicholl (Reynard FF89); 5 Paul McMorran (Crossle 32F); 6 Ian McCulla (Reynard FF84). CW McCulla; McMorran. FL Davidson 1m02.130s (87.60mph). P Noel Robinson (Van Diemen 012K). S 11. **Race two (16 laps)** 1 Davidson; 2 Campbell +14.936s; 3 Campbell; 4 McMorran; 5 Nicholl; 6 McCulla. CW McMorran; McCulla. FL Davidson 1m01.616s (88.33mph). P Robinson. S 10.

Formula Vee A (11 laps) 1 Dan Polley (Loh Sheane); 2 Kevin Grogan (Sheane FV03) +0.821s; 3 Gavin Buckley (Sheane FV99); 4 Colm Blackburn (Leastone JH002); 5 Shane McBride (Sheane FV99); 6 Paula Moore (Leastone JH004). FL Blackburn 1m07.176s (81.02mph). P Grogan. S 14.

Formula Vee B & C (10 laps) 1 Paula Moore; 2 Anthony Cross (Sheane FV94) +0.670s; 3 Buckley; 4 Joe Power (Leastone JH004); 5 Ken Browne (Sheane FV03); 6 Conor Molloy (Leastone JH002). FL Moore 1m09.962s (77.80mph). P Cross. S 10.

SEAT Leon/Saloons (13 laps) 1 Niall Quinn (SEAT Leon); 2 Rod McGovern (SEAT Leon) +7.355s; 3 Barry English (SEAT Leon); 4 Andrew Armstrong (BMW M3); 5 Brian Berry (SEAT Leon); 6 Stephen Traub (Honda Integra). CW Armstrong. FL Quinn 1m01.927s (87.89mph). P McGovern. S 11. **Race two (13 laps)** 1 Erik Holstein (SEAT Leon); 2 Quinn +0.808s; 3 McGovern; 4 English; 5 Berry; 6 Armstrong. CW Armstrong. FL Quinn 1m01.932s (87.88mph). P McGovern. S 10.

BOSS Ireland/Roadsports (10 laps) 1 Eamon Matheson (2.0t MM Honda); 2 Cian Carey (2.0 FRenault) +1.618s; 3 Noel Robinson (2.0 Tatuus Renault); 4 John Daly (3.8 Lola Holden); 5 Barry Rabbitt (2.0 Tatuus Renault); 6 Martin Daly (2.0 Tatuus Renault). CW Jim Larkham (1.3 Radical PR06). FL Matheson 55.949s (97.28mph). P Matheson. S 11. **Race two (14 laps)** 1 Carey; 2 Robinson +2.130s; 3 Rabbitt; 4 J Daly; 5 M Daly; 6 Larkham. CW Larkham. FL Matheson 55.949s (97.28mph). P Matheson. S 10.

Fiesta Zetec (11 laps) 1 Jonny Forsythe; 2 Keith Dawson +0.346s; 3 Daniel Conlon; 4 Adrian Finnegan; 5 Stephen Moore; 6 Tam Agnew. FL Moore 1m17.204s (70.50mph). P Dawson. S 16. **Race two (11 laps)** 1 Dawson; 2 Moore +0.807s; 3 Forsythe; 4 T Agnew; 5 Mark Stewart; 6 Stuart Agnew. FL Forsythe 1m16.779s (70.89mph). P Dawson. S 15.

Formula Sheane (13 laps) 1 Brian Hearty; 2 Robbie Allen +3.863s; 3 Richard Kearney; 4 Kevin Sheane; 5 Chris McCabe; 6 John Linnane. FL Allen 1m01.420s (88.62mph). P Hearty. S 11. **Race two (13 laps)** 1 Allen; 2 David Parks +1.377s; 3 Hearty; 4 Kearney; 5 Paul McLoughlin; 6 Sheane. FL Hearty 1m01.159s (88.99mph). P Hearty. S 10.

HRCA Historics (13 laps) 1 Paul Conn (Crossle 47S); 2 John Benson (Crossle 37S) +13.987s; 3 John McCandless (Crossle 47S); 4 Clive Brandon (Lotus 47); 5 Bernard Foley (MGB GT); 6 Billy Crosbie (Lotus 7). FL Conn 1m01.318s (88.76mph). P Benson. S 11. **Race two (13 laps)** 1 Conn; 2 Benson +16.299s; 3 McCandless; 4 Foley; 5 Crosbie; 6 Brandon. FL Conn 1m01.853s (97.99mph). P Conn. S 11.

AND THE WINNERS ARE...

'Avery narrowed gap to Styrin'
BRSCC Porsches



'Norton won thrilling race'
Combe FFord



DONINGTON PARK: BRSCC BY IAN SOWMAN — AUGUST 27/28

Photos: Steve Jones

GREENSMITH STARS IN MX-5 CONTESTS



MX-5 racer put in a storming recovery

Murray claimed FF1600 title

Jonathan Greensmith took his maiden MX-5 Supercup win on Saturday and produced a brilliant recovery drive 24 hours later, following a first lap spin.

Greensmith, a past Mk1 MX-5 and Porsche champion, made the strongest start to the wet first race pulling clear of his pursuers, who could only match his pace in the second half of the race. Championship leader Tom Roche was second, holding off Liam Murphy.

James Blake-Baldwin led most of a frenetic second race that at times featured a nine-car lead pack. His victory put his points tally ahead of Roche, who was shuffled back to sixth on the final lap. Greensmith had the most dramatic race, however, slipping to 16th at the end of lap one. "I ran out of room at the chicane and these Mazdas don't like sausage kerbs," he said, having stormed back to lead briefly, eventually finishing third behind Jack Harding.

Roche continued his inexorable march to another **Mk1 MX-5** crown, taking wins 11 and 12 of the season. Michael Fisk ran him close in race one. In race two it took a few laps for Roche to reclaim the lead after Fisk got ahead at the start. Brian Trott was second.

Joe Wiggin dominated the **Compact Cup** double-header, catapulting himself back into championship contention after disappointment at Combe. Main title protagonists, James Gornall and Steven Dailly, slowed themselves battling over second in the opener, until Dailly retired with brake failure. Dailly recovered to second from a distant Ian Jones in race two. The drive of the day came in race one, with Owen Hunter storming from 17th on the grid to grab the final podium place from Ian Jones on the last lap.

In the Boxster division of the **BRSCC Porsche Championship**, it was a weekend to forget for points leader Rick Styrin. He finished last after problems in race one, spun into the gravel at McLeans at the beginning of race two and more engine woes put him out of race three. Richard Avery narrowed the gap to Styrin with wins in the first two races, but didn't fully capitalise, ending up in the gravel at the first corner in race three. Ex-Mini racer Andrew Hack held off Ed Hayes for the win.

Classic Stock Hatch racer Ryan Lowry won from ninth on the grid in his first outing in the 924 class, going three abreast with Philip Waters and Adam Croft on the last lap. "I bided my time and got the undercut to get into the lead, then the other two tangled coming onto the back straight," he said. Lowry took a lights-to-flag victory in race two, but went off into the gravel at Old Hairpin in the final race, which was won by John Broadley.

Niall Murray (Van Diemen RF99) wrapped up the **National FF1600 and Triple Crown** title with three races to spare, taking his ninth win of the season. It might have been a different story had Luke Williams not been caught out by an isolated shower at Coppice three laps from the end. Stephen Daly (Ray GR11) was promoted into second with Graham Carroll climbing to third, following an overnight engine change.

Daly initially led the second race, but Murray took the place back at McLeans and proceeded to pull clear from Carroll. With Daly in the pits after two laps, Williams claimed third, making impressive progress from row seven.

The first **Pre-1990 FF1600** race, dry after a wet qualifying, was effectively decided by the first corner, with Jamie Jardine making his "best start in five years" to lead from row two. When front row starter Michael Beaver beached his Mondiale at Old Hairpin, Ben Tinkler applied pressure to Jaap Blijleven for second.

Jardine and Blijleven tripped over each another at the chicane early in race two, but both recovered to finish on the podium. Jardine should have won, but was held up by a backmarker at Craner Curves on the final lap, handing victory to championship leader Tinkler.

Mike Jenvey stormed to victory in the **OSS** opener in his Jenvey-Gunn TS6, aided by the pursuing Duncan Williams (Juno) going off twice within a lap. In race two, Williams made a mistake on oil, allowing Jenvey to get ahead, but the latter lost out on countback due to a red flag. Josh Smith (Radical PR6) took two class-winning third positions.

Graham Seager dominated both **Alfa** contests in his GTV, but competition in the Twin Spark class was much tighter. Nevertheless, Tom Hill displaced Paul Plant on the last lap of the opener to wrap up the overall title.

There was a win and a non-finish for **Jedi** points leader Paul Butcher, with 2013 champion Lee Morgan claiming race two.

RESULTS

MX-5 Supercup (12 laps) 1 Jonathan Greensmith; 2 Tom Roche +8.132s; 3 Liam Murphy; 4 James Blake-Baldwin; 5 Jack Harding; 6 Tom Collins. Fastest lap Murphy 1m37.794s (72.85mph). Pole Blake-Baldwin. Starters 27. **Race two (14 laps)** 1 Blake-Baldwin; 2 Harding +2.045s; 3 Greensmith; 4 Collins; 5 Murphy; 6 Roche. FL Greensmith 1m22.897s (85.94mph). P Greensmith. S 27.

