ALL THE ACTION FROM A BUMPER RACING WEEKEND

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

APRIL 20 2016 ■ EVERY WEDNESDAY £3.30

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FULL CHINESE GP REPORT P4

ROSBERG TIGHTENS THE SCREW

Nico extends lead as Hamilton hits more trouble in China



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HONDA STILL ON TOP

BTCC HITS DONINGTON P24



FIRST ROUND TO SOLBERG

PETTER BEATS LOEB IN WORLD RALLYCROSS P37



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With upgrades on the way, drivers say

RED BULL:



Puncture wrecked Ricciardo's challenge for the race victory early on

By Rob Ladbrook

Daniel Ricciardo and Daniil Kvyat believe that Red Bull's impressive pace during the Chinese Grand Prix last weekend proves it is just a matter of time until the team is back in the mix for race wins.

Red Bull enjoyed its strongest grand prix outing of the season so far at Shanghai, with Kvyat claiming his first podium finish since Hungary last July and Ricciardo leading the race in the early stages until suffering a rear puncture. The Australian eventually battled back to finish in fourth place.

The Renault-powered Red Bull wasn't expected to shine in China, with the Shanghai Circuit's 1170-metre back straight – currently the longest on the F1 calendar – playing into the hands of those cars with more powerful engines, such as the works Mercedes team.

Red Bull has made great advances with its chassis this season, and boasts one of the most efficient aerodynamic packages on the grid, which helped the cars stay in the fight last weekend. The team is also due to benefit from an extensive power unit upgrade from Renault in time for the Canadian GP in June – round seven of the championship. Renault is known to be focusing largely on improving combustion efficiency within its Energy F1 power unit as it seeks to gain ground on pacesetter Mercedes.

Both Kvyat and Ricciardo said they were encouraged by the car's speed in China, and insist that the significant upgrade from Renault could be the final step to Red Bull challenging Mercedes again.

Ricciardo said: "The car is really promising right now. We're three races in and every weekend we've shown a strength at some point, and it's been a strength we didn't think we'd have at this point in the year. It definitely feels more like 2014, when we had potential [and won three GPs].

"I definitely feel I would've been spraying champagne this weekend, but part of me is smiling inside because I know that can happen more times this year. It's not going to be the last opportunity for me, so it's really good."

Kvyat added: "Mercedes is still a bit of a step ahead, but with the developments we have in the future races, probably around Canada, we can make a bit of a step forwards. In some circumstances, we can be quite a big challenge to them [Mercedes].

"The race was very encouraging because on the soft tyre I thought we were very close in pace with the Ferraris. The downside was we had to fit the medium tyres for the final stint, which are a stiffer compound to the soft, but when we were on the same tyres our pace was very similar to the Ferraris. It shows that we are on the right way forward at the moment."



Vettel (l) and Kvyat: friends?

Photos: LAT

multiple champion team can be a force

BACK IN THE GAME



Gut punch

Ricciardo believed he was in the fight for victory in Shanghai, and described his early race issues as a bit of a sucker punch.

Ricciardo qualified second on the grid to hand Red Bull its first front row start since Singapore last year. That race also represented the only time Red Bull started a race on the front row in the 2015 season.

Ricciardo jumped Nico Rosberg at the start and led the early stages until debris cut his rear-left tyre, which delaminated down the back straight on lap three. The resulting stop dropped Ricciardo to 18th when he rejoined behind the safety car. Ricciardo said his race back to fourth place was one of the best of his career so far.

"I remember the second lap, there was some debris here and there, but it didn't seem like there was one big bit that I caught, so it was unexpected," he said of the puncture. "I came through turns 11 and 12 before the straight and could feel the rear starting to slide, so I went on the radio to say the rears were finished. I suspected something and as soon as I got on the straight I felt the car wobble, looked in my mirror and it went. I guess it was unlucky.

"The safety car then put me even further back, so it was like a double whammy, which felt like being punched in the gut by a heavyweight. But in the end I think the second part of the race was probably one of the best races of my life."

The result puts Ricciardo third in the Drivers' Championship, three points behind Lewis Hamilton and ahead of both Ferrari drivers.

Vettel's spat

Kvyat had some of the shine taken off his weekend by a post-race spat with Ferrari's Sebastian Vettel.

The German was angered when he believed he was forced to take avoiding action when Kvyat appeared on his inside into Turn 1 at the start. In his avoidance of the Red Bull, Vettel clipped team-mate Kimi Raikkonen.

After the race, Vettel angrily confronted Kvyet before the podium, telling the Russian: "You came like a torpedo! If I keep going the same line then I crash. You were lucky this time."

Vettel said post-race that he accepted it was a racing incident and apologised to his team. "Kimi came back from the left, Kvyat came from the back right and I was reacting to him," he said. "From my side I didn't really know where to go, I was sandwiched between Kimi and Daniil. I tried to back out of it, going off throttle and hitting the brakes, but there was no way, so I had contact with Kimi. I am terribly sorry for what has happened. Touching the car with the same colours is not right."

Kvyat added: "It was a logical move: you see the gap and you go for it. If he [Vettel] didn't have a car on the outside it would have been okay: I only have two eyes so I couldn't see Kimi, and it's his [Vettel's] business to deal with that. When the emotions are hot, you talk about it – but in our case to get on the podium you have to take risks. It was an essential move."



Kvyat secured his first podium for nearly a year

MOTORSPORT NEWS says...

How Red Bull can ruffle more feathers this year

Already it's a contender for 'Green Room' moment of the year: Daniil Kvyat, grinning broadly at Sebastian Vettel, in robust defence of his lap one move at the Chinese GP that forced Seb into avoiding action and into Kimi Raikkonen.

Regardless of the merits of either man's view of the incident (and for the record I reckon Kvyat would have been remiss *not* to go for the gap left by Vettel) the bigger-picture point is that Kvyat was there at all.

With team-mate Dan Ricciardo already disappearing up the road, having dropped Nico Rosberg at the start, Kvyat decided he also wanted some of the action. So he went and got it.

What this means is that Red Bull is back, big time. Not quite in the full world-domination spec we saw from 2010-2013 (four consecutive world title doubles), but it's getting into that Mercedes-Ferrari mix and looking increasingly confident.

It's no surprise that RBR has turned out yet another great chassis in the RB12: the technical team is still led by F1 design totem Adrian Newey, after all.

But more encouraging is that the Renault-built, TAG-Heuer-branded engine in the back end is much more like the real deal than it was at any point during a largely disastrous 2015.

Any true racing fan should rejoice in this: while RBR's take-no-prisoners style of racing has ruffled plenty of feathers over the past decade, it remains a brilliant, ambitious racing team, with a rare gift for focusing on the job in hand – winning races.

That's why, indeed, relations with Renault turned so sour last year: Red Bull's leaders, from the very top down, believed their undimmed energies and expenditure were being squandered by a sub-standard Renault technical offering.

All that appears to have changed – and more quickly than many might have imagined. With Renault having bought back into F1 as a full works entry, it can't afford to compete with anything other than a highly competitive motor, so resource is being diverted back to Viry-Chatillon engine HQ in a way that was noticeably absent in 2014-15.

RBR is feeling an immediate benefit. Kvyat's third and Ricciardo's fourth in China were founded on pure pace, not some elaborate counter-strategy. Ricciardo might even have won without his puncture.

So what should we expect from the Canadian GP onwards when Renault's much-trailed upgrade comes on stream? Wins and, who knows, maybe even a late-season championship tussle? That's almost certainly bad news for the 2016 title ambitions of Lewis Hamilton, who may find points-scoring opportunities reduced by the presence of blue and yellow cars ahead. But you can expect more wide smiles from the two Dans.

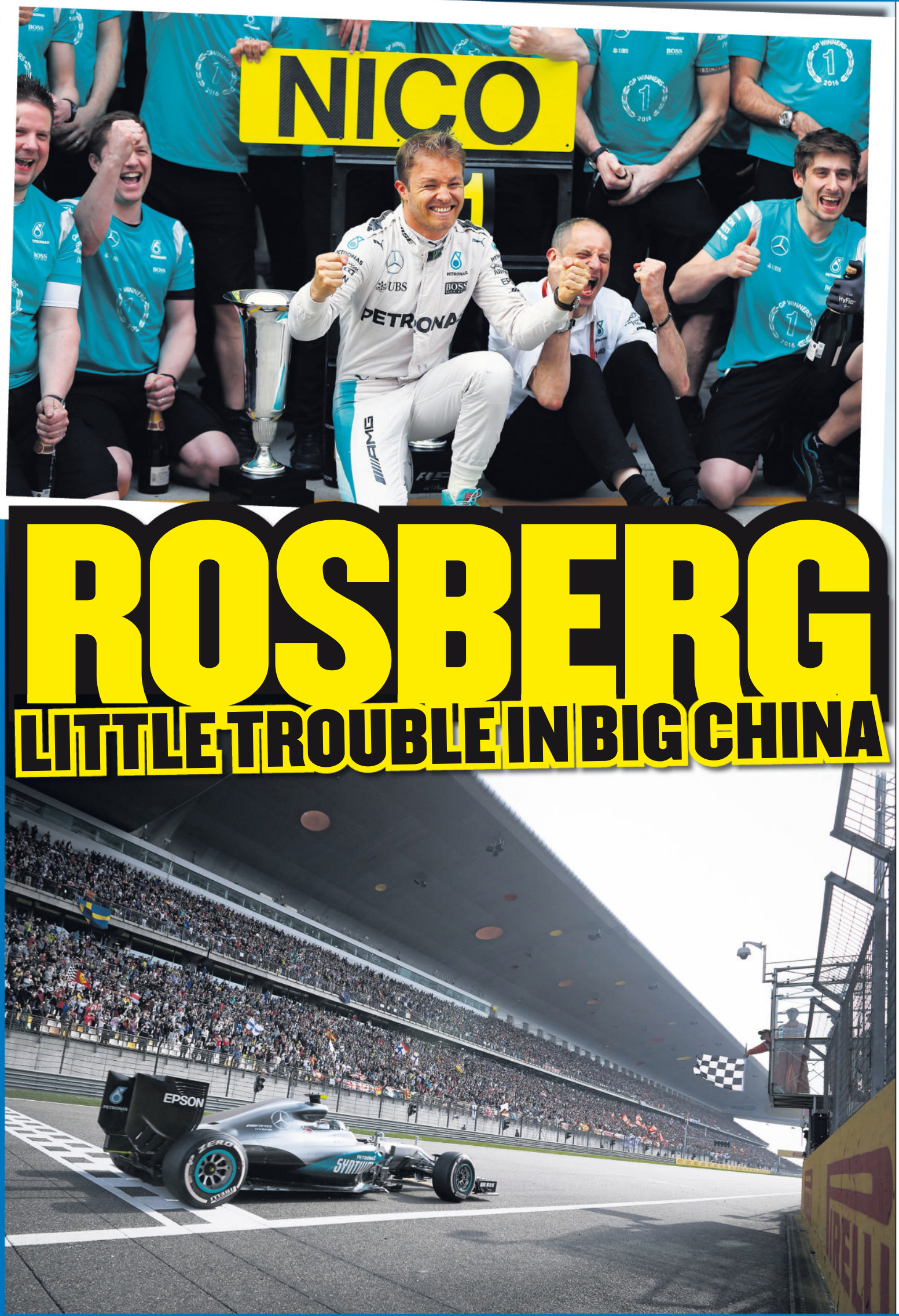
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CHINESE GP REPORT



BY STUART CODLING



ROSBERG

LITTLE TROUBLE IN BIG CHINA

Nico Rosberg's seemingly blessed start to the 2016 season continued to the third round as he dominated the Chinese Grand Prix in spite of losing the lead at the start.