MX-5 Championship (11 laps) 1 Tom Roche; 2 Michael Fisk +0.233s; 3 Simon Baldwin; 4 Oliver Allwood; 5 Brian Trott; 6 Martin Tolley. FL Roche 1m26.407s (82.45mph). P Roche. S 22. **Race two (14 laps)** 1 Roche; 2 Trott +3.279s; 3 Fisk; 4 Baldwin; 5 Allwood; 6 Tolley. FL Roche 1m26.697s (82.17mph). P Roche. S 22. **B Race one (9 laps)** 1 Paul Batemen; 2 Andrew Adams +5.262s; 3 Paul Maguire; 4 Matthew Tasker; 5 Simon Orange; 6 Adam Craig. FL Batemen 1m28.297s (80.68mph). P Maguire. S 22. **Race two (13 laps)** 1 Joshua Jackson; 2 Richard Collins +0.816s; 3 Simon Woods; 4 Adam Craig; 5 Bryn Griffiths; 6 Kevin Brent. FL Brent 1m27.536s (81.39mph). P Collins. S 19.

Compact Cup (11 laps) 1 Joe Wiggin; 2 James Gornall +5.676s; 3 Owen Hunter; 4 Ian Jones; 5 Simon Walker-Hansell; 6 Declan McDonnell. FL Wiggin 1m26.907s (81.98mph). P Richard Miles. S 39. **Race two (11 laps)** 1 Wiggin; 2 Steven Dailly +1.155s; 3 Jones; 4 Gornall; 5 Miles; 6 Sam Carrington-Yates. FL Wiggin 1m26.303s (82.55mph). P Miles. S 40.

BRSCC Porsche (13 laps) 1 Richard Avery (Boxster); 2 Andrew Hack (Boxster) +3.906s; 3 Ed Hayes (Boxster); 4 Garry Goodwin (Boxster); 5 Angus Archer (Boxster); 6 Kevin Molyneaux (Boxster). Class winner Ryan Lowry (924). FL Richard Styrin (Boxster) 1m20.380s (88.63mph). P Styrin. S 21. **Race two (13 laps)** 1 Avery; 2 Hayes +0.521s; 3 Molyneaux; 4 Garry Lawrence (Boxster); 5 Goodwin; 6 Archer. CW Lowry. FL Hayes 1m21.257s (87.68mph). P Avery. S 21. **Race three (12 laps)** 1 Hack; 2 Hayes +0.272s; 3 Molyneaux; 4 Alex Stocker (Boxster); 5 Goodwin; 6 Archer. CW John Broadley (924). FL Lawrence 1m21.144s (87.80mph). P Hack. S 21.

National FF1600 Post 1989 (16 laps) 1 Niall Murray (Van Diemen RF99); 2 Stephen Daly (Ray GR11) +3.012s; 3 Graham Carroll (Firman RF16); 4 Tom McArthur (Van Diemen LA10); 5 Luke Cooper (Swift SC16); 6 Jordan Demspsey (Van Diemen RF00). CW Paul Mason (Swift SC94). FL Luke Williams (Firman RF16). P Murray. S 27. **Race two (12 laps)** 1 Murray; 2 Carroll +2.057s; 3 Williams; 4 Dempsey; 5 Chase Owen (Ray GR14/15); 6 David McArthur (Van Diemen LA10). CW Mason. FL Murray 1m14.701s (95.37mph). P Murray. S 26.

FF1600 Pre 1990 (16 laps) 1 Jamie Jardine (Reynard 84FF); 2 Jaap Blijleven (Reynard 88FF) +9.434s; 3 Ben Tinkler (Reynard 89FF); 4 Ian Wolfenden (Reynard 87FF); 5 Mario Sarchet (Reynard 86FF); 6 Edwin Hannah (Reynard 84FF). CW Blijleven. FL Jardine 1m16.990s (92.53mph). P Blijleven. S 16. **Race two (16 laps)** 1 Tinkler; 2 Jardine +10.082s; 3 Blijleven; 4 Sarchet; 5 Nick Barnes (Van Diemen RF87); 6 Hannah. CW Jardine; Tom Brown (Van Diemen RF79). FL Jardine 1m17.086s (92.42mph). P Jardine. S 16.

OSS (17 laps) 1 Mike Jenvey (Jenvey-Gunn TS6); 2 Duncan Williams (Juno) +16.269s; 3 Josh Smith (Radical PR6); 4 Craig Mitchell (Ligier JS49); 5 Graham Cole (Jade Traxstar); 6 Doug Bowkett (Jade Chrysler). CW Smith; Cole; Doug Carter (Radical PR6); Daniel Prendergast (Contour ZX10R); Paul Watson (Aquila Synergy). FL Williams 1m03.757s (111.74mph). P Jenvey. S 24. **Race two (16 laps)** 1 Williams; 2 Jenvey +0.783s; 3 Smith; 4 Mitchell; 5 Graham Hill (Radical PR6); 6 Richard Fearns (Radical SR8). CW Smith; Fearns; Carter; Prendergast; Paul Hill (Aquila Synergy). FL Williams 1m03.768s (111.72mph). P Jenvey. S 21.

Alfa Romeo (15 laps) 1 Graham Seager (GTV); 2 Bryan Shrubb (33) +8.772s; 3 Andy Page (Giulietta); 4 Ray Foley (147); 5 Ron Davidson (164); 6 Tom Hill (156). CW Foley; Hill. FL Seager 1m19.961s (89.10mph). P Page. S 18. **Race two (15 laps)** 1 Seager; 2 Shrubb +21.870s; 3 Foley; 4 Davidson; 5 Paul Plant (156); 6 Hill. CW Foley; Plant. FL Seager 1m20.091s (88.95mph). P Seager. S 18.

Formula Jedi (10 laps) 1 Paul Butcher; 2 Michael Watton +0.617s; 3 Lee Morgan; 4 Dan Clowes; 5 Robert Sayell; 6 Bryony King. FL Morgan 1m26.109s (82.73mph). P Watton. S 9. **Race two (18 laps)** 1 Morgan; 2 Watton +2.163s; 3 Clowes; 4 Sayell; 5 Bradley Hobday; 6 King. FL Morgan 1m06.869s (106.54mph). P Morgan. S 9.

CASTLE COMBE: CCRC BY LEE BONHAM — AUGUST 29

The August Bank Holiday meeting at Castle Combe was overshadowed by repeated race stoppages and dramatic accidents, across an ultimately curtailed programme.

The **Combe Formula Ford Championship** produced a pair of tumultuous encounters. Race one was initially led by Michael Moyers, before Ben Norton usurped him. Behind it was championship leader Roger Orgee making key moves and by the end of lap two he had leapfrogged Felix Fisher to run third behind his title rival. The dicing was then suspended after a massive accident destroyed Hugh Robertson's Swift, although Robertson himself suffered only minor injuries.

At the resumption of action, Moyers snatched the lead from Norton only to lose it almost instantaneously as Norton fought back at Tower corner. Orgee then took his opportunity and stole second from his title rival at Quarry. The trio pulled away but the order remained the same to the chequered flag.

They resumed their dice in the second race, which featured a breathtaking move by Moyers around the outside of Camp to steal the lead with two laps remaining. Ultimately Orgee would usurp his title rival once more, on this occasion to claim victory.

A dramatic opening **MSA British Superkart** race featured two red-flag periods. A confused rolling-start involved the leaders entering combat despite the officials deciding to leave the red-lights on with cars out of position. The race lasted a further seven laps before Luke Plain was involved in a high-speed accident. Plain was taken to hospital as a precaution and series leader Jack Layton was declared the winner.

Layton was able to recover from a poor start to the second race and add another victory to his weekend tally. However, his success was overshadowed by an accident involving Roy Bennett that required another red-flag and the deployment of the air ambulance. Further updates were unavailable as *MN* went to press.

Both the **Castle Combe GT Championship** and **Castle Combe Sports Series** had their initial races red-flagged following dramatic early shunts. A multi-car accident in the former took out championship leader Barry Squibb, along with Oliver Bull and Kevin Bird. On the restart David Krayem claimed the honours in his Ginetta G50, with Chris Southcott's MG Midget winning race two.

Norman Lackford found himself into the Folly barriers at the start of the **Sports Series** race, and on the restart Josh Smith charged away from the field to win but the second race was canned due to the multiple delays throughout the day.

Simon Thornton-Norris claimed the opening **Saloon Championship** race but Gary Prebble denied him a double in the second. However, following Will di Claudio's late retirement from race two, Thornton-Norris now has one hand on the title with a single race remaining.

The **British Superkart UK Cup** featured a much-reduced grid after multiple drivers withdrew following the accidents that marred the Championship races. Jack Layton took his third win of the day to claim the prestigious 'O' plate.

A double pole-position in the **Ferrari Formula Classic** was converted into a double victory by Gary Culver.

RESULTS

Formula Ford (12 laps) 1 Ben Norton (Spectrum 10B); 2 Roger Orgee (Van Diemen RF00) +0.213s; 3 Michael Moyers (Spectrum 011C); 4 Josh Fisher (Van Diemen JL14); 5 Nathan Ward (Spectrum 011C); 6 Edward Moore (Van Diemen JL013K). Class winners Richard Higgins (Van Diemen RF90); David Cobbold (Van Diemen RF89); Simon Davey (Van Diemen RF80). Fastest lap Orgee 1m10.471s (94.50mph). Pole Moyers. Starters 29. **Race two (10 laps)** 1 Orgee; 2 Moyers +0.126s; 3 J Fisher; 4 Norton; 5 Felix Fisher (Van Diemen VD02); 6 Ward. CW David Vivian (Swift SC92); Cobbold; Davey. FL Ward 1m10.391s (94.61mph). P Moyers. S 29.

MSA British Superkart Championship (6 laps) 1 Jack Layton (Anderson/DEA); 2 Gavin Bennett (Anderson/DEA) +4.829s; 3 Ross Allen (Jade/DEA); 4 Gareth James (Anderson/DEA); 5 Andy Bird (Raider/Redspeed Gas Gas); 6 James Hassall (Jade/DEA). CW Stephen Clark (Anderson/KTM 450). FL Layton 1m05.260s (102.05mph). P Layton. S 32. **Race two (8 laps)** 1 Layton; 2 Bird +0.922s; 3 James; 4 Bennett; 5 James O'Reilly (PVP/Viper SK250S); 6 Andrew Gulliford (Anderson/KTM 450). CW Gulliford. FL Clark 1m06.079s (100.78mph). P Layton. S 32.

Castle Combe GTs (7 laps) 1 David Krayem (Ginetta G50); 2 Chris Southcott (MG Midget) +0.340s; 3 Tim Woodman (Caterham 7); 4 Steve Hall (Audi TT RS); 5 Chris Vinall (SEAT Leon Supercopa); 6 Doug Watson (BMW M6 Coupe). CW Southcott; Vinall; Watson; Bradley John (Mitsubishi Evo); Mike Harris (Peugeot 205 GTi). FL Krayem 1m10.550s (94.40mph). P Krayem. S 14. **Race two (9 laps)** 1 Southcott; 2 Krayem +2.190s; 3 Hall; 4 Vinall; 5 Woodman; 6 Watson. CW Krayem; Vinall, Watson, Michael Timberlake (BMW M3). FL Krayem 1m10.185s (94.89mph). P Krayem. S 12.

Sports Series (13 laps) 1 Josh Smith (Radical PR6); 2 Mark Nicholson (Radical SR3RS) +59.391s; 3 Richard Fearns (Radical SR8); 4 Robert Gillman (Radical Prosport); 5 Chris Child (Radical Prosport); 6 Neil Harris (Nemesis Prototype). CW Fearns; Child. FL Smith 1m02.516s (106.53mph). P Smith. S 9. **Race two cancelled.**

Saloons (10 laps) 1 Simon Thornton-Norris (Mitsubishi Colt Ralliart); 2 Dave Scaramanga (VW Scirocco) +0.350s; 3 Gary Prebble (SEAT Leon Cupra); 4 Mark Wyatt (Vauxhall Astra); 5 Geoffrey Ryall (Peugeot 106); 6 John Barnard (Vauxhall Astra VXR). CW Scaramanga; Ryall; Russell Humphrey (Vauxhall Corsa). FL Scaramanga 1m14.714s (89.14mph). P Thornton-Norris. S 36. **Race two (10 laps)** 1 Prebble; 2 Thornton-Norris +0.307s; 3 Wyatt; 4 Barnard; 5 Ryall; 6 Haydn King (Peugeot 106 GTi). CW Thornton-Norris; Ryall; Humphrey. FL Thornton-Norris 1m14.774s (89.06mph). P Thornton-Norris. S 36.

British Superkart UK Cup (9 laps) 1 Jack Layton (Anderson/DEA); 2 Andy Bird (Raider/Redspeed Gas Gas) +0.194s; 3 Ross Allen (Jade/DEA); 4 Gareth James (Anderson/DEA); 5 Andy Waite (Anderson/KTM 450); 6 Tom Hatfield (Anderson/DEA). CW Waite. FL Layton 1m05.647s (101.45mph). P Layton. S 15.

Ferrari Classic (16 laps) 1 Gary Culver (328 GTB); 2 Tim Mogridge (F355 Challenge) +9.509s; 3 Richard Cook (355 Challenge); 4 David Tomlin (308 GTB); 5 Peter Fisk (550 Maranello); 6 Chris Butler (328 GTB). CW Mogridge; Tomlin; Butler. FL Tomlin 1m15.988s (87.64mph). P Culver. S 13. **Race two (8 laps)** 1 Culver; 2 Mogridge +8.867s; 3 Wayne Marrs (355 Challenge); 4 Fisk; 5 Cook; 6 Butler. CW Mogridge; Butler. FL Culver 1m16.705s (86.82mph). P Culver. S 10.

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Photos: FIA ERC

KOPECKY WINS AMID LATE DRAMA

Czech upheld home honour as Lukyanuk suffered last-stage heartbreak



Home favourite Kopecky lived up to the tag

Jan Kopecky scored another Barum Rally win after a close battle with European Rally Championship contender Alexey Lukyanuk, whose bid to snatch victory ended in a final-stage collision with a water barrel.

Factory Skoda driver Kopecky won 10 of the 15 stages on home ground, but was made to work hard for it by Lukyanuk, who was fastest on the other five tests in his privately-entered Ford Fiesta R5 and never more than nine seconds adrift on the leaderboard prior to the final stage, when he lost 10 minutes fixing a broken steering arm and fell to 15th.

The Russian had briefly broken Kopecky's stranglehold on the rally lead with two consecutive fastest times towards the end of the first full day, only for the 2013 European champion to regain the advantage by half a second on the last stage of the day.

On the final day, Lukyanuk won both runs over the Pindula stage that formed the middle test of each loop, taking a large chunk out of his deficit to Kopecky on both occasions. On the second instance, it left only 4.6 seconds between the pair going into the deciding stage.

However, Lukyanuk then hit trouble on a chicane in a spectator area on the Majak stage, smacking the barrel marking the inside of the first right-hander. It instantly broke the steering on the front-right of his Fiesta, causing a secondary impact with a wall on the other side of the road before he pulled up just around the corner to try to rectify the damage.

"We were doing the same pace as the previous stage, I was not [driving] crazy," he said. "It's my fault because I was too close to it. It was a great weekend and an exciting battle with Jan that I will remember for a long time, but this mistake has cost me."



Lukyanuk challenged Kopecky

Lukyanuk's downfall allowed Kopecky and co-driver Pavel Dresler to win by two-and-a-half minutes as he made it back-to-back wins on Barum for the first time, having previously triumphed in four consecutive odd-numbered years between 2009 and 2015. It was also his fifth win out of five in the Czech Republic so far this year. He paid tribute to Lukyanuk for pushing him so hard, saying: "Thanks to him, this weekend was amazing. It was a huge battle with him."

Championship leader Kajetan Kajetanowicz was forced to drop out of third on the opening day with an engine issue on his Fiesta, ultimately ending his hopes of sealing the title with two rounds to go. Lukyanuk would have taken a large bite out of the Pole's advantage with second place, but it instead remains at 76 points with only 78 remaining up for grabs.

In his third ERC start of the year in a Czech-entered Citroen, Bryan Bouffier had inherited a podium position after Kajetanowicz's exit, but suffered engine problems on the final day and quickly returned to service after heading out for the last loop down to three cylinders. That could have given Zlin local Jaromir Tarabus his second podium of the season, but he crashed his Roman Kresta-run Skoda on the following stage.

Jan Cerny was the next man to take up third place in an R5 Skoda he had only got hold of earlier in the month. But when he got held up by Fabian Kreim (who had stopped to change a flat tyre) on the penultimate stage, he was repassed by Tomas Kostka. However, Lukyanuk's woe allowed both to join Kopecky on an all-Czech, all-Skoda podium. Ex-DTM racer Kostka had actually pulled clear of a struggling Bouffier on the final morning before a broken differential cost him 40 seconds and three places, yet he ended up bettering his third place finishes from 2012 and 2014.

Another local Skoda driver, Pavel Valousek, took fourth position after being delayed by a puncture, while Kreim made it a top-five lockout for the home marque, which is supporting the 23-year-old German championship leader with an Asia-Pacific programme and selected Czech events this season.

Acropolis and Estonia winner Ralfs Sirmacis added a first asphalt event to his Skoda season after a crowdfunding campaign, but the young Latvian was already down in 17th before he crashed heavily on Sunday morning, ending his slim title hopes.

Italian Giacomo Scattolon dominated ERC2 to prevent runaway points leader Wojciech Chuchala from commencing his celebrations at home.

Compatriot and three-time ERC champion Luca Rossetti returned in a factory Toyota GT86 CS-R3, taking second place in ERC3 behind Chris Ingram and setting four fastest stage times.

RESULTS

FIA European Rally Championship, round eight of 10, Barum Czech Rally Zlin, August 26-28

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Jan Kopecky/Pavel Dresler	Skoda Fabia R5	2h07m34.7s
2	Tomas Kostka/Ladislav Kucera	Skoda Fabia R5	+2m34.0s
3	Jan Cerny/Petr Cernohorsky	Skoda Fabia R5	+2m41.9s
4	Pavel Valousek/Veronika Havelkova	Skoda Fabia R5	+3m47.7s
5	Fabian Kreim/Frank Christian	Skoda Fabia R5	+5m16.1s
6	Martin Vlcek/Jindriska Zakova	Ford Fiesta R5	+5m17.9s
7	Cedric Cherain/Filip Cuvelier	Ford Fiesta R5	+5m40.4s
8	Vojtech Stajf/Frantisek Rajnoha	Skoda Fabia R5	+5m43.3s
9	Miroslav Jakes/Marcela Ehlova	Skoda Fabia S2000	+6m00.5s
10	Roman Odlozilik/Martin Turecek	Ford Fiesta R5	+7m02.0s

11 David Botka/Peter Szeles (Citroen DS 3 R5); 12 Antonin Tlustak/Ivo Vybiral (Fabia R5); 13 Vlastimil Majercak/Michaela Vejackova (Fiesta R5); 14 Jaroslaw Szeja/Marcin Szeja (Subaru Impreza STi); 15 Alexey Lukyanuk/Alexey Amautov (Fiesta R5); 16 Tomas Ruzicka/Jaroslav Novak (Fabia S2000); 17 Martin Koci/Lukas Kostka (Citroen DS 3 R3T); 18 Martin Brezik/Marek Omelka (Mitsubishi Lancer E9); 19 Chris Ingram/Elliott Edmondson (Opel Adam R2); 20 Giacomo Scattolon/Paolo Zanini (Mitsubishi Lancer E4)

Class winners **ERC2:** Scattolon/Zanini; **ERC3:** Ingram/Edmondson; **ERC Junior:** Ingram/Edmondson

Ingram takes much needed victory to set-up win or bust junior title showdown

Chris Ingram claimed a vital first ERC Junior win of the season in the Czech Republic, leading from start to finish on the penultimate round of the series.