Rosberg was on imperious form at the circuit on which he scored Mercedes' first victory in its modern era back in 2012, but he was helped by chaotic scenes in his wake. Team-mate Lewis Hamilton started from the back of the grid after his car suffered an ERS component failure in qualifying, and the two Ferraris that might have challenged for victory also lost ground when they collided at the first corner.

Sebastian Vettel fought back to finish second, ahead of Red Bull's Daniil Kvyat, in a tightly contested battle for the remaining positions behind Rosberg. Kvyat's team-mate Daniel Ricciardo, who qualified second and led for three laps before suffering a high-speed blow out, recovered impressively to take fourth place ahead of Kimi Raikkonen, who also had to pick his way through the field.

Hamilton made a fight of it with Ricciardo and Raikkonen as they charged through, only to lose impetus and finish seventh behind the Williams of Felipe Massa after his tyres ran out of steam during the course of a long final stint.

Qualifying

On Friday the ambient temperature dropped between the two qualifying sessions, then all through Saturday morning dark clouds periodically unleashed plentiful rain. The only consistent element was the blustery wind – and even that shifted direction from time to time, sometimes blowing against the flow of traffic on the long back straight, sometimes across it.

The track was mostly dry in time for qualifying, except for two large puddles across the front straight caused by run-off from the twin 'wings' that connect the grandstand to the paddock complex. A ridge in the asphalt at the first puddle was enough to set Pascal Wehrlein's slick-shod Manor aquaplaning as he crossed it at full chat with his DRS open, pitching him into a spin and then into the barrier.

After a 20-minute stoppage, Q1 got under way again, with most drivers electing to use the grippy but short-lived super-soft rubber – unfavoured for the race – in the early running. Hamilton was already due a five-place grid penalty for a gearbox change ahead of the event, but the ERS problem forced him to return to the Mercedes garage without setting a time.

Rio Haryanto also got no further than Q1 in the second Manor, and neither of the Renaults escaped – Kevin Magnussen and Jolyon Palmer were leapfrogged by the Saubers of Felipe Nasr and Marcus Ericsson in the final minutes. The luckless Esteban Gutierrez, who missed much of practice with various technical problems, completed the Q1 casualties.

With just over a minute of Q2 to run, Nico Hulkenberg's front-left wheel parted company with his Force India at Turn 10 and the session was red-flagged. Although the usual suspects had already banked quick enough laps to progress to Q3, several drivers who might have been in the hunt – including Massa, Fernando Alonso and Jenson Button – had to abandon their final runs. Button later complained that the

'Great fightback after a delay not of his making'

Our Star Driver from China, p6



ROUND 03

Photos: LAT

service vehicle he had seen parked in the pit entry earlier in the session was in a more dangerous place than Hulkenberg's stricken car.

An exciting final segment justified the grudging decision of the sport's stakeholders to drop the half-baked elimination qualifying system used in Australia and Bahrain, where the action had fizzled out in Q3. Practice had suggested Ferrari's SF16-H was quick enough for pole position but Rosberg beat both the red cars to it, kicking off his final run with an unpromising first sector but then going fastest of all over the rest of the lap.

With a view to saving a set of super-softs for the race, Ferrari waited until the very last moment to send Vettel out for a one-shot run, but he fell short of Rosberg and Raikkonen. Both Ferraris ran a little wide at the hairpin, but in truth Vettel's lap was already not quite good enough. Raikkonen was almost on par with Rosberg until he shipped four tenths of a second to the Mercedes in the final sector. To compound Ferrari's angst, Ricciardo then demoted Raikkonen and Vettel to third and fourth.



Ricciardo jumps into an early lead as trouble starts to brew behind

Race

Having set his Q2 time on the soft tyre – and only used one set – Rosberg was the sole frontrunner to start on that compound. Pirelli predicted that the ideal strategy would be a three-stop race, with two stints on the soft and one on the fragile super-soft, but couldn't say definitively whether it would be better to dispose of the super-soft first or leave it until the end. Circumstances would render this scenario moot, since Rosberg ended up stopping just twice and running to the end on mediums.

Ricciardo got the better start and swept into the rising, tightening Turn 1 first. Rosberg elected not to contest the corner, tucking into his slipstream, relatively unthreatened from behind because the Ferraris on the second row were slow away from the line. Raikkonen locked a wheel and slid wide before gathering it in again, while Vettel looked to the inside line but then had to change course suddenly as he spotted Kvyat approaching from aft "like a torpedo".

Vettel turned his team-mate's car broadside and then spent the rest of the lap apologising to the team from his new position of eighth, behind Ricciardo, Rosberg, Kvyat, Sergio Perez, Hulkenberg, Carlos Sainz and Massa. If Hulkenberg parlayed the first-corner tangle neatly to run fifth, having started 13th, Valtteri Bottas was less fortunate. Having started fifth, the Williams driver was hung out to dry at the periphery of Turn 2 after having to go around the outside of Raikkonen, dropping to 10th. Lewis Hamilton was also in the wars, losing his front wing between Turns 2 and 3 as Nasr swerved across his bows.



Vettel and Kvyat 'discuss' lap one

Both Raikkonen and Hamilton had to pit for new noses, but the race would come back to them. Such is the Red Bull's straightline deficit that Ricciardo was almost certain to lose the lead as soon as DRS became available on the third lap, but he could never have predicted that his rear-left tyre would lose pressure and shred itself as Rosberg breezed past on the back straight. Pirelli would later put the failure down to debris, most likely at the first corner.

To clear that debris and the mess left by Ricciardo's disintegrating rubber, race control deployed the safety car, setting in motion another strategic shake-up. Massa had complained before the race that low grip caused by Pirelli's insistence on high minimum tyre pressures would artificially promote overtaking, but instead it was the sheer variety of strategies that turned this grand prix into a riot of passing manoeuvres.

Mercedes called Hamilton in twice during the full-course yellow to tick the regulatory box that requires drivers to use two of the three available tyre compounds. He completed one lap on the super-softs before handing them in for softs, losing no ground since the race was still neutralised.

Kvyat, Perez, Hulkenberg and Sainz all pitted under the safety car to dispose of their super-softs. Vettel followed them in to do the same, briefly gained two positions by nipping past as Hulkenberg slowed almost to a crawl at the pit entry, and left with a new front wing as well. The extra time to fit the new nose didn't hurt him too badly, for although he emerged in 15th place he had not lost many net positions – many of the drivers between him and the leader had started on soft tyres and didn't pit under the safety car.

At the resumption of racing, Rosberg simply eased away from the gaggle of non-stoppers (Massa, Alonso, Wehrlein and Gutierrez) that separated him and Kvyat, whose fading hopes of victory now hinged on him passing the slower cars ahead as soon as possible. By lap 12 he had cleared Massa to run second but Vettel was also on the move, damaging his front wing as he clipped the second Williams of Bottas to snatch eighth place on lap 11, but not badly enough to warrant another replacement. Over successive laps he disposed of Gutierrez and Wehrlein, then Perez, then Alonso.

Pitting for a fresh set of softs on lap 17 dropped Vettel to 11th but he would soon regain those positions as the drivers ahead made their stops. With Rosberg now well up the road, the focus of Red Bull's race became preserving second place for Kvyat. The team brought him in two laps after Vettel's stop and he rejoined with only Button separating him from the Ferrari. Vettel made short work of the McLaren and continued to close in.

On lap 35 Kvyat and Vettel pitted at the same time from second and third positions and emerged in that order, but Vettel used his DRS to go past on the long back straight. By then, Rosberg had the race thoroughly stitched up. Over the course of a 16-lap stint on softs in the middle of the race he was able to lap up to 2.3s quicker than his rivals, building enough of a gap to run the last 20 laps on mediums and yield precious little ground, ultimately crossing the line 38s ahead of Vettel.

Ricciardo, Raikkonen and Hamilton fought throughout – with the midfielders as well as one another – but it was the timing of their final pitstops that decided their finishing order. Hamilton made his fifth stop of the race on lap 30, taking on mediums that he then had to keep in good shape for the last 26 laps. Ricciardo and Raikkonen stopped seven laps later.

Hamilton pushed through to snatch fifth from Bottas with 16 laps to run, then set off in pursuit of fourth-placed Massa, but Ricciardo (on new mediums) and Raikkonen (on new softs) caught him first. On lap 43 Ricciardo made a determined move up the inside at Turn 5, then hunted down and passed Massa a few corners later. Then Raikkonen, making impressive progress on the stickier rubber, pushed Hamilton wide at the hairpin when DRS assistance on the back straight didn't prove enough.

Ricciardo didn't have enough laps left to catch his team-mate so had to settle for a fine fourth, ahead of Raikkonen, while Hamilton couldn't get close enough to Massa to relieve him of sixth place. With the Toro Rossos of Max Verstappen and Sainz bearing down on him, the world champion was pleased to see the chequered flag.

Afterwards, as Rosberg celebrated his second Chinese Grand Prix victory, Vettel directed his ire over the Turn 1 fracas at a coolly unrepentant Kvyat.

"You came like a torpedo," complained the four-time world champion. "You'll crash driving like that."