The 22-year-old from Manchester came into the event with an 11-point advantage over works Opel team-mate Marijan Griebel, but dropped scores meant it was actually Germany's Griebel who could secure the title with a Zlin win. Furthermore, Ingram had come off the back of a first-stage crash on the non-ERC Rallye Deutschland a week earlier, when Griebel had won the class.

Ingram however fired a signal of intent when he was five seconds faster than anyone else on the streets of Zlin on Friday night, and two fastest times on Saturday morning stretched his lead over Griebel to 16 seconds. Griebel struck back on the next stage but then broke his steering in a big cut on stage five, forcing him to retire on the following test.

Come Saturday night, Ingram had opened up a lead of 47 seconds, leaving him able to cruise to a 23s victory over Circuit of Ireland winner Lukasz Pieniazek.

"We put a lot of work in for this event, the team has worked really hard," said Ingram, who was in his second ERC event with new co-driver Elliott Edmondson. "Yesterday I pushed really hard, today I drove a little bit like my gran!"

Griebel restarted on Sunday and set five fastest times to top the leg and claim fifth place. Although Ingram has now scored 31 points more than Griebel this season, the dropped scores ruling means it will be winner-takes-all in Latvia next month.

Privateer Opel driver Pieniazek enjoyed his first clean run across his parallel European and World championship campaigns since his ERC Junior win in Northern Ireland at the Circuit of Ireland in April, and beat his works counterparts to two fastest times. The third factory Opel of Julius Tannert dropped out on the opening day with low oil pressure, which enabled Nikolay Gryazin to come home third in his Peugeot, four minutes back after an off into a ditch on Sunday morning.



After victory, Ingram and Griebel are set for title fight in Latvia

Photo: Writtle Photographic, SJones Automotive Photography

COLE BEATS SIMPSON TO EPYNT MEWLA MSA ASPHALT VICTORY



Cole takes another MSA asphalt win

Simpson couldn't repeat 2015 result this year

Old Forge Garage Mewla Rally

By Simon Gronow

Organiser: Epynt Motor Club **When:** August 28 **Where:** Epynt Ranges, Powys **Championships:** MSA Asphalt Championship; BTRDA Mixed Surface Rally Challenge; JD Tyres Welsh Tarmacadam Championship; Hirefit King of Epynt; Bob Dennis Motorsport Welsh Historic Championship; AWMMC Heart of England Rally Championship; ANWCC Stage Rally Championship **Stages:** 11 **Starters:** 74

For the second year running, the battle for Mewla honours was fought between Damian Cole and Stephen Simpson. In 2016, the result was reversed with Cole taking the win, leaving last years winner Simpson in the runner-up spot.

There was an unwanted last minute change for the organisers as a rave on MoD land was situated where a passage control was due to be set up.

The crews faced a detour to get to and from service.

This change didn't phase Cole, who with Paul Morris alongside in his Ford Fiesta RS WRC set fastest time on the opening two tests, before settling for second best behind the Subaru Impreza WRC crewed by Bob Fowden/Paul Wakely on the longer SS3. With the stages repeated on the second loop, Cole rattled off another three quickest times to open up a 19 second lead over Fowden.

Some early aquaplaning slowed Simpson and Patrick Walsh's Subaru Impreza WRC, and stalling on stage two didn't help their charge, leaving them in fifth place, before pulling back to third with a quick time on SS6. Fowden profited from Simpson's misfortune, moving into the runner up spot despite brake issues on his Subaru.

Just behind Simpson were David Tinn/Giles Dykes who were pleased with the set up of their MEM Proton Satria Nero, equalling Cole on stage five. Also enjoying the rain were Mark Jones/Jonathan Hawkins who held in fifth their BMW, as Rob Tout/Dylan James – who were second fastest on the first stage – were seventh in their Mitsubishi.

Simpson/Walsh moved into second place after their first fastest time of the day on the long seventh test, a change to slicks working well for them, while Fowden rued an incorrect tyre choice. Tinn's car was "fantastic" as he held on to fourth ahead of Jones, whilst Steve Petch/Jack Morton were finding their Fiesta R5+ to be tail happy as they changed settings and tyres in an effort to cure the problem.

With stage directions reversed, Cole fitted hard slicks for stage eight, which turned out to be the right choice as he set another fastest time ahead of Simpson and Fowden. After sharing fastest time with Simpson on SS9, Cole could relax over the final loop to take the win and secure the King of Epynt Series title.

Despite gear selection problems on the penultimate test, Simpson held on to second ahead of Fowden, who had preferred the wet early stages. Tinn was a happy to finish fourth, as Petch moved up to fifth when an unwell Mark Jones retired his BMW and Tout's Mitsubishi departed with gearbox problems.

The dry afternoon conditions suited Huw Reed/Anthony Hackett who were first two wheel drive crew in their sixth placed Darrian T90 GTR, while Richard Clews/Carl Williamson suffered with a misting windscreen and wrong tyre choices but still finished seventh in their Subaru. They were followed by a happy David Davies/Rich Jones who enjoyed the dry afternoon stages, and exceeded their expectations by finishing second in class and eighth overall in their BMW Compact M3.

Wynne Watkins/Ashley Trimble took 11th place in their Group N-winning Subaru, finishing just behind Phil Turner/Andy Moss whose class winning Escort had to be push started following gear ring failure. In the 1400cc class, William Mains/Vince Mosley had a comfortable win in their Nova, while William Hill/Richard Crozier fended off Tim Seipel/Val Thompson to win the 1600cc class in their Fiesta. In the historic category Neil Williams/Peter James beat gearbox problems to take the win.

Results

1 Damian Cole/Paul Morris (Ford Fiesta RS WRC) 1h04m59s; 2 Stephen Simpson/Patrick Walsh (Subaru Impreza WRC) +43s; 3 Bob Fowden/Paul Wakely (Subaru Impreza WRC); 4 David Tinn/Giles Dykes (Proton Satria Neo S2500); 5 Stephen Petch/Jack Morton (Ford Fiesta R5+); 6 Huw Reed/Anthony Hackett (Darrian T90 GTR); 7 Richard Clews/Carl Williamson (Subaru Impreza STi); 8 David Davies/Rich Jones (BMW Compact M3); 9 Paul Kirtley/David Jones (Subaru Impreza WRC); 10 Phil Turner/Andy Moss (Ford Escort Mk2). **Class winners** Neil Dodds/Laura Wilks (MGZR); Watkins/Trimble; Simpson/Walsh; William Mains/Vince Mosley (Vauxhall Nova); Willaim Hill/Richard Crozier (Ford Fiesta R200); Turner/Moss; Reed/Hackett; Clews/Williamson; Cole/Morris; Malcolm Jones/R Thomas-Hands (Peugeot 206); Wayne Bosner/Rich Aston (Escort); Neil Williams/Peter James (Escort RS1800)

Jones and James beat on-form Saxo duo to Traws win

Gareth Hall Memorial Rally

By Dave V Thomas

Organiser: Bala & District MC **When:** August 27 **Where:** Trawsfynydd Ranges, Gwynedd, Wales **Championships:** ANWCC, GwynneSpeed Challenge, Trawsfynydd Challenge **Stages:** 12 **Starters:** 33

In a close fight, Len Jones/Don James' Ford Escort narrowly fended off the Class B Citroen Saxo of Mathew Roberts/Sarah Edwards in the Trawfynydd-based Gareth Hall Memorial Stages Rally.

Both crews took five stage wins, with the Saxo crew particularly impressive in their front-wheel-drive machine with their best overall result of the year so far.

Early leader and preparation expert Geoff Jones – co-driven by Kylie Evans, who won the co-driving seat through a charity auction on ebay in aid of the Welsh Air Ambulance – recovered to third after losing 30 seconds due to a plug lead coming off after a hefty yump. Fastest times on SS7 and SS12 helped the comeback.

Just three seconds covered the next four crews. David Paveley/Andy Bull finished fourth in their Mitsubishi Lancer. Paveley recently had a short test at the venue but hadn't competed at Trawfynydd since 1996.

Gary Edgington/Ifan Roberts (Peugeot 106) tied with Paveley with the latter getting the result having been faster on the first stage.

Just one second behind was another 106, this one steered by Chris Phillips/Sarah Hughes. Eryl Pritchard/John Arwyn Jones were the first Subaru Impreza crew, two seconds behind in seventh.



Jones/James came out on top at Traws

Andy Williams/Andy Darlington (Subaru Impreza) finished eighth, ahead of the Lancer of Daniel Owen/Tim Gill with the Class A-winning Peugeot 106 of Gareth Roberts/Martyn Quant inside the final top 10. Top seeds Ken Pugh/Keith Morris (Mitsubishi Lancer) were in contention after the first loop of four stages but succumbed to steering issues.

The 1600 class is always a close battle at Trawsfynydd, Roberts/Edwards giant-killing with second overall, whilst Edington/Roberts just pipped Phillips/Hughes for the runner-up spot.

Results

1 Len Jones/Don James (Ford Escort Mk2) 20m07s; 2 Mathew Roberts/Sarah Edwards (Citroën Saxo) +11s; 3 Geoff Jones/Kylie Evans (Escort Mk2); 4 David Paveley/Andy Bull (Mitsubishi Lancer E3); 5 Gary Edington/Ifan Roberts (Peugeot 106) 21m08s; 6 Chris Phillips/Sarah Hughes (106); 7 Eryl Pritchard/John Arwyn Jones (Subaru Impreza); 8 Andy Williams/Andy Darlington (Impreza); 9 Daniel Owen/Tim Gill (Lancer E7); 10 Gareth Roberts/Martyn Quant (106). **Class winners** G Roberts/Quant; M Roberts/Edwards; Jones/James; Paveley/Bull; James Evans/Lloyd Bettison (Ford Focus); James Giddings/Dan Johnson (Citroen C2).

Giddings takes GwynneSpeed victory

James Giddings took another step towards a first GwynneSpeed Challenge championship crown with a class win on the Gareth Hall Memorial Stages.

Giddings – visiting Traws for a second consecutive year – took 10 fastest stage times out of 12 on the event, as the emerging Mat Wheeler was his only challenge for top honours.

Matt Devlin – making his Challenge debut – rolled on SS3 and damaged his radiator putting him out.

Due to Giddings experience, Wheeler felt at a disadvantage but the former M-Sport mechanic was rarely further than a few seconds back from the championship leader. In the end the deficit was 42s after 12 tests.

Giddings victory was further boosted by playing his joker card, meaning he takes a 17-point lead into the next round – September's Peter Lloyd Stages – with three rounds in total remaining. His only real issues were another lost C2 bumper and a detached water pipe on the event's second stage.



Giddings overcame issues on SS2 to take maximum points

Advertising enquiries: 0208 267 5865

RALLY REPORTS

MAGUIRE BEATS LATE DRAMA FOR GALWAY VICTORY

Galway Summer Stages

By Brian Patterson

Organiser: Galway MC **When:** August 27/28 **Where:** Gort, County Galway, Ireland **Championships:** Sligo Pallets Border Rally Championship **Stages:** 9 **Starters:** 102

Monaghan's Niall Maguire, co-driven by James O'Reilly survived a final stage drama to win the Galway Summer Rally by just 4.7s from Gary Kiernan/Ryan Moore's Ford Escort.

Compared to many of the cold and wet Galway International rallies held at the start of the year, this event was run in beautiful conditions and it transformed the feel of the stage roads.

Niall Maguire was in a class of his own at the front early on. In particular the second stage of the three-stage loop, Thor Ballylee, saw him leave the opposition open-mouthed, the first time through he was almost 20s faster than his nearest challenger.

By the end of SS8, Maguire had well over a minute of a lead. It was just as well, because on the final stage his Subaru Impreza WRC S12B ran on a flat front-left punctured tyre and he dropped over a minute to win by just over 4s.

There was another twist in the tail of this rally. Paddy McVeigh in his Subaru WRC admitted to making life hard for himself and made a hash of SS2 and SS3 when he wasn't listening properly to the notes. This resulted in a couple of overshoots, one of them into a field.

McVeigh subsequently upped his pace throughout the day. It didn't appear that he had any chance of catching Niall Maguire, but he had a real go at catching second-placed Kiernan.

McVeigh was fastest through the penultimate stage but then on the final test Frank Kelly, who was running third on the road, crashed his Ford Escort heavily and curtailed the stage.

Thankfully Kelly and his co-driver Paul Twomey were unhurt, but the following cars got a nominal time, which was McVeigh's actual time.

Between Maguire's puncture and the nominal time, just 7s covered the top three at the finish. For his part, Kiernan drove a very good rally. This was his first outing with a 2.5-litre engine in his Escort. He made no mistakes, drove beautifully all day, and kept some very experienced top Escort crews at bay.

Brian Brogan, Damien Toner and Adrian Hetherington, all experienced class 14 Escort men, made up the top six.

Shane Maguire finished 14th in his Mitsubishi Lancer, and won Group N from Cathan McCourt in a similar Mitsubishi.

Michael Boyle from Donegal, co-driven by Dermot McCafferty in a Honda Civic, had an outstanding drive to win the Junior category (just six stages) by almost three minutes from Mark Murphy/Michael Hamilton, also in a Civic. Michael son of 2014 Irish Tarmac champion Declan, had a really clean run on this rally. The result has earned him the Junior Championship win on the Border series.

There was another Tarmac champion out and about on the Galway Summer Stages. Donagh Kelly was competing in a Mk1 Escort – with his 17-year-old son Eamonn co-driving – and they won their class.



Maguire scored first overall rally win of the year despite last-stage tyre drama

Results

1 Niall Maguire/James O'Reilly (Subaru Impreza WRC S12B) 1h01m55.1s; 2 Gary Kiernan/Ryan Moore (Ford Escort Mk2) +4.7s; 3 Paddy McVeigh/Gary McElhinney (Impreza WRC S12B); 4 Brian Brogan/Damien McGettigan (Escort Mk2); 5 Damien Toner/Denver Rafferty (Escort Mk2); 6 Adrian Hetherington/Ronan O'Neill (Escort Mk2); 7 Daniel Cronin/Shane Buckley (Mitsubishi Lancer); 8 Paul Purtill/Paul Kelly (Escort); 9 Paul Curley/Jason Ollerenshaw (Impreza WRC S9); 10 Russell Woods/Martin Byrne (Escort) **Class winners** Ruari McCaffrey/Seamus McTigue (Honda Civic); Cal McCarthy/William Lynch (Citroen C2 R2); Ken O'Neill/Johnny Hickey (Ford Puma S1600); Shane Maguire/Mac Kierans (Lancer E9); N Maguire/ O'Reilly; Damian O'Reilly/Aodhan Gallagher (Escort Mk2); John Kelly/Niall Kelly (Toyota Corolla); Des Lyons/Shay Laheen (Civic); Seamus Connolly/Gary McCrudden (Toyota Corolla); Donagh Kelly/Eamonn Kelly (Escort Mk1); Purtill/Kelly; Kiernan/Moore; Tom Cahill/Enda O'Leary (Lancer); Cronin/Buckley; Niall Keane/Conor Keane (Talbot Sunbeam); Michael Boyle/Dermot McCafferty (Civic).

ROAD RALLY ROUND-UP

The Vauxhall Zafira doesn't rate highly in the pantheon of great motorsport successes but that's the vehicle that Graham Hepworth/Iain Tullie used to take victory on the **Colman Tyres Rally**.

It proved to be a tough event with torrential rain and mist, combined with demanding sections over the Catterick Ranges, creating a severe challenge for crews.

Dave Leadbetter/Cath Woodman (BMW) were only eight seconds behind the winners at the halfway point, but a missed board in the second half demoted them to third behind Geoff Goodwin/Sam Spencer's Proton at the Finish.

None of the top three starters made the finish; Richard Hunter/Gary Evans and Richard Hemmingway/Sam Collis ended their rallies in the ditch, while Tony Harrison/Paul Taylor succumbed to clutch failure.

The overall win on the novice oriented **Classic Lanes Rally** had to be decided on a tie break with Tim Owen/Ryan Griffiths winning out over Zak Hughes/Paul Hughes.

Ian Mills

Results

Organiser: Ilkley & District Motor Club **When:** August 27/28 **Where:** North Yorkshire **Championships:** ANCC, ANWCC, HRCR Premier **Route:** 170 miles **Starters:** 32.
1 Graham Hepworth/Iain Tullie (Vauxhall Zafira) 23m23s; 2 Geoff Goodwin/Sam Spencer (Proton Coupe) +3m49s; 3 Dave Leadbetter/Cath Woodman (BMW 318Ti); 4 Mark Standen/Ian Canavan (Proton Satria); 5 Alexander Green/Peter Scott (Satria); 6 Pete Jagger/Henry Carr (Peugeot 205 Rallye); 7 Jon Green/Martin Phaff (MG ZR); 8 Matt Flynn/Rob Bryn (Satria); 9 Mark Warburton/Jonathan (205 GTi); 10 Robert Barrett/Chris Gledhill (ZR). **Class winners** Goodwin/Spencer; Phil Davies/Jon Lunn (205 GTi); Barrett/Gledhill.

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SPORTING SCENE

Photos: Hal Ridge

BRITISH RALLYCROSS

ROOKE IS KING OF THE HILL – AGAIN

Lydden Hill
By Hal Ridge

Organiser: BARC/LHRC **When:** August 29
Starters: 84

Championship leader Dan Rooke produced yet another exemplary performance to win the sixth round of the British Rallycross Championship at Lydden Hill and further extend his lead in the points race with two rounds remaining.

Rooke, who suffered a puncture in the opening qualifying race, qualified second at the Intermediate Classification to title-rival Julian Godfrey.

While Godfrey won semi-final one, Rooke stormed to victory in semi-final two to claim pole position for the final with Godfrey alongside and Irishman Ollie O'Donovan starting on the outside of the front row.

As the lights went out, Rooke made a good launch but was matched by Godfrey, who tried a move around the outside at turn one.

It didn't work and the five-time champion was forced onto the outside of the corner. That allowed Dave Bellerby and Steve Hill up the inside into second and third.

Behind, O'Donovan broke a driveshaft in the opening corners after taking the joker lap and dropped to the back.

While Albatec Racing driver James Grint ran fourth on the opening tour, Andy Grant and Pat Doran took their joker lap at the first opportunity and squabbled amongst themselves for the opening laps.

Bellerby was next to take his joker on lap two, returning to the main circuit behind Grint with Hill taking the compulsory extra route on lap three, dropping to fourth in the process.

Leader Rooke had extended his lead to such an advantage by lap four that he was able to take his joker and maintain the advantage at the front.

Grint ran second to Rooke before being passed by Bellerby and then taking his joker lap. With Godfrey up to third, Bellerby's Ford Fiesta slowed at the Devil's Elbow on the final tour, the Yorkshireman using all of his experience to hold off Godfrey for the final half-lap and score his best result.

Five seconds up the road, Rooke scored his third victory of the season. "I guess I'll have to start thinking about the championship now," said the 19-year-old.


Dan Rooke won again

Pat Doran finished fourth with Hill fifth and Grint sixth.

In **SuperNational**, points leader Tony Lynch led Allan Tapscott to score his second victory in a row and extend his lead. Peugeot 206 driver Stuart Emery returned from a cycling related injury to score a home podium. Tom Llewellin claimed his third victory from three starts in the **Junior Rallycross Championship** with Tom Constantine and Sam Jones third and fourth. Local ace Nathan Heathcote won the **Swift Sport** category final.