"But we didn't," riposted Kvyat. "So…" ■

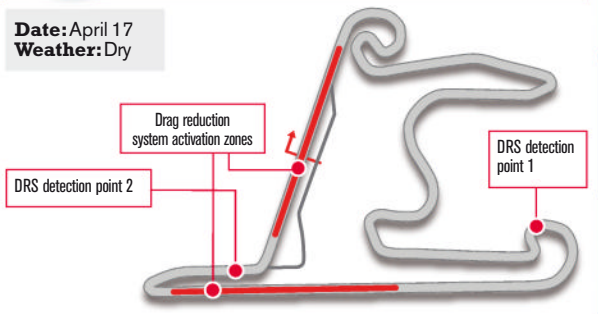
RACE FACTS

Results © 2016 Formula One Administration Ltd

CHINA

Circuit: Shanghai International Circuit **Lap:** 3.385 miles **Race distance:** 189.568 miles **Laps:** 56
Lap record: Michael Schumacher 2004 – 1m32.238s
2015 winner: Lewis Hamilton (Mercedes)

Date: April 17
Weather: Dry



TYRE CHOICE
MEDIUM
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RESULTS

FIA Formula 1 World Championship, round 3/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Nico Rosberg	GER	Mercedes	1h38m53.891s
2	Sebastian Vettel	GER	Ferrari	+37.776s
3	Daniil Kvyat	RUS	Red Bull-Renault/TAG Heuer	+45.936s
4	Daniel Ricciardo	AUS	Red Bull-Renault/TAG Heuer	+52.688s
5	Kimi Raikkonen	FIN	Ferrari	+1m05.872s
6	Felipe Massa	BRA	Williams-Mercedes	+1m15.511s
7	Lewis Hamilton	GBR	Mercedes	+1m18.230s
8	Max Verstappen	NED	Toro Rosso-Ferrari	+1m19.268s
9	Carlos Sainz	ESP	Toro Rosso-Ferrari	+1m24.127s
10	Valtteri Bottas	FIN	Williams-Mercedes	+1m26.192s
11	Sergio Perez	MEX	Force India-Mercedes	+1m34.283s
12	Fernando Alonso	ESP	McLaren-Honda	+1m37.253s
13	Jenson Button	GBR	McLaren-Honda	+1m41.990s
14	Esteban Gutierrez	MEX	Haas-Ferrari	-1 lap
15	Nico Hulkenberg	GER	Force India-Mercedes	-1 lap
16	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
17	Kevin Magnussen	DEN	Renault	-1 lap
18	Pascal Wehrlein	GER	Manor-Mercedes	-1 lap
19	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
20	Felipe Nasr	BRA	Sauber-Ferrari	-1 lap
21	Rio Haryanto	INA	Manor-Mercedes	-1 lap
22	Jolyon Palmer	GBR	Renault	-1 lap

Winner's average speed 115.00mph Lap leaders: Ricciardo 1-2; Rosberg 3-56

FASTEST LAP | NICO HULKENBERG: 1m.39.824s ON LAP 48 (AVERAGE SPEED: 122.16mph)

QUALIFYING

POS	DRIVER	TIME
1	Rosberg	1m35.402s
2	Ricciardo	1m35.917s
3	Raikkonen	1m35.972s
4	Vettel	1m36.246s
5	Bottas	1m36.296s
6	Kvyat	1m36.399s
7	Perez	1m36.865s
8	Sainz	1m36.881s
9	Verstappen	1m37.194s
10	Massa	1m37.347s
11	Alonso	1m38.826s
12	Button	1m39.093s
13	Hulkenberg*	No time in Q3
14	Grosjean	1m39.830s
15	Ericsson	1m40.742s
16	Nasr	1m42.430s
17	Magnussen	1m38.673s
18	Gutierrez	1m38.770s
19	Palmer	1m39.528s
20	Haryanto	1m40.264s
21	Wehrlein	No time in Q1
22	Hamilton**	No time in Q1

* Three-place grid penalty for unsafe release ** Five-place grid for replacement gearbox



Massa held off Lewis for sixth

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Nico Rosberg	75
2	Lewis Hamilton	39
3	Daniel Ricciardo	36
4	Sebastian Vettel	33
5	Kimi Raikkonen	28
6	Felipe Massa	22
7	Daniil Kvyat	21
8	Romain Grosjean	18
9	Max Verstappen	13
10	Valtteri Bottas	7

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	114
2	Ferrari	61
3	Red Bull-TAG Heuer	57
4	Williams-Mercedes	29
5	Haas-Ferrari	18
6	Toro Rosso-Ferrari	17
7	Force India-Mercedes	6
8	McLaren-Honda	1
9	Renault	0
10	Sauber-Ferrari	0
11	Manor-Mercedes	0

AWARDS AND STATISTICS FROM CHINA P6

NEXT RACE Can anyone stop Rosberg's run? Will Ferrari finally deliver?

RUSSIAN GRAND PRIX MAY 1

GP EXTRA ROUND 03



MOTORSPORT NEWS STAR DRIVER

DANIEL RICCIARDO

A great qualifying lap, super start and then a combative fightback after a delay not of his own making. Ricciardo is one of F1's most exciting talents and the pace of the Red Bull in China allowed him to demonstrate that at the sharp end.



MOTORSPORT NEWS SPECIAL AWARD

F1 TEAMS

Not only did they manage to (finally) help force a return to the 'old' qualifying system, F1's teams also got all 22 cars home last Sunday. That's no mean feat given some of the clashes in China. There was quite a lot of wheel-to-wheel racing too, so F1 looked in pretty good health.

MOTORSPORT NEWS WOODEN SPOON

PIT VEHICLE DRIVER

Jenson Button was not impressed to see a pit vehicle parked near the entrance of the pitlane during qualifying. In fairness, the truck was moved quite quickly, but it probably wasn't the best idea the driver has ever had. Race director Charlie Whiting played it down: "The driver lacked experience and won't do it again, but it must be emphasised this is not a normal run-off area and the risk was low. Unacceptable nonetheless."

FAST FACTS



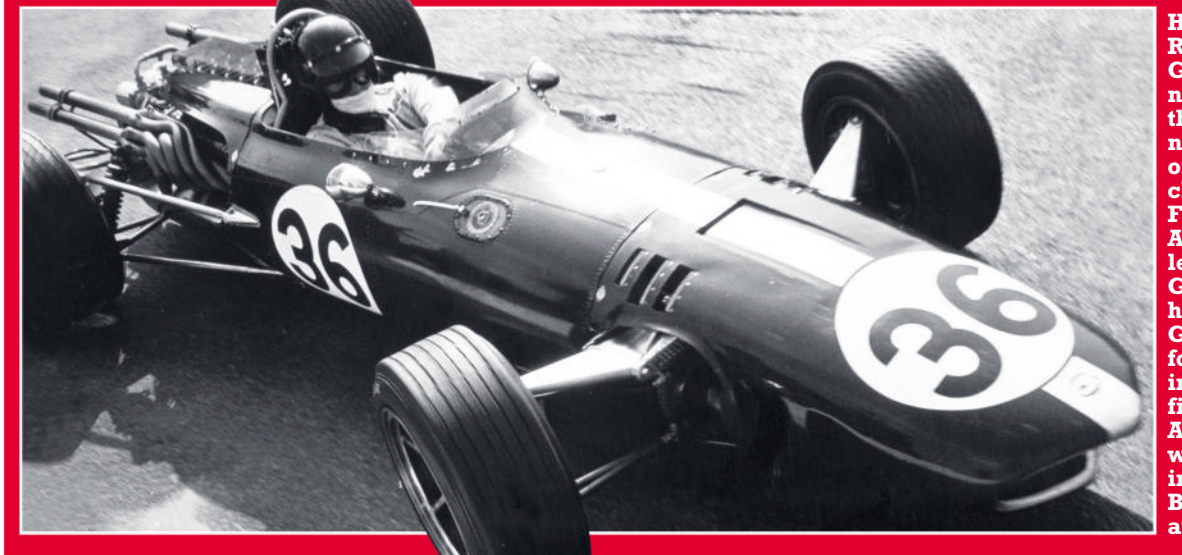
23 Nico Rosberg now has more F1 poles than Fernando Alonso and is 12th on the all-time list. Of the current drivers, only Lewis Hamilton (51) and Sebastian Vettel (46) have more.



4 Nico Hulkenberg scored Force India's fourth F1 fastest lap in China. It was also the German's second fastest lap.

FASTEST LAPS

DRIVER	TIME	LAP
Nico Hulkenberg	1m39.824s	48
Romain Grosjean	1m39.923s	47
Jenson Button	1m40.298s	46
Esteban Gutierrez	1m40.368s	45
Max Verstappen	1m40.399s	41
Nico Rosberg	1m40.418s	38
Felipe Nasr	1m40.582s	42
Kimi Raikkonen	1m40.593s	40
Sebastian Vettel	1m40.610s	37
Lewis Hamilton	1m40.662s	32
Daniel Ricciardo	1m41.015s	55
Carlos Sainz	1m41.485s	35
Pascal Wehrlein	1m41.489s	48
Daniil Kvyat	1m41.546s	38
Valtteri Bottas	1m41.558s	23
Felipe Massa	1m41.815s	34
Sergio Perez	1m41.846s	30
Rio Haryanto	1m42.009s	42
Fernando Alonso	1m42.226s	36
Jolyon Palmer	1m42.232s	26
Kevin Magnussen	1m42.311s	22
Marcus Ericsson	1m43.269s	41



Haas driver Romain Grosjean has now started the same number of world championship F1 races as American legend Dan Gurney. In his 86 GPs, Gurney took four victories, including the first for an American car with his Eagle in the 1967 Belgian GP at Spa.

YOUR LETTERS PAGE 38

'Porsche inherited victory from Audi'

Silverstone 6 Hours, p20



Photos: LAT

ROSBERG: POINTS GAP COUNTS FOR NOTHING



Rosberg insists that Hamilton is a threat

Early-season Formula 1 championship leader Nico Rosberg has said that his 36-point advantage at the top of the standings counts for nothing, especially with Lewis Hamilton as his team-mate.

The German extended his lead with a third consecutive win in China last weekend but he is sure Hamilton will still provide a stern challenge.

When asked if he was feeling comfortable at the moment, Rosberg replied: "Quite the contrary. My team-mate is Lewis Hamilton, and he has been the benchmark for the last two years.

"The points gap is like nothing, if you consider all the points still up for grabs this year it's a couple of races' difference.

"It will always be a tough battle against him. He's as focused and motivated as ever; he will never give up.

"It's three races now and they've gone really well for me, but it's the longest season in F1 history with 21 races so that's 18 to go.

"It would not make sense to make any premature conclusions. Of course I'm happy with the way it's gone and I'm feeling good and the car's there, but I don't want to say more than that."

Hamilton's Chinese Grand Prix was compromised before it even started with a grid penalty for a change of gearbox. He then started last after an ERS problem during qualifying.

At the start of the race he was hit by Felipe Nasr's Sauber as the Brazilian was trying to avoid the colliding Ferraris. This left Hamilton with significant damage for the rest of the race as he finished seventh despite making five stops.

"The car was flexing like crazy, like a four-poster bed today," said Hamilton. "I just tried to battle through, but every time I stopped I had to come through again, I wasn't gaining ground, and at the end there weren't enough tyres."

Norris takes two wins on his Eurocup debut

Brit Lando Norris took two wins and a second on his Formula Renault 2.0 debut at Aragon last weekend.

He was second in the Eurocup opener as Max Defourny controlled the race. In race two, Norris got the jump and he doubled up in race three.

The Josef Kaufmann Racing driver now has a 13-point advantage over Defourny, with fellow Brit Harrison Scott third having taken two podiums.