Results

British Rallycross (6 laps) 1 Dan Rooke (Citroen DS3) 4m25.747s; 2 Dave Bellerby (Ford Fiesta) +4.622s; 3 Julian Godfrey (Fiesta); 4 Pat Doran (Citroen C4); 5 Steve Hill (Mitsubishi Lancer); 6 James Grint (Peugeot 208).
Supernational (6 laps) 1 Tony Lynch (Ford Ka) 5m03.130s; 2 Allan Tapscott (Vauxhall Corsa) +7.330s; 3 Stuart Emery (Peugeot 206); 4 Mike Howlin (Ford Fiesta); 5 Paige Bellerby (Lotus Exige); 6 Vince Bristow (BMW 318).
Junior Rallycross (6 laps) (All 1.3 Suzuki Swift) 1 Tom Llewellin 5m31.167s; 2 Tom Constantine +4.499s; 3 Sam Jones; 4 Tom Middleton; 5 Morgan Wroot; 6 Matt Rainbow.
BMW Mini Rallycross (6 laps) 1 Bradley Durdin 5m17.104s; 2 Kris Hudson +3.619s; 3 Martin Hawkes; 4 Frankie Helliwell; 5 Jennie Hawkes; 6 Keifer Hudson.
Suzuki Swift (6 laps) 1 Nathan Heathcote 5m10.717s; 2 Darren Scott +4.175s; 3 Jack Brown; 4 Rob Maynard; 5 Christian Hainsworth; 6 Chris Woollett.
RX150 (6 laps) 1 Chrissy Palmer 4m54.401s; 2 Stephen Jones +7.385s; 3 Kirk Langley; 4 Jake Harris; 5 Mitchel Flaherty; 6 Mikaela Ahlin-Kottulinsky.
Retro Rallycross (4 laps) 1 Barry Stewart (Porsche 911) 3m18.067s; 2 Ray Morgan (Ford Escort) +0.183s; 3 Lance Foster (Mini Clubman); 4 Stewart Bowes (Mini Clubman); 5 Ian Biagi (Mini Clubman); 6 Paul Smith (Volkswagen Polo).

BriSCA F1

Newson builds up for the final

BirminghamWheels
By Colin Casserley

Organiser: Incarace **When:** August 27 **Starters:** 32

Mat Newson has hit form just at the right time with the World Final just one week away when he won the final at Birmingham on Saturday night.

It was Newson's second final victory of the season. Ominously, his first came at Coventry, which is the venue for the the World Final on Saturday .

Joff Gibson grabbed the lead at the drop of the green flag and opened up a sizeable advantage over the chasing pack.

As the race entered the closing stages it appeared Gibson was heading for his first final win since 2009, but a yellow flag was thrown when Stuart Moulds spun his machine on turn three. On the ensuing restart, Newson barged his way into a race-winning lead.

Newson said: "I don't think I would have caught Gibson without the yellow flag. I had a fast car, but he was too far ahead. I just hope I can repeat this form next week and I haven't used up my luck."

Gibson thought likewise. He said: "I had that won if it wasn't for the yellow flag. But I had clutch problems in practice and I only just sorted it out in time for the final, so I am happy with second. I have had nothing but bad luck this season, so I hope this is the start of a good run."

Mick Sworder came home in third position.

"I was lucky to finish, the inside rear tyre is down to the canvas," he reported. "Another lap or two and it would have expired.

"The car was like a rocket at Birmingham. I bent the axle in my first race at Venray in Holland last week and struggled over there but we straightened it this week and it has made a big difference."

Result

1 Mat Newson; 2 Joff Gibson; 3 Mick Sworder; 4 Murray Jones; 5 Nigel Green; 6 Danny Wainman; 7 Sean Webster; 8 Rob Speak; 9 Will Yarrow; 10 Ed Neachell.

HILLCLIMB CHAMPIONSHIP

Willis, Moran and Menzies keep honours even

Gurston Down
By Eddie Walder

Organiser: British Automobile Racing Club (South Western Centre
When: August 27/28 **Starters:** 126

The top three in this year's British Hillclimb Championship chase – Scott Moran, Trevor Willis and Wallce Menzies – left Gurston Down with the same points difference as when they arrived, all having scored 18 points.

But the day's action had been hampered by patchy drizzle during the first qualification runs. Willis took victory in the first run-off with Moran topping the second and Menzies twice third.

While loading up to leave, five-times champion Moran pointed out: "We could all have stayed at home with the same result."

The Marsh brothers, Simon and Peter, combined their best day since getting into the supercharged DJ a year ago, and Peter beat Dave Uren in their class in the opener. Oli Tomlin hates the wet and withdrew from Q1 but stormed round 28 for fifth.

Uren had a nightmare after a strong run last time out at Shelsley. He didn't get into the opener, slithering into the barriers in wet Q1.

He was back later for the second event but the engine cut just before the finish and he coasted over the line slowly. The marshals could not quite get him to safety before Peter Marsh's run and the brothers' DJ was red flagged when in full flight earning a rerun. Peter managed seventh in the second run and Simon went one better in sixth.

Factory Gould drivers Sean Gould and Eynon Price had a difficult time. Price could not qualify either time and Gould only once with no score. Ed Hollier used his wet track experience in the opener and home advantage later to leapfrog the pair into seventh overall.

Richard Spedding only qualified once scoring three points in the opening encounter but Uren's tough time meant he pulled away slightly overall.

Another great performance from the late-blossoming Jason Mourant and he was back into the top 10 overall. The driver he displaced, the absent reigning champion Alex Summers, who will be out in two of the three remaining events in Graham Wynn's Gould, a car as capable as Moran's, Menzies's and Gould's.

Most surprised driver of the day was perennial hillclimber Bernie Kevill. Not often featuring at the head of the 1100cc class, he pulled off a great Q1 run in the damp just before another short pulse of rain came through and he was in his first championship run-off but, come the moment, he was seriously outpaced.

Results

Round 27: 1 Trevor Willis (3.2 OMS-Powertec 28) 27.86s; 2 Wallace Menzies (3.5 Gould-NME GR55) 28.03s; 3 Scott Moran (3.5 Gould-NME GR61X) 28.51s; 4 Jason Mourant (4.0 Gould-Judd GR55) 28.74s; 5 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 29.27s; 6 Peter Marsh (1.3s DJ-Suzuki Firehawk) 29.66s; 7 Graham Wynn (3.5 Gould-Cosworth GR55) 30.20s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 30.26s; 9 Simon Marsh (1.3s DJ-Suzuki Firehawk) 29.66s; 10 Paul Haimes (1.3t Gould-Suzuki GR59) 30.64s; 11 Sean Gould (1.6 Gould-Suzuki GR59) 31.29s; 12 Bernard Kevill (1.0 OMS-Suzuki 28) 33.68s.
Round 28: 1 Moran 26.40s BTD; 2 Menzies 26.60s; 3 Willis 26.64s; 4 Mourant 27.63s; 5 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.84s; 6 Simon Marsh 28.18s; 7 Peter Marsh 28.27s; 8 Haimes 28.41s; 9 Wynn 28.51s; 10 Hollier 28.67s; 11 Terry Graves (3.5 Gould-Cosworth GR55) 29.80s; 12 Dave Uren (1.3t Force-Suzuki PC) 31.10s.
Class winners: Adam Greenen (2.0 Honda Civic Type R) 38.28s; Dean Cubitt (1.8 Mazda MX-5) 42.29s; Allan Warburton (2.5 Caterham-Duratec) 34.87s; Neil Turner (1.4 Mini Cooper S) 36.36s; Colin Satchell (2.0 Peugeot 205) 35.46s; Simon Purcell (1.8s Lotus Exige) 34.82s; Antony Orchard (1.3 Westfield Megabusa) 33.0s; Peter Steel (1.3 Mallock Mk20) 37.02s; Allan McDonald (2.4t Morris Mini/Mitsubishi Evo) 31.57s; Simon Fidoe (1.0 Empire-Suzuki Wraith) 30.74s; Tony Wiltshire (1.6 Swift SC93) 37.12s; Tim Davies (2.0 Pilbeam MP88) 30.38s; Hollier 28.72s; Peter Marsh 28.37s; Willis 27.07s.
Points (after 28/34 rounds): 1 Scott Moran 246pts; 2 Willis 221; 3 Menzies 191; 4 Spedding 127; 5 Uren 115; 6 Will Hall 96.

MN'S RALLYCROSS REPORTER

HAL RIDGE

"Loeb has the power to draw a audience"


Fans will flock to see Sebastien Loeb in France

Sport has an incredible way of inducing emotion, when participating or even watching from afar.

The recent Olympics in Rio brought home just how evocative sport can be; almost getting carried away in the emotion of the Team GB women's hockey team scoring a shock victory at the end of a penalty shoot-out in the final. Or even arguably the greatest athlete of all time, Usain Bolt, winning his ninth gold medal in the 400 metre relay, never mind the ever-humble Mo Farah securing his second double gold in successive games.

Don't get me wrong, there's plenty of pain that drives emotion too; look no further than the inconsolable Lutalo Muhammad who lost the taekwondo gold medal in the very last second of the final.

Sebastien Loeb has experienced many highs and lows in his exceptional motorsport career, although admittedly mainly highs. When the rally legend first first sampled rallycross in Europe, in 2013, at his home round of the European Rallycross Championship, he drew an extraordinary crowd to the popular event.

Such is the popularity of the Frenchman at home that late into the evening in the Loheac paddock, long after the team had finished working on Loeb's Citroen, onlookers still crowded around the awning to feel part of something special. Largely due to the calibre of his steed, Loeb didn't make the final three years ago. Now a permanent fixture in the FIA World Rallycross Championship, Loeb will return to Loheac this weekend for the eighth round of the championship.

However, somewhat surprisingly to some, the nine-time WRC champ is yet to score a victory. Last time out in Canada, Loeb didn't even make the final, his Peugeot not having the legs of the opposition on a power-critical circuit. The characteristics of Loheac are different to those of Trois-Rivieres however. The smooth, flowing nature of the French track will suit the Peugeot-Hansen 208, and is the first and only circuit of the year that Loeb has raced on before. This weekend is Loeb's best opportunity so far to stand atop the World RX rostrum. Twelve months ago, Swede Timmy Hansen won Peugeot's home event.

The atmosphere from the sell-out crowd when the 208 crossed the finish line of the final was electrifying, and even brought emotion out of Peugeot-Hansen's team principal, the usually temperate Kenneth Hansen.

Loeb will draw a huge crowd by just competing in the Brittany event this weekend. If he was to score victory – which is far from out of the question – the French fans will be beside themselves.

AGREE/DISAGREE?
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MN SAYS...

Careful what you wish for...

Clamping down on drivers unnecessarily can be bad for F1



The impetuosity of youth or a Red Bull in a china shop? Max Verstappen was certainly the talk of the town after the Belgian Grand Prix last weekend, continuing his on-going feud with Ferrari's Kimi Raikkonen and, this time, involving Sebastian Vettel too.

This is where F1 rulemakers have to be careful. F1 is far too often accused of being too bland, too boring, and Verstappen certainly is a breath of fresh air. He is not afraid of big names and big reputations. Everyone else is just another car to be overtaken, it is as simple as that for him.

By putting the shackles on too firmly, drivers will end up too frightened to pull any moves. Verstappen's move at the opening turn of the Belgian Grand Prix was reminiscent of Romain Grosjean's multi-car shunt in 2012 and could easily have resulted in as much carnage. The then-Lotus driver was vilified for his shunt(s) and had his wings clipped.

Verstappen's moves are on the very edge, but those edges are defined by the stewards. Any punishment should not be trial by media but dished out in a considered way, no matter how angry grumpy Finns might get...

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Brian Morgan took this epic shot of Matt Robinson's flying Fiat 131 on the recent Red Dragon



Dan Welch's broken car, by John Henderson



Henry Kitching took a shot from a Sporting Trial



A classic Peugeot, by Martin Balfour



A spin in the Civic Cup, taken by Sam Nudd



Oulton Park Mini dramas, by Peter Hamilton



Minis everywhere! Alex Ireland's photograph from Knockhill



Samuel Baird took this dramatic photograph on the recent Ulster Rally

LETTERS



Motorsport News, August 24

Keep F1 real

I fear for the future of my beloved F1 as each set of rules moves it further from its prime aims (as I see it).

The faster cars go, the further away we have to watch from and the drivers become more protected. The more efficient they become with 'green' credentials the quieter and more boring they become. F1 has to be spectacular, colourful, action packed, and dangerous to attract the fans in this extreme excitement world.

It's a long while since I stood at Silverstone, my heart beating quickly, the hairs on the back of my neck standing on end and my ear defenders struggling to suppress the music of the high revving engines.

TV camera men can follow a car for over half a lap in qualifying these days before the director realises its on an in lap.

Please, F1, stop trying to appease everyone and try to thrill just a few. You'll never replace the electronic games console, so why try and compete, give the youth of today something bigger and brasher (on track) because they're ready for it.

The drivers, spectators, and promoters would love to see one off GPs on interesting tracks with full grandstands and full press coverage because they were memorable.

John Austin
Via email

Be careful Max

Motor racing is dangerous, we all know this.

However, I feel Max Verstappen's driving is making it far more dangerous than it is already.

Ok, perhaps he is not breaking any rules, but his last minute blocking manoeuvres are just too much. There was even more evidence of this at Spa-Francorchamps.

I am seriously concerned that if the Red Bull driver carries on like this, we will see a very bad accident occurring.

Other drivers don't and wouldn't do it, but if he is allowed to get away with it, then so are the other drivers, and that could create many more dangerous situations.

No wonder Ferrari's Kimi Raikkonen was getting angry in Spa and I'm pretty sure that many of the other drivers are very concerned too.

It's definitely time for somebody to tell him to be more careful before something really awful happens.

Colin Crab
Bristol

GET MN ON THE GO WWW.MOTORSPORT-NEWS.CO.UK/DIGITAL-EDITION

TV GUIDE

After reading all about the world of rallying in last week's special issue of *MN*, you might now want to watch some too. And on Friday night you will get the chance to do just that thanks to highlights of the **British Historic Rally Championship** (2135-2235hrs, MotorsTV).

The Red Dragon Rally featured a thrilling conclusion and the slippery conditions meant for an unpredictable event in south Wales.

If you prefer rally cars to be racing each other round a track then there are highlights of last weekend's round of the **British Rallycross Championship** (Monday, 1800-1900hrs, BT Sport 1) from Lydden Hill as the series returns to home soil following an overseas visit to Belgium in July.

But if that's enough rally-themed coverage for you, then there are two **Classic F1** races from Monza to enjoy ahead of this weekend's Italian GP. First of two memorable races from the '90s is the 1993 edition (Wednesday, 2100-2145hrs, Sky Sports F1) before the 1995 installment (Thursday, 2100-2145hrs, Sky Sports F1) that featured a surprise winner after another Damon Hill/Michael Schumacher collision.

For fans of club racing there is also action from the hotly contested **Scottish Legends** series (Wednesday 1825-1925hrs, Motors TV). You can be sure of some entertaining racing from Knockhill.



Red Dragon Rally action

LIVE TV



IndyCar races at the Glen

IndyCar Series: Watkins Glen
■ **Race:** Sunday, 1900-2200hrs, ESPN

NASCAR Sprint Cup Series: Darlington
■ **Race:** Sunday, 2230-TBA, Premier Sports TV

World Touring Car Championship: Motegi
■ **Race:** Sunday, 0630-0830hrs, Eurosport 2

World Endurance Championship: Mexico City
■ **Delayed highlights:** Sunday, 1545-2000hrs, Motors TV

World RallyCross: Loheac
■ **Delayed highlights:** Sunday, 1830-1930hrs, Quest

Porsche Supercup: Monza
■ **Race:** Mon, 1030-1115hrs, Eurosport 2

LIVE F1 TV

Italian Grand Prix Sky Sports F1 HD coverage
Drivers' press conference: Thursday 1400-1430hrs
■ **FP1:** Friday 0845-1100hrs
■ **FP2:** Friday 1245-1450hrs
■ **Team principals' press conference:** Friday 1530-1600hrs
■ **The F1 Show live:** Thursday 1600-1630hrs
■ **FP3:** Saturday 0945-1115hrs
■ **Qualifying:** Saturday 1200-1435hrs
■ **Race:** Sunday 1230-1530 hrs
■ **Highlights:** Monday 1815-1915hrs

GP2: Monza
■ **Practice:** Friday, 1100-1150hrs, Sky Sports F1 HD
■ **Qualifying:** Friday, 1450-1530hrs, Sky Sports F1 HD
■ **Race one:** Saturday, 1435-1605hrs, Sky Sports F1 HD
■ **Race two:** Sunday, 0920-1035hrs, Sky Sports F1 HD

GP3: Monza
■ **Qualifying:** Saturday, 0845-0920hrs, Sky Sports F1 HD
■ **Race one:** Saturday, 1610-1710hrs, Sky Sports F1 HD
■ **Race two:** Sunday, 0810-0910hrs, Sky Sports F1 HD

Italian Grand Prix Channel 4 HD coverage
■ **FP1:** Friday 0855-1035hrs



Tifosi at the Italian GP

■ **FP2:** Friday 1255-1440hrs
■ **FP3:** Saturday 0955-1125hrs
■ **Qualifying:** Saturday 1155-1430hrs
■ **Race:** Sunday 1200-1530hrs
■ **Highlights:** Monday, 0105-0210hrs

LISTINGS

RACING
SATURDAY

■ **Oulton Park, Cheshire**
MGCC meeting: Porsche Club, Morgans, MG Trophy, MG Metro, Midget and Sprite, BCV8, Thoroughbred Sportscar, Cockshoot Cup **Starts** racing from 1150hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Cadwell Park, Lincs**
MSVR meeting: Mini Challenge, Track Attack, Radical SR1 **Starts** racing from 1115hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

■ **Anglesey, NWales**
BARC meeting: Caterham Graduates, Clubmans, NW Sports/Saloons, Mazda MX-5, Michelin Clio Cup **Starts** Saturday, racing from 1340hrs (qualifying from 1000hrs) Sunday, racing from 0930hrs (qualifying from 0900hrs) **Admission** Adult £15 child free **Web** angleseycircuit.com **Contact** 01407 811400

■ **Donington Park, Leics**
CSCC meeting: Ford Puma, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloons, Classic K, New Millennium, Open Series **Starts** Saturday, racing from 1340hrs (qualifying from 0915hrs) Sunday, racing from 1155hrs (qualifying from 0915hrs) **Admission** adult £15 **Web** Donington-park.co.uk **Contact** 01332 810048

■ **Snetterton, Norfolk**
MSVR meeting: Dutch Supercar Challenge, Dunlop Prototypes, Allcomers **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLYING
FRIDAY/SATURDAY

■ **New Brighton Promenade, Wirral**
Promenade Stages
Starts 1930hrs **Admission** £3 (plus £5 parking per car)
Web promrally.wallaseymc.com

SATURDAY

■ **Ludlow, Shropshire**
Woodpecker Stages
Starts 0831hrs **Admission** free
Web woodpecker-rally.co.uk

■ **Enniskillen, County Fermanagh, Northern Ireland**
Lakeland Stages
Starts 1000hrs **Admission** TBA
Web http://emcni.weebly.com/

SUNDAY

■ **Smeatharpe, Honiton, Exeter**
Prima Motorsport Stages
Starts 0927hrs **Admission** No spectators **Web** bdcc.org.uk

SPORTING SCENE
FRIDAY/SATURDAY

■ **BriSCA F1 World Final**
Coventry Arena
Starts 1700hrs (Saturday)
Admission general admission adults £15 (Friday) £34 (Saturday), children aged 11-15 £5 (Friday) £15 (Sunday), concessions £10 (Friday) £28 (Saturday) **Web** f1stockcars.com