"It has been a good weekend because only in race one could I have done better," said Norris. "There's a long way to go. We need to remain focused, beginning with the next race in Monaco."

Norris' Euro commitments meant he was unable to race in BRDC British Formula 3 at Brands Hatch last weekend.

F1 ROUND-UP

Palmer annoyed

Renault driver Jolyon Palmer has described the Chinese Grand Prix as the worst race of his career. The Brit finished 22nd and last at Shanghai having qualified a "catastrophically bad" 19th. He told *MN*'s sister title *Autosport*: "I'm down on aero, but we could only see it in qualifying. There were also some damaged parts in qualifying as well, and we managed to fix half the problem for the race, but I'm missing that aero. Overall, for me personally, I think the whole weekend was maybe my worst ever as a racing driver. It's been very bad."

Ferrari's woe

Ferrari boss Maurizio Arrivabene is confident that his team had the pace to win the Chinese GP, had it been a "normal" race. The two Ferraris collided at the first corner and finished second and fifth but Arrivabene felt they could have achieved a lot more. "Under normal circumstances we would be able to have a very good chance to win," he insisted. "We've had a lot of bad luck and of course it's frustrating when these things happen. But we need to continue to persist and sooner or later the first step on the podium will come because the car is good actually."

Sainz angry

Toro Rosso driver Carlos Sainz Jr has hit out at Force India's Nico Hulkenberg, after the German deliberately slowed entering the pitlane. Hulkenberg wanted to give his mechanics chance to service team-mate Sergio Perez's car but Sainz said his actions were dangerous, with him and Sebastian Vettel taking to the grass to pass the slow Force India. Hulkenberg was handed a five-second time penalty and given two points on his licence. "It is fairly common but it is really dangerous," said Sainz. "The pitlane should be a safe place, not a place to race and create chaos."

THE FASTEST NEWS ROUND-UP



Tiago Monteiro won the opening World Touring Car Championship race at the Slovakia Ring thanks to a late-race move on Mehdi Bennani. Monteiro's Honda team-mate Rob Huff completed the podium, while reigning champion Jose Maria Lopez could only manage fifth in his Citroen. However he bounced back to take a dramatic win in race two. Lada's Nicky Catsburg led for much of the race but Lopez and Monteiro reeled him in and the Argentinian pounced on the penultimate lap, with Monteiro also getting ahead on the final tour. Huff ended the race in the gravel, having run fifth… Simon Pagenaud claimed a controversial IndyCar win at Long Beach last weekend, as he narrowly beat Scott Dixon. Pagenaud appeared to cut part of the yellow line as he exited the pits and tried to fend off Dixon but race officials only gave him a warning. Pagenaud's team-mate, and the polesitter, Helio Castroneves was third after being jumped in the stops… **Two sons of former Formula 1 drivers won the Formula V8 3.5 races at Aragon last weekend. Louis Deletraz won the opener for Fortec after he was gifted the lead when poleman Egor Orudzhev ran wide on the opening lap. Arden's Aurelien Panis won race two after making a better getaway than polesitter Tom Dillmann. Meanwhile, Strakka has suspended its programme in the series after failing to sign any drivers with sufficient budget…** Brit Nick Yelloly will switch from single-seaters to compete in the German Porsche Carrera Cup this year. The Force India simulator driver contested the majority of the GP2 season in 2015… **Carl Edwards dominated an incident-filled NASCAR Sprint Cup race at Bristol Motor Speedway last weekend. Dale Earnhardt Jr finished second despite a battery issue dropping him two laps down at the start but he was aided by 15 caution periods during the race...**



Panis was one of the winners as Formula V8 3.5 began

F1 RACING'S EXECUTIVE EDITOR

STUART CODLING

"So why wasn't Kimi at the driver dinner?"



Stop the press! A group of Formula 1 drivers went out to dinner. And it became 'a thing'.

Thursday press conferences at grands prix have been dull and inane since Tazio Nuvolari was a boy, or at least since the FIA first decided it would be a great idea to force drivers in front of the world's media before the action even starts. But the quality of the questioning, such as it is, has begun to chart new depths in recent years, mostly because of the internet. Social media and lazy journalism make for a heinous tag team.

In more innocent times the likes of Sir Jackie Stewart and Jim Clark and their respective wives would indeed hang out by the pool, or break bread together of an evening, and nobody would remark upon this as an unusual occurrence. Today's millionaire drivers tend to shun one another's society, so, yes, it was interesting to see several of them Tweeting a group 'selfie' from a meal out in Monaco early last week. And, yes, certain drivers were conspicuous by their absence, if you were of a mind to read such things into it.

This, apparently, created a 'big buzz' on social media, which is to say that a great number of people who spend too much time on Twitter became unduly excited about it. #dinnergate was born. What was the *real* agenda behind this soiree? Were they discussing their next move after that bombshell of an open letter to the sport's great and good the other week? *Why wasn't Kimi there*??

That, you would think, would be that – but then came the moment on Thursday when press conference MC Justin Hynes uttered an invitation he no doubt came to regret: "Questions from the floor?"

The questioning that followed was interminable. Who had the idea to go out to dinner? Were you aware of the buzz it created on social media? Who chose the restaurant? Who paid the bill? *Why wasn't Kimi there*?? It reached a point at which even a dead horse would have leapt from the floor and begged for it to end.

No deceased equines being present, it fell to Valtteri Bottas to say politely but firmly, "Everything was already said – yeah, nice dinner".

No one present will win a Pulitzer for this but, as Professor Brian Cox once remarked, no knowledge is wasted. So, if you're interested: Lewis Hamilton chose the restaurant; they split the bill; they've been trying to arrange it since their last similar get-together in Korea in 2013; Kevin Magnussen was at a Renault function in a nightclub; and Kimi Raikkonen "had work to do" in Taiwan.

For the majority of you out there who have better things to do than wallow compulsively in Twitter's ongoing slow-news day, don't worry. Walk on. Nothing to see here…

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RACING NEWS

IN BRIEF

Reid denied

Anthony Reid was denied an unexpected return to prototype racing for the first time since 2002 after a last-minute attempt to race in the European Le Mans Series was scuppered by him not holding an official driver-rating status. Reid was set to race the Murphy Prototypes Ligier LMP3 alongside Michael Cullen and Tony Ave.

Howard's test

Andrew Howard was not able to qualify for the British GT race at Brands Hatch due to his European Le Mans Series qualifying demands. Howard was sharing his Aston Martin Vantage GTE with Darren Turner and Alex MacDowall at Silverstone and had planned to qualify and then dash back to Brands to qualify the Vantage GT3 he shared with Ross Gunn. Howard's timed run in the GTE car came in the wet, so his time wasn't within the 107 per cent margin. He had to forfeit Brands to do the dry ELMS qualifying session. He won his class in ELMS, and Howard and Gunn raced from the back of the British GT grid to finish fifth on Sunday.

Hoy's debut

Sir Chris Hoy finished 10th on his LMP2 debut in the European Le Mans Series at Silverstone. He shared the Algarve Pro Racing Ligier-Nissan JSP2 with Michael Munemann and Parth Ghorpade.

First race in 13 years for former FFord ace England

Former British Formula Ford ace Christian England won on his racing comeback after an absence of almost 13 years in the European Le Mans Series opener at Silverstone.

The 34-year-old, who finished second in Formula Ford in 2002 but dropped out of racing after a part-season in the British Formula 3 Scholarship Class the following year, was part of the United Autosports Ligier JSP3 crew that won the LMP3 class alongside Alex Brundle and Michael Guasch.

"I've not been to a race track, not sat in a car for 13 years," England said. "It's amazing how we put this deal together. On January 1, I didn't have a licence and had to do my ARDS test to get one. It's a huge surprise, but what a way to start."

England drove the final stint of the race and had to manage a limited fuel load on the way to the chequered flag despite a late splash-and-dash under full-course yellow. He admitted to being rusty but his pace improved after a tentative start.

"The traffic was a culture shock," he said. "We were close on fuel at the end and it's the first time I've driven in a race where I had to manage the pace as such. I'm used to just getting my head down."



England last competed in British F3

Photos: LAT, Jakob Ebrey

AUDI APPEALS ITS WEC EXCLUSION

Winning car denied Silverstone glory because of excessive plank wear

By Edd Straw

Audi has appealed against its disqualification from victory last Sunday's World Endurance Championship opener at Silverstone.

Andre Lotterer, Benoit Treluyer and Marcel Fassler won the race on the road in the #7 Audi, but the car was excluded four hours after the race when the underfloor plank wear was found to be greater than the 5mm allowed under article 3.5.6 of the LMP1 technical regulations.

Audi attempted to explain the excessive wear in the stewards' hearing, but this was rejected by the stewards. It is likely to form the basis of the appeal, the date for which has yet to be finalised.

The exclusion handed victory to the #2 Porsche driven by Romain Dumas, Neel Jani and Marc Lieb, which had finished 46 seconds behind.

Audi had been encouraged by the performance of its new R18 e-tron quattro on its debut after a test programme blighted by reliability problems. The car took Audi's first pole position since 2013 in qualifying, and was able to beat the Porsche in a straight fight – although the #1 Porsche had been quicker prior to its retirement.

"It's amazing, and a great relief for the whole team," said Lotterer prior to the car's exclusion. "We had some luck, the #1 Porsche had an accident and it was quite quick. Our car had zero issues and was great to drive so it is a fantastic reward for the Audi Sport crew that worked so hard over the winter to develop this car. It was not easy – our mechanics have barely had any sleep."



Audi took pole but was denied victory



Porsche was on course for victory

Hartley given official warning after clash with Wainwright prevented victory

Brendon Hartley was given an official reprimand by World Endurance Championship stewards for causing a collision with the Gulf Racing Porsche of Mike Wainwright.

The #1 Porsche was on course to win when Hartley attempted to lap Wainwright around the outside of the fast left-hander at Farm. Wainwright followed his usual line and as Hartley moved left after clambering over the rumble strip at the exit he hit the Porsche.

The LMP1 machine was launched onto its side before returning to its wheels as both cars flew into the gravel trap.

Hartley was described as being "responsible for the lack of caution" in lapping Wainwright by stewards.

"I wanted to get past a GT car on the outside, which is quite normal through there," said Hartley before the stewards' decision. "But the driver didn't see me and used all of the road. I don't want to blame anyone but it was a shocking moment."

Wainwright was also uninjured in the crash. "I was a passenger," he said. "I didn't even know he was there."

Toyota confident there is more to come from new car after Silverstone podium

Toyota is confident it will make rapid progress with its new TS050 LMP1 after the car finished second on its debut in the Silverstone World Endurance Championship opener.

The car features a new 2.4-litre V6 with direct injection turbo and a move to the 8MJ hybrid class thanks to a switch from supercapacitors to high-voltage lithium-ion batteries. It was reckoned by the team to be around a second off in terms of race pace and did not threaten the Porsche or Audis, but is still early in its development.

"In terms of performance, we were behind Audi and Porsche but we improved during the race," said Stephane Sarrazin, who shared the second-placed car with Mike Conway and Kamui Kobayashi. "The pace was not far off at the end. We have good potential but we need to improve everything for the next race."

Conway admitted that work is still being done on getting the car running as hoped before moving to fine tuning.

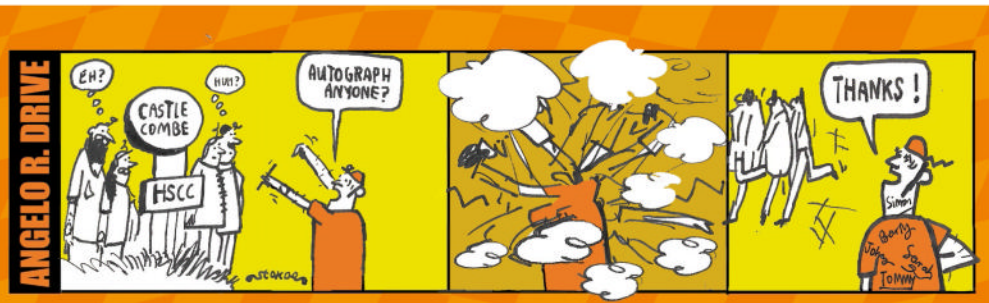
"We were just trying to get all the systems dialled in and maximise the performance," he said.

The sister car of Anthony Davidson, Sebastien Buemi and Kazuki Nakajima was on course to finish ahead before the Japanese driver suffered a right-rear puncture. The flailing rubber did extensive damage to the bodywork, sidepods and floor and forced a stop for repairs. The car did finish 16th, which was enough to give Toyota the lead in the manufacturers' championship.



Toyota has shown 'good potential'

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'Bentley crew deserved more'
British GT at Brands, p22



Photos: Jakob Ebrey

MSV TO INVESTIGATE F3 CAR TRANSMISSIONS



Enaam Ahmed was one of the drivers that had trouble

MotorSport Vision Racing will conduct a full review of the transmission in the BRDC Formula 3 Championship cars following a series of setbacks for teams at Brands Hatch last weekend.

Some teams and drivers have complained about transmission issues, with much of the focus being placed on the sintered clutch and hydraulic actuator system. Last weekend a number of frontrunning cars – including championship challengers Toby Sowery (Lanan Racing) and Enaam Ahmed (Douglas Motorsport) – suffered problems with their car's transmissions.

MSV's group head of operations Giles Butterfield told *Motorsport News* that any repeated technical issues would be investigated and taken seriously by MSVR.

"We will look into the transmission and clutch system of the cars following some issues last weekend, but we don't believe there is an inherent problem with the specification of the car at all," he said.

"We understand that it is frustrating for people to have issues, and we don't want to see drivers non-scoring or retiring due to technical issues. But not all problems last weekend were clutch-related, some were traced back to be electrical or hydraulic upon further inspection by teams.

"Drivers also need to take care of a clutch. It's not a carbon clutch, so you can overheat it and break it if you really push too hard, so they need to understand the limitations of its use. The alternative is a very costly carbon option, which we'd like to avoid.

"Teams have done hundreds of pre-season testing miles and have had limited problems and we as a company have tried and tested these clutches. We wouldn't have fitted them if we didn't see them as up to the job.

"Any further problems will be monitored closely and if there is a recurrent issue we'll work with the teams to fix it."



Lloyd (l) and team head Jeff Smith

Briton Lloyd gets BTCC entry with Eurotech

GT racer Dan Lloyd will join the British Touring Car Championship from the next rounds at Thruxton onwards.

The 24-year-old, who contested three races with the Triple Eight team in a Vauxhall Vectra in 2010, has signed to drive a third Eurotech Racing Honda Civic Type R for the remainder of the season. The team has picked up the licence from Andy Neate's withdrawal (*see story below*).

Lloyd inked his deal last Sunday morning at Donington Park. He said: "I tested with the team ahead of the season in the wet at Brands Hatch and I was impressed with the way it operated. I have been looking to do the BTCC for a long, long time and it is the biggest championship in the country. It is going to be a step into the unknown to start with, but I want to get familiar with the car quickly and be challenging for podiums. Starting at Thruxton is going to be an eye-opener."

Team principal Jeff Smith, who also races for the Eurotech team alongside Martin Depper, said: "It is vital for our future that we have a strong, young driver who will help push the programme forwards. Dan is keen to help Martin and myself move up the grid."

Neate quit the BTCC to support karting son

Andy Neate has quit the BTCC to concentrate on the career of his karting son Aiden, according to a statement from the driver.

Neate took part in the opening round of the series at Brands Hatch at the beginning of April, but his deal to drive with Team Dynamics in a Honda Civic Type R fell apart in the build up to Donington Park. The TOCA BTCC Licence associated with the entry has been awarded to the Eurotech Racing team (*see above*).

Neate, 41, said he would now concentrate on his son's career as he tackles Formula Kart Stars. Neate said: "While the guys at Honda and Dynamics have been great, your heart has got to be in something to commit fully.

"With so much going on, my lack of full commitment and focus on the job isn't the best way forward. I'm going to enjoy watching my little man take the reins. I got so much joy seeing him get his first British podium recently."

FIA F3 Light concept to be based on BRDC F3

A variation of the current BRDC British Formula 3 car could be used to form the basis of the FIA's new F3 Light category, which it wants to bring in to bridge the gap between domestic F4 and European F3.

BRDC British F3 runs a modified version of a Tatuus FIA F4 chassis fitted with a two-litre 230bhp Cosworth-Ford engine. The FIA wants to rejuvenate regional F3 classes, and is working with chassis constructors Tatuus, Mygale and Dome to develop a concept for the proposed new class.

Current British F3 teams have spoken of their confusion at the concept of F3 Light. Carlin boss Trevor Carlin said: "To be honest I get thoroughly confused by the FIA's stance on this. We had something called F3 Lite, it was called British F3, and they killed it with various rule changes and squabbling.

"The FIA never talk to the teams or ask opinions and that's why we're in this situation and this state after they closed the door for British F3 before. The FIA should write the rules and leave the countries to it.

"Now they realise they've made a mistake and we have a very good product, which is now called F3, but they're not F3 cars."

HHC's Charlie Kemp added: "We need a clear F3 structure in this country with a clear step to Europe. We don't need more European series. This BRDC F3 package works."



Hyman was fast but unlucky on guest BRDC F3 appearance

FIA F3 racer Hyman makes BRDC series bow

FIA European F3 regular Raoul Hyman made his debut in the remodelled BRDC Formula 3 Championship at Brands Hatch last weekend.

Hyman joined the HHC Motorsport team for the triple-header around the Brands GP loop. The 19-year-old, who is racing for Carlin for his second term in European F3 this year, took a best finish of seventh.

"I got the call from Charlie [Kemp, HHC boss] saying there was a spare car and decided it would be fun," said Hyman. "The car is the closest comparison to a true F3 car I've driven. It has good downforce so you can still lean it in to a corner on the throttle and know it will grip, but it can't do it to the extent an F3 car can.

"Testing on Friday was a washout so the first time I'd driven on the dry Pirelli tyres was qualifying, which made it interesting. At the moment this was a one-off."

THE VOICE OF NATIONAL RACING

MATT JAMES

"MG has got two hungry young lions"





Cook and Sutton have turned heads at MG

The pecking order of the British Touring Car Championship is being established as the season is six races old. While Honda has done most of the points collecting with a trio of BMWs on its heals, one of the most pleasing aspects has been the form of MG.

The factory team came in with a blaze of glory and two-time title winner Jason Plato in 2012, and although it won races, the expected breakthrough didn't happen. Even when the 2013 title winner Andrew Jordan signed for the 2015 season, it only took one victory across the course of the season – and that was with Jordan's team-mate Jack Goff.

Jordan jumped ship to Motorbase Performance to drive a Ford Focus, and so Triple Eight, which is now allied to Team BMR, found itself in the lurch.

Step forward Josh Cook and Renault Clio Cup champion Ashley Sutton. Cook's potential in the BTCC was known. He'd led a race in his maiden season in 2015 when driving for the Power Maxed Racing team in a Chevrolet Cruze. He then went on to take a podium finish at Rockingham later in the year. The ingredients were clearly there, but no one really knew just how good he could be.

And then there is Sutton, who has a straight-talking, forthright approach to his sport. He is here to get the job done, and he is not intimidated by anything – let alone the step up to the top flight.

They have both pushed each other hard, and locked out the front row in qualifying at Donington Park last weekend. OK, so the qualifying session might have been blighted by poor weather and a red flag that ruined the plans of others, but you had to be in the game to win it. They certainly were.

Cook mounted the podium in race one after a strong drive after beating his pole-winning team-mate away from the line. It was a good marker for Cook, because he trails Sutton in the points already – even though it is early in the season and the margins are fine. Cook is only nine points adrift.

There is a respect between the two and they know that they will both have to perform to beat each other, let alone the rest. And that has had a really positive effect on the team as a whole too. Triple Eight is a happy place to be again, after all the travails it had last season with the frustrated Jordan.

And that step up in performance, allied to a stronger TOCA-BTCC Swindon engine, means that wins are only a matter of time. Which of the two young lions will get the first will be the interesting thing to watch.

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RACING NEWS

IN BRIEF

Donington issues
A number of Ford MSA Formula drivers were given penalties after a chaotic second race at Donington Park last weekend. Devlin Defrancesco (Carlin), Billy Monger (JHR Developments) and Zane Goddard (Double R) were all handed five-place grid penalties for the finale after incidents with Fortec trio Ross Martin, Alex Quinn and Nicolai Kjaergaard, respectively.

Clio team switch
Daniel Rowbottom has made the switch to Finesse Motorsport for the remainder of this year's Renault UK Clio Cup, but will continue to run under a joint banner with Team Ecomotive. He previously raced for his own team and the move ensures Rowbottom will score points in the Entrants trophy for Finesse. "I'm very happy with this move, which is mutually highly beneficial to both parties and it really brings Finesse into the game in the Entrants championship," said Rowbottom. He finished eighth and sixth in the two races at Donington.

Clio grid size
The Renault UK Clio Cup featured its largest grid since the final round of 2013 at Donington Park with 24 drivers taking part. Championship manager Will Fewkes said the size and competitiveness of the grid had surpassed his expectations and it is likely that more drivers will join in the coming rounds. "I would like to think that we will be up to about 27 [entries] by the end of the season," added Fewkes. "There are still quite a few interested people."