SATURDAY/SUNDAY

■ **Prescott, Cheltenham**
British Hillclimb Championship
Starts 0900hrs (both days)
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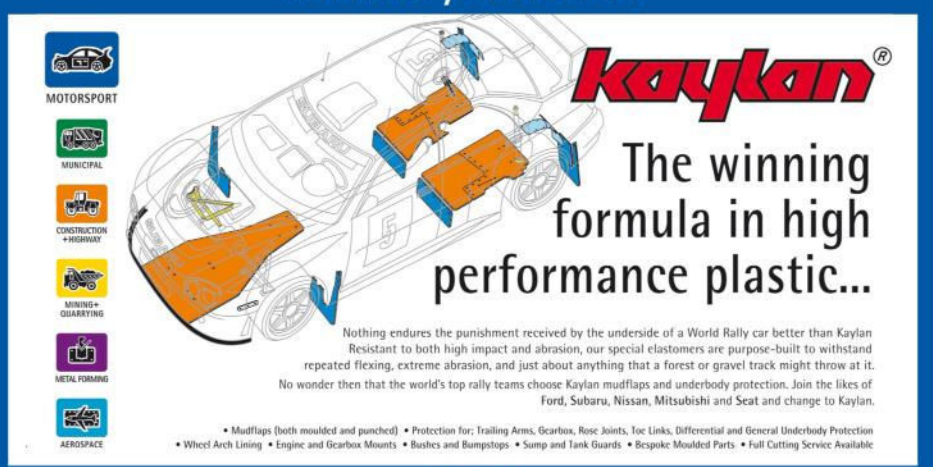
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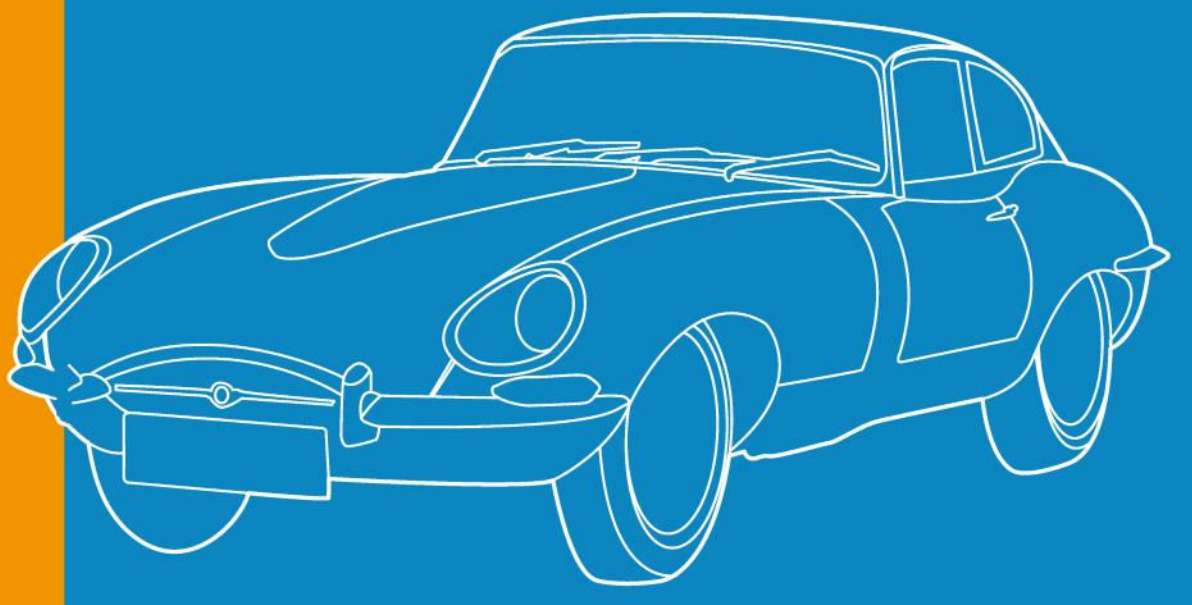
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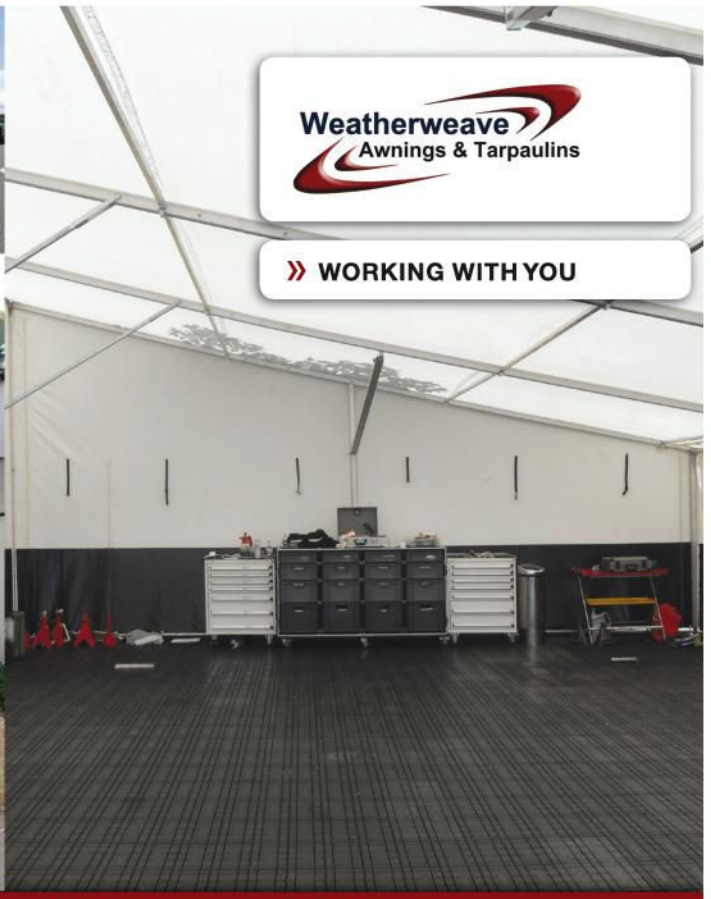
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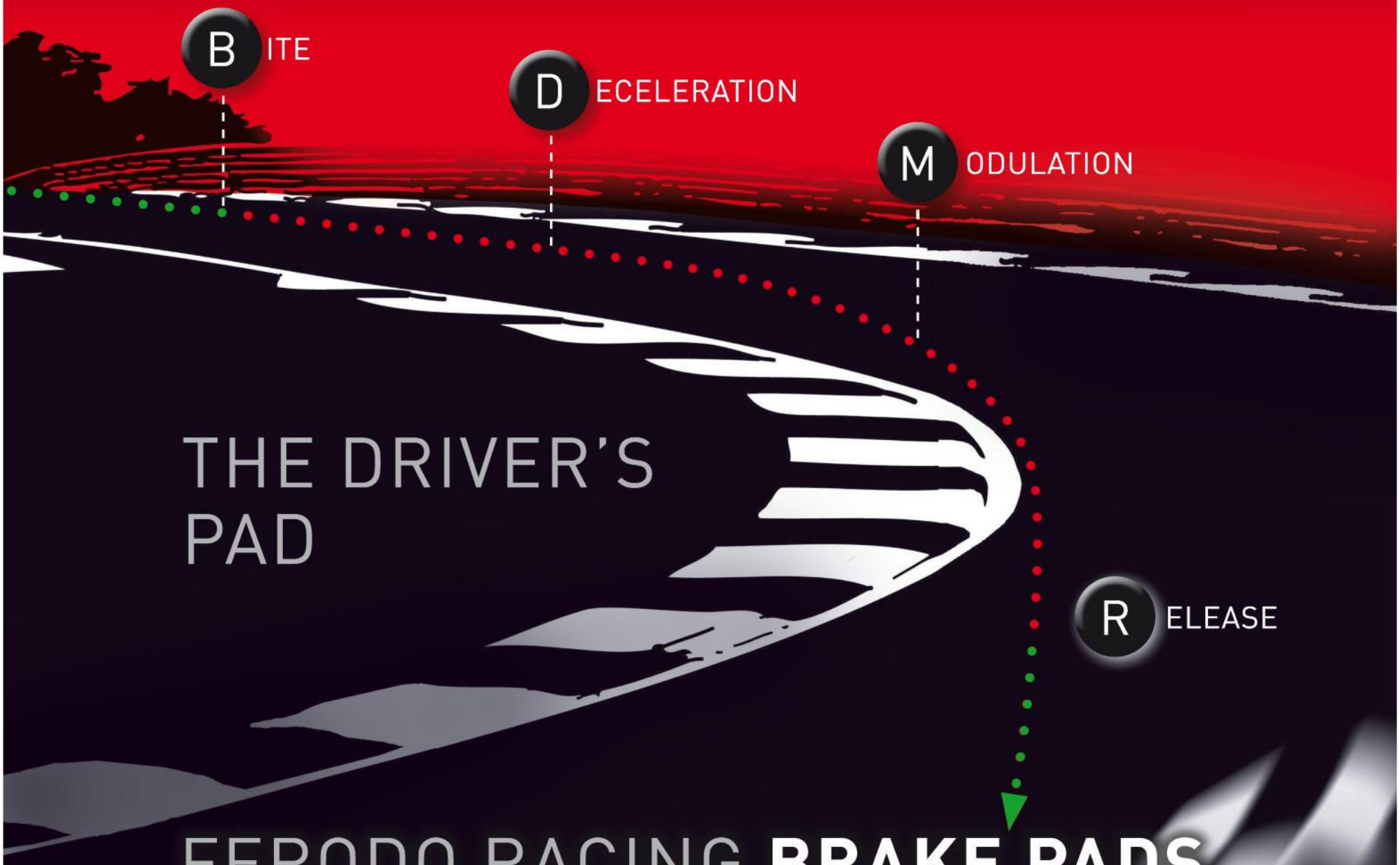
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