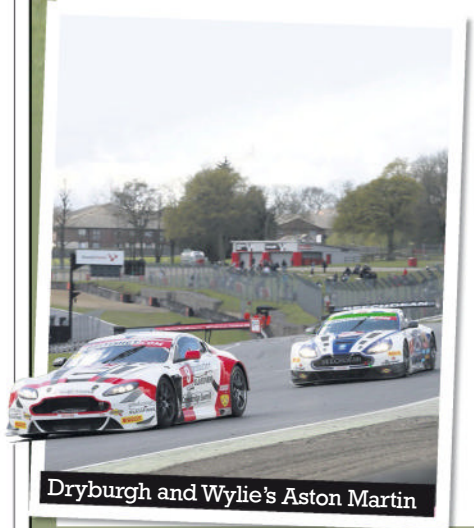
Licence issue
The GPRM Toyota British GT team was left with the challenge of finding a driver at short notice at Brands Hatch last weekend after James Fletcher wasn't allowed to race due to a licence mix-up. Fletcher had a National A licence, but was denied the chance to race at sign-on as British GT demands an International C. GPRM recruited Ginetta GT5 star Ollie Chadwick to share its GT86 GT4 with regular driver Stefan Hodgetts. However, Chadwick never got the chance to race as the car retired with technical trouble early on.

Photos: Gary Hawkins

MOTORBASE LOSES GT ASTON



Dryburgh was lucky to avoid injury in crash


Dryburgh and Wylie's Aston Martin

By Rob Ladbrook

Motorbase will be forced to run double duty with its second Aston Martin Vantage GT3 in order to race in the second British GT round at Rockingham later this month after its first chassis was written off at Brands Hatch last weekend.

Phil Dryburgh was at the wheel of the car he shares with Ross Wylie when he was involved in a high-speed accident at Pilgrims Drop. Dryburgh was attempting to pass the Ginetta G55 GT4 of Nick Jones and the Aston Martin Vantage of Matthew Graham when there was contact and Dryburgh's car was tipped into the barrier before rolling repeatedly. All three cars retired. Stewards looked into the clash but labelled it as a racing incident.

The accident brought out a lengthy caution period, and delayed racing by 40 minutes while barriers were repaired.

Motorbase's Ricki Martino said the car was a total loss, and that the team would have to use its second car at Rockingham. That car is competing in the Blancpain GT Series at Misano this weekend.

"Phil's car is totally gone, it was a very nasty accident," said Martino. "We'll get the wreck back and see what we can salvage from it, but there's no way it'll be repairable. Hopefully we can have a clean race in Blancpain and still make Rockingham as we'll use that car."

Dryburgh added: "I didn't know too much about it really. We touched and next thing I knew I was in the barrier and then the car dug into the wet grass and over I went. They build these things strong."

British GT reverts to using safety car rules

British GT organisers have postponed the use of the controversial Full Course Yellow Code 80 rule until further notice after a troubled debut at Brands Hatch last weekend.

British GT had adopted the system, which is used in European GT racing, for last weekend's opener, but it will be shelved following criticism from teams.

The rule replaces the use of a safety car period by restricting all cars on the track to 80km/h (around 50mph) when an accident has occurred. Cars are tracked by a delta lap time to ensure they stick to the speed limit, but there were multiple instances of drivers and teams misinterpreting the rule last weekend.

Rick Parfitt Jr was leading the race in his Team Parker Racing Bentley Continental GT3, but lost a lot of time during the caution period. He said: "The rule needs to be looked at because some drivers weren't sticking to 80km/h. I had a 14-second lead when the full course yellow started, and a one-second lead a few laps later. How does that happen?"

Century Motorsport Ginetta G55 GT4 driver Nathan Freke added: "Some cars weren't going fast enough and there were some big differences in lap times. These cars only have one speed limiter, which is for the pits, so to stick to 80km/h you're relying on each driver's right foot. Also some cars slowed as soon as they got the radio message for FCY, and others kept going until the first yellow flag."

British GT manager Benjamin Franassovici held a meeting with officials, teams and timekeepers following the race and has decided to revert to using a safety car until further notice.

He said: "We knew there would be gremlins with FCY Code 80, but there were too many aspects outside of our control last weekend so we will not use it again until we can fully control it. FCY is the way forward, and everybody was happy we introduced it, but we have to refine it."

Team Parker to run second Bentley in British GT rounds

Team Parker Racing will expand to running two Bentley Continental GT3s in both the Silverstone and Spa rounds of British GT.

The team will run a second car for its Blancpain drivers Ian Loggie and Callum MacLeod in the three-hour Silverstone 500 event, before Bentley factory driver Steven Kane joins the team and will partner Loggie for the two-hour race in Belgium.

The second car will join full-season entry Rick Parfitt Jr and Seb Morris on the grid.

Team head Stuart Parker said: "There's a larger grid capacity for both Silverstone and Spa and it gives us the chance to give Ian some more mileage, and to work with a factory driver like Steven is great.

"We're delighted with how the Bentley deal is working and the cars are proving they are quick and can do the job. We always wanted to run two cars in British GT, so this gives us the chance to do that and maybe we can expand to two full-season entries next season."

Lanan Racing to continue with Ginetta after dispute ends with Cayman loss

The Lanan Racing team will not field Porsche Caymans in this year's British GT Championship after a dispute with the manufacturer.

Motorsport News understands that Porsche has exercised an option within its contract with Lanan to terminate its deal to deliver two of the new Cayman Clubsport GT4 cars. Porsche's decision comes after two UK-based Cayman GT4s were posted for sale on a motorsport classifieds website.

Lanan, which had already signed Joey Foster and Alex Reed to race the first car in British GT, has categorically denied that it placed the advert or that it concerns the team's cars.

Lanan head Graham Johnson said: "It's ridiculous and came out of the blue. We knew the cars were delayed but I've been checking regularly with Porsche about delivery dates and now this.

"There is no way we would sell our Caymans.



We had one seat already sold and registered for a British championship so it would make absolutely no sense to do that. I don't know who placed the advert, but we feel like we've been thrown under the bus. We'll continue with a Ginetta in British GT until further notice."

Porsche GB declined to comment when approached by *MN*.

A Porsche Cayman Clubsport GT4 will appear in British GT later this year for Nick Jones and Scott Malvern to race. It is expected in time for round three at Oulton Park.

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RACING NEWS

Superkart star Harpham back out

Former European Superkart champion Lee Harpham begins the defence of his F125 Open title this weekend at Silverstone but has had a difficult winter.

He broke his ankle in early February, limiting the amount of pre-season testing he has been able to complete.

"I had the ankle pinned and plated and hope that the healing process has been successful," he said. "As a result I haven't been able to do any pre-season testing at Oulton Park or Silverstone last month."

Harpham will be using a new Anderson chassis for 2016 with the same TM KZ10 motor as last year.

Close rival Chris Needham also has a new chassis for this year. The F125 Open Grand Prix winner has switched from the much-favoured Anderson chassis to a Silverstone chassis designed and built by Kevin Ridley.

"I wanted a bit of a challenge and something different from everyone else," explained Needham. He has also changed engines and will be using an SGM motor for 2016.

The series kicks off at Silverstone and there is expected to be a grid of nearly 30 Superkarts, a number it has not reached for several years.

MSA Formula name change not soon

Ford MSA Formula chief Sam Roach has downplayed suggestions that the category could be imminently renamed as British F4.

FIA Single Seater Commission president Stefano Domencali had told *Autosport* last week that such a move would happen "within a couple of days" after Jonathan Palmer had apparently relinquished the F4 naming rights as his series has been rebranded as BRDC British Formula 3.

However Roach said that a name change would not happen yet. "We are just waiting for decisions from the MSA," he said.

Domenicali said that the category becoming British F4 would make the UK's single-seater ladder clearer. "Last year [in Britain] there was great confusion and we received a request from the MSA to find a solution," he said. "This was an acceptable compromise for the British federation to be aligned with the FIA strategy."



Domenicali (l) wants change

Photos: Jakob Ebrey, Gary Hawkins



British GT was at Brands Hatch

BRITISH RACE ORGANISERS WANT FEWER CLASHES

Frustration as WEC, BTCC and British GT all ran together

By Rob Ladbrook

Organisers of Britain's major championships have called for more coordination when scheduling fixtures, following last weekend's congested programme of events.

Last weekend proved to be one of the busiest British motorsport weekends in recent years, with the British Touring Car Championship racing at Donington Park, British GT and BRDC Formula 3 at Brands Hatch, as well as the UK's FIA World Endurance Championship round at Silverstone. The Historic Sports Car Club also held its grandee 50th anniversary meeting at Castle Combe.

The schedule proved a challenge, stretching resources in terms of officials and volunteers, such as marshals.



Tate wants date communication

Alan Gow, head of BTCC organiser TOCA, said other championships should work harder to schedule dates earlier to avoid similar clashes in the future.

Gow said: "We did our [BTCC] calendar last July. If other championships could be as efficient, we wouldn't have these clashes. FIA series like the WEC put their calendars out in December [to coincide with the World Motor Sports Council meeting]. I can understand the frustration from fans."

Donington Park manager Christopher Tate added: "One of the extraordinary features about international motorsport at the very top level is that we are in danger of looking amateurish compared to other sports. The Rugby World Cup Final, the Olympic Games – and a whole series of other major sporting events are announced at least two years in advance.

"In my opinion it remains a scandal that the international governing body is unable, because of the delays in fixing the F1 calendar, to announce the dates for all of its other series until the December World Council meeting of the FIA.

"If we were in any other country apart from the UK, then it would not be possible to hold three major race meetings across the country's leading circuits on the same weekend. There wouldn't be sufficient marshals and medics. We are fortunate we have that large army of volunteers."

British GT manager Benjamin Franassovici said British GT's schedule had to fit around SRO's European classes, like the Blancpain GT Series: "We don't want clashes, particularly not with BTCC and WEC, so to have all three on one weekend is bad. There wasn't much we could do this year. There are only four dates on the Brands GP circuit so you take what you can get. The issue is there's too much racing going on everywhere now, but then again if there was less, people would complain."

Additional reporting by Matt James.



Quinn took maiden car racing win at Donington Park

Quinn secures maiden single-seater win

Ford MSA Formula rookie driver Alex Quinn secured his maiden car racing win at Donington Park last weekend, in only his fourth race.

The 15-year-old Fortec Motorsports driver claimed a lights-to-flag victory in the opening race in Leicestershire having started on pole position, despite a hailstorm just before the start of the race creating difficult conditions.

"That was amazing to take my first win," said the Racing Steps Foundation-backed driver. "It was really tough with the weather changing and I was a bit nervous. But I was quick in testing and that gave me a confidence boost."

Fortec boss Richard Dutton added: "It was very impressive considering it was only his second weekend in cars."

Quinn was one of the drivers involved in an incident in a chaotic second race and was sixth in race three. He is sixth in the points and leads the rookies.

Younger Neal son joins Mini Challenge

Will Neal, the youngest son of British Touring Car racer Matt, will make his full season debut in the Mini Challenge this weekend.

Neal will take over the Cooper Class car that his elder brother Henry raced in the championship last season. Henry has graduated into the faster F56 JCW class for this season. Both Neals will be run under the family Team Dynamics banner.

Will Neal, who works as an engineer for the BTCC team, said: "I went to Uni so I'm later into racing than Henry was. I almost wish we'd both done it last year as we could have pushed each other on.

"Henry will help me out with learning things and then next year, if he is still in the JCWs, I will be there too. I've done a few Scottish Legends races before and then I went to work on V8 Supercars in Australia.

"My ambition is to make it into the BTCC one day, but right now I just want to get out on track and finish some races and learn as I go."



Ginetta Juniors tackled three races for the first time

Ginetta teams praise triple-header races

Teams praised the new three-race format for Ginetta Junior after it was used for the first time at Donington Park last weekend.

Instead of drivers having their traditional Saturday morning free practice session an extra race took place, featuring a partially reversed grid.

HHC Motorsport's Jodie Hemmings said: "I thought it was really good as it asks a bit more of the drivers.

"There was only an hour-and-a-half between the second and third races so it makes them think a bit more about what they are doing. In the long-term it will make better drivers of them."

Douglas Motorsport boss Wayne Douglas thought the format worked well, but despite his Scholar driver Daniel Harper winning the final race he added that reducing the number of points on offer for the third race could be considered. He said the reverse grid penalises success in the earlier races.

Three races will also take place at Croft, Knockhill, Rockingham and Silverstone later in the year, but at other venues where testing is limited the old two-race with practice format will be used.

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RACING NEWS

IN BRIEF

Parr on course
Parr Motorsport will return to the GT Cup Championship this weekend with new driver Andrew Baker. Baker, who hasn't raced competitively for the last 15 years, will handle the same Porsche 997 GT3 Cup that won races in Peter Smallwood's hands during the 2014 campaign. Baker, who has tested with the team in Spain over the winter, will run the logos of the Cystic Fibrosis Trust on the car as he seeks to raise awareness and funds for the charity.

Saker returns
A Saker RapX will contest this year's GT Cup Championship in the hands of Alan Purbrick and David Brise. The EJM Preparation team will prepare the machine, which runs a two-litre four-cylinder engine. Purbrick raced the car last season alongside Gary Duckman. David Brise graduates to the GT Cup from Formula Ford. He is the nephew of Tony Brise, who drove for both Williams and the Embassy Hill F1 Team in 1975. Purbrick said: "We've boosted the engine from 275bhp to 300bhp and we're expecting to have some proper races. We've also bought a second car and we're looking for drivers for it."

Milner back
Former bike racer Craig Milner returned to the Renault UK Clio Cup at Donington Park last weekend with 20Ten Racing. The 53-year-old last raced in the category with the team in 2014 and picked up a best result of 16th in Leicestershire.

Carrera debuts
Former British GT drivers Adrian Barwick and Salih Yoluc made their Porsche Carrera Cup GB debuts at Silverstone last weekend. Both competed in the Pro-Am2 class for the second round of the championship. Barwick secured a best finish of fifth in the class in race two. Yoluc retired from the opener but picked up a ninth place in the division in the second race for In2Racing.

Crosbie's cross
The driver that lies second in the early National Formula Ford 1600 points standings, Doug Crosbie, is unlikely to maintain his position as he will miss several rounds due to work commitments this year. The 25-year-old is a tyre engineer for Dunlop, and cannot take part in FF1600 races that clash with the FIA World Endurance Championship and European Le Mans Series rounds.

MCR expands
Sportscar team Michael Comber Racing has expanded into single-seater racing for the first time, running a Van Diemen RF88 for Mazda MX-5 racer Simon Fleet. The Revesby driver, who will continue to race in the MX-5 Supercup this year, will focus on the Northern Pre-1990 FF1600 Championship this season. "I missed out on doing single-seaters after karting, so I am hoping he will let me have a go in it later in the season," said team boss Mike Comber, himself a former Locost champion.

Photos: Jakob Ebrey, Rachel Bourne, Steve Jones



DARE TO BE DIFFERENT SCHEME HOSTS FIRST EVENT

Initiative to encourage female participation in motorsport kicks off

By Fatema Chowdhury

Susie Wolff's flagship Dare to be Different initiative held its first event at Sandown Park last week, introducing 100 schoolchildren to motorsport.

The event, designed to promote the participation of women in the sport, hosted 10 children from 10 different local primary schools and ran taster sessions and motorsport masterclasses to introduce them to the variety of careers available within the sport.

Wolff was joined by GP3 Series driver Tatiana Calderon and aspiring European Rally Championship driver Catie Munnings. Both drivers coached the girls through karting sessions, while Sky Sports presenter Natalie Pinkham provided sessions on media and presentation. An engineering element also allowed the girls to build a hovercraft.

Former Williams test driver Wolff reiterated the importance of the D2BD campaign, which was launched at the Autosport Show in January.

"For me it's important not to just be out in karts but actually seeing a Formula 1 car up close and ultimately inspiring them, even just hearing them say 'yes I want to work on a grand prix car and work as part of a Formula 1 team'," said Wolff.

"It's not going to happen in a year or two, this is going to be a long-term thing; we hope that in 10 years we've got more coming up through. It's about making the outreach programme big"

Calderon added: "It's good that girls have these chances, it's something that I would like to help with so that's really how I got involved."

Future D2BD events are planned later in the year, to be held in Milton Keynes, Manchester, Scotland and Northern Ireland.

Big entry for National FF1600 at Silverstone

Organisers of the National Formula Ford 1600 Championship are confident of retaining big grids all season after the series' first standalone round at Silverstone this weekend attracted the biggest entry in recent years.

As *MN* closed for press, 31 cars had signed up for the double-header on the Silverstone International layout, almost double the entry for the corresponding fixture last season.

The championship has enjoyed an surge in interest this year after a new partnership with the Mazda Road to Indy scheme, which will allow the champion into a global shootout to win a fully funded single-seater season in America in 2017.

While the opening round of the series at Oulton Park boasted a 27-car grid, entries were mixed with the local Northern Championship.

"To have so many cars for the first standalone National round was so important," said leading team boss Cliff Dempsey. "With the huge Mazda Road to Indy prize we would have been disappointed not to have 30 cars at a track like Silverstone.

"The prize has helped give the championship some impetus and has brought a lot of young blood into the class again. I reckon we're looking at this type of entry for all the rounds this year."

Only drivers aged 25 and under are eligible for the Mazda Road to Indy prize. Some more senior racers in the series have suggested more could be done to retain those drivers. Rob Hall raced at Oulton, but won't do the whole season as he focuses on the Walter Hayes Trophy and Brands Hatch Festival contests instead.

Hall said: "There should be more prizes, such as the entry fee for the following season to the champion, to encourage them to come back and defend the title."



National FF1600 has a healthy grid for Silverstone races

Team Fox Racing steps up to F3 Cup with two ex-British F3 Dallaras

Multiple Monoposto champion Robbie Watts will return to the F3 Cup this year as part of a multi-car entry from Team Fox Racing.

The Silverstone-based squad will field a total of three cars, but could expand to four later in the year.

It will run an ex-Hitech Racing Dallara F308 fitted with a Volkswagen engine for Watts, who lifted the Mono 2000 title three times between 2013 and '15.

Daryl Jones will handle the team's second entry, which is the Carlin Dallara F308 that Zach Claman deMelo took to two F3 Cup wins at Snetterton last season. The team will also assist with the running of Mark Harrison's older F302-Toyota.



Daryl Jones will race this ex-Carlin F308, Watts has sister car

Team boss Dan Fox, who formerly worked with the Red Bull F1 Team and Fortec Motorsports, said: "We've run Robbie in Monos for the last few years and been very successful so we've wanted to move up a step for a while.

"We want the title this year and we're looking at bringing an additional car out later in the season."

The opening rounds of the F3 Cup take place at Donington Park this weekend and a 15-car grid is expected.

Hyundai Coupe Cup set to continue with standalone contests

The Hyundai Coupe Cup held its first standalone races at Rockingham earlier this month, after switching from the Track Attack Race Club to the British Automobile Racing Club.

The series attracted a record 15 cars for the opening round and that number is set to rise.

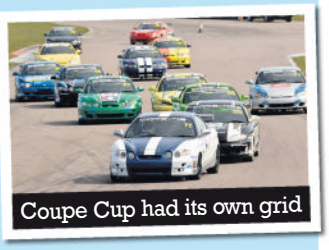
Championship organiser Jon Winter said: "It was brilliant, I couldn't ask for much more. It created a real buzz just from having our own standalone races.

"It was our first race meeting after joining BARC's roster. It's a series I've worked on for four or five years and moving to BARC has made it what it should be – we fit in nicely with their roster. They don't really have a budget series and we are bargain basement, pulling new people into motorsport.

"It's been a long, hard slog but now it's in the right place and there should be more cars out later in the year."

Ian Goodchild won the first race at Rockingham, while Winter was victorious in the second after a last-lap move.

The next round is at Cadwell Park on May 14/15.


Coupe Cup had its own grid

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HISTORICS

'Briggs won an entertaining race'
HSCC at Combe, p30



Photos: Paul Lawrence and LAT

DOWN THE PUB WITH BRIAN CULLEN

Age: 72 **Lives:** Co Clare, Ireland
Irish veteran

He's been racing for 53 years

"I've been racing since 1963. I've retired a good four times in between! In my early days I did everything from hillclimbs to rallies and anything that had a competitive element. But my real interest was to get into single-seaters. It developed, though not with any great plan, from Irish events to a few in the UK and, before I knew what I was into, I was into International Formula 2."

He raced against some big names

"I did F2 in 1970 and 1971 in a Brabham BT23C. It was a Winkelmann Racing ex-Jochen Rindt car. It was a lovely car with a good engine. I was very fortunate because they really were special days to be in F2. On the grid for some of the races I was usually not too far behind Emerson Fittipaldi, Jackie Stewart and Jacky Ickx and all the big names of the time."

He then raced a sports-racing car

"I retired after the 1971 season. F2 was changing to two-litre engines and I'd run out of money so I had to call it a day. Many years later with my son Mark we formed a fun team with a Crossle 9S and we won a six-hour race at Magny-Cours outright. We raced mostly on the continent and had fun and made some great memories. Then I retired for good…"

And a Lotus

"Bob Montgomery, a very good journalist in Ireland, bought a Lotus 2-Eleven to race with his son in 2008, but his son didn't have the necessary race licence. So he asked if I'd fill in until his son got his licence. We did very well and finished third in the Lotus Cup Europe. Then I retired for good…"

A chance offer tempted him back

"Paul McMorran, who owns Crossle, asked me if I would drive a 12F in the 50th birthday event at Kirkistown. I didn't know what a 12F was but it was a lovely car and I raced it as a one-off and, of course, that gave me the bug again."

Now he's in Classic Racing Cars

"I came across this Crossle 19F for sale in America. I remembered the car because I'd raced against it in period. It's a lovely car to drive with no great vices and it is nicely balanced. I'm doing the Classic Racing Cars with it this year."



Cullen: tempted back



LE MANS PODIUM FINISHER TO RACE IN UK

1952 Nash-Healey to race in packed Tom Cole Trophy at Silverstone

By Kevin Turner

The Nash-Healey that finished third at the 1952 Le Mans 24 Hours will return to racing in a capacity field for the Tom Cole Trophy this weekend.

Chassis X6 was originally built as a coupe but was crashed in the 1952 Mille Miglia, just six weeks prior to Le Mans. It was rebuilt with its current open bodywork and Leslie Johnson/Tommy Wisdom took the four-litre machine to third at La Sarthe, behind a Mercedes 1-2.

Historic racer Sam Stretton will drive the car in the Tom Cole Trophy for sports-racing, production sports and GT cars of the 1946-1959 era at Silverstone on Saturday. It is believed it will be the car's first UK race since 1951.

Stretton, who has driven the car on the road, said: "It seems a typical, stable 1950s car. I'm looking forward to racing it, it's got a lot of torque. I've no idea where we'll be, but the nice thing is to get the car out."

The Nash-Healey is owned by Jose Fernandez and Stretton hopes to appear at other races later in the year if the car runs well at Silverstone.

The race commemorating the career of Anglo-American driver Tom Cole, which replaces the George Abecassis Trophy run at the event for the last three years, has attracted a full 34-car field. Other leading entries include Darren McWhirter's Lagonda V12, Christopher Keen's Kurtis 500S, Steve Boultbee Brooks' Aston Martin DB3S and the Frazer Nash Le Mans Replicas of Martin Hunt and John Ure.



Shinner battled on debut

Caterham ace impresses on Historic Formula Ford debut at Combe

Former Caterham champion Neil Shinner made his Historic FF1600 at Castle Combe when he raced the ex-Mike Wrigley Merlyn Mk20 under the wing of Nigel Grant.

The Cornwall-based toy designer raced in FF1600 in the mid-1980s in the Dunlop-Autosport Star of Tomorrow Championship as a youngster. He returned to racing six years ago when a serious leg injury curtailed his motorbike enduro activities.

He took two Caterham Graduate titles but always hankered after returning to single-seaters.

"I wanted to do Formula Ford again; it was a real passion," said Shinner, who finished seventh in the first race at Combe.

Shinner also has a Reynard SF78 for Historic Formula Ford 2000 and hopes to race both cars on some weekends this season.

Thornton returns Chevron to the track

An ex-Digby Martland Chevron B8 raced in the UK for the first time since 1968 during the Guards Trophy race at Castle Combe last Sunday.

Experienced historic racer Greg Thornton has had the Chevron restored to original specification after it apparently spent more than 40 years in South Africa.

It is believed that the car went to South Africa in 1969 for the Springbok Series and Martland rolled it at Kyalami. It was left in South Africa after the accident and converted into a spyder with a Mazda rotary engine and raced through until the 1990s.

Thornton discovered it four years ago and has had it totally rebuilt by marque specialist Vin Malkie.

"This weekend was the car's first race as a Chevron B8 since 1969," said Thornton, who has 38 weekends of racing planned this season across his collection of historic cars.



Gareth Burnett and Martyn Taylor won the Flying Scotsman when the three-day trial for Pre-War cars ended in Scotland last Sunday. Sometime historic racer Burnett also won the 2013 event in his 1931 Talbot 105.

Hunt celebration for Goodwood

The racing career of James Hunt will be a major theme at this year's Goodwood Festival of Speed (June 23-26).

To mark 40 years since Hunt beat Niki Lauda by a single point to win the 1976 World Championship title, examples of significant cars from Hunt's career will be at Goodwood.

From his F1 days, the cars he raced for Surtees, Hesketh, McLaren and Wolf will be on hand, while other race cars will trace his early career along with his Austin A35 road car.

His sons Tom and Freddie, along with family, friends, fellow drivers, team members and mechanics, will be at Goodwood to join the celebration.

IN BRIEF

Goodwood stars

Stars confirmed for this year's Goodwood Festival of Speed include GP winners Rene Arnoux, Tony Brooks, Jenson Button, Emerson Fittipaldi, Jochen Mass, Sir Stirling Moss, Riccardo Patrese, John Surtees and Mark Webber. Le Mans winners Richard Attwood, Derek Bell, Emanuele Pirro and Vern Schuppan will also be there.

BMW at 100

The Goodwood Festival of Speed will celebrate 100 years of BMW success in motorsport with a feature display. Cars on show will include the 1940 Mille Miglia-winning 328, an M1 Procar, the 1982 Brabham-BMW BT52 F1 car and the 1999 Le Mans-winning V12 LMR, as well as 635CSI and M3.

Graeme Rogers

***MN* is sad to report the death of Australian race engineer Graeme Rogers, who suffered a heart attack on April 1. Rogers, 51, was renowned for his work on Formula 5000s and was back in the UK to work on the cars of Greg Thornton through the summer. Thornton's cars carried a black nose stripe over the Castle Combe weekend.**

Ginetta-Lotus switch

Former Ginetta G4 racer Patrick Ward-Booth has switched to the ex-Roger Waite Lotus Elan for this year's Historic Road Sports Championship. Ward-Booth has sold his G4 and a Ginetta G12 but still owns the G16 he will share with Ian McDonald in the Guards Trophy races, although they failed to start at Castle Combe after issues in qualifying.

Eagling one-off

Dan Eagling starred in the first Historic FF1600 race at Castle Combe in a Lotus 61 he has rebuilt for owner Andy Langridge. The car was found in the US and was shipped back to the UK where Eagling has totally restored it. Langridge and his son Adrian are both planning to race the Lotus this season.

Kivlochan's B6

Regular historic GT racer Kevin Kivlochan made his Chevron B6 debut at Castle Combe in the ex-Digby Martland car that has not raced for some time. Kivlochan will race the Chevron in the Guards Trophy and campaign his Historic Road Sports Morgan Plus 8 at the same events.

Porsche power

Mini Cooper racer Steve Jones has added a 1965 Porsche 911 to his stable and had a debut run at Castle Combe in testing last week. Jones, from Shepton Mallet in Somerset, bought the ex-Michael Koel car from Holland and now plans to race it in the Historic Road Sports Championship.

Skipworth's Europa

A year after a hefty accident in testing at Thruxton, former Jaguar racer Steven Skipworth made his Lotus Europa debut in the 70s Road Sports race at Castle Combe (below). The rebuild of the car took nearly 12 months and Skipworth finished 11th.



HSCC GRIFFITHS FORMULA PARADE AT CASTLE COMBE PAGE 31

RALLY NEWS

HIGGINS

SET FOR NEW TT RECORD RUN




That 'moment' on Bray Hill

By David Evans

Mark Higgins will return to the Isle of Man next week, when he starts testing a Prodrive-prepared Subaru WRX STI for another TT course lap record.

The Manxman's attempt was announced at a press conference in Douglas last week.

Higgins broke Tony Pond's 21-year-old lap record in 2011. He then returned to best his own time three years later.

Now James Bond's stunt driver and Subaru America have their eyes on a 120mph average for the 37.75 miles. They'll get three flying laps between May 28-June 11 to give it a go.

Pond became the first driver to take a car around the circuit at an average speed of more than 100mph – the late rally star managed 102.195mph in a production-based Rover 827 Vitesse in 1990. Higgins lowered Pondy's 22m09s to 19m37s in 2011 before going 22 seconds faster in 2014. The record stands at 117.510mph.

Higgins will be looking at the first sub-19-minute lap on four wheels if he is going to stand any chance of getting near a 120mph average.

Fortunately, he is coming with a slightly different car to the near-standard Subaru he used previously.

"The cars I drove for the last two attempts were fantastic," Higgins told *MN*. "With just a little bit of work on the suspension and safety equipment, it was great to achieve the lap times with what was pretty much a standard road car. But this time the Subaru is based on a World Rally Car."

Subaru America has retained six-time World Rally champion Prodrive to work on the car, with additional input from STI, Subaru's own motorsport department in Japan.

The best Subaru brains in the world have come together to produce the ultimate WRX for the ultimate lap of arguably the ultimate track. So far, Higgins has driven the car on two airfields: Turweston and Bruntingthorpe – but next week he is heading home to the Isle of Man, to test on Manx roads for the first time. The team will close a 2.5-mile section of the island's Round Table stage.

"The systems checks I've done in the car have given me a rough idea of how the car may perform," said Higgins, "but it's only next week that we'll really know what sort of performance is possible. The road we are using is a really good stretch of rally stage with some really high-speed corners, we'll see what's what then."



After that, the next time the triple British Rally champion will drive the car in anger will be as he heads across the start-finish straight in Douglas, bound for Bray Hill at more than 160mph in early June.

Out on the faster sections of the lap, Higgins previously maxed out at 164mph – he could be north of 170mph this time around.

"We should be looking at getting a bit more out of this year's car," said Higgins, "but at the same time, we're doing this without taking unnecessary risks."

And that means a lift at the bottom of Bray Hill, a place where Higgins' heart beats just a little faster following his 150mph moment in 2011.

"Even before that moment I knew Bray Hill would be one of the trickiest parts of the lap," Higgins said. "You drive down there at 30 or 40mph and nothing prepares you for what it's going to be like at 160. It's flat on a bike, so I thought it would be the same in the car. Turns out I was wrong! It's definitely a lift now – we're going to be sensible."

Higgins won't know exactly when he can drive his laps, that's in the hands of the weather.

He added: "It's quite tricky not knowing exactly when you're going to get to go – but that's what it's like every year for the boys on the bikes, so you just have to get on with it. I'll probably do a few practice laps on a bike myself, just to remind myself what the roads are looking like. Trouble is, the circuit's a living thing and it's changing all the time – you never get two laps identical and with it being so long with hundreds of corners, the perfect lap is pretty much impossible. But we'll give it a go."

Higgins' deference to the bikes is understandable. Impressive as his 117mph average is, John McGuinness still holds the outright record at 132.701mph – that's 17m03.567s for 37.75 miles on a Honda CBR1000RR last year.

FRANCIS BEATS PAYNE TO BTRDA WIN ON SOMERSET STAGES PAGE 32



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'Henry dominates Irish Forestry'
Moonraker report, p35



Photos: mcklein-imagedatabase.com

CITROEN AND TOYOTA TEST DEBUTS



New C3 WRC has broken cover

World Rally Championship giants Citroen and Toyota have taken the next step to their series return next season.

As expected, Britain's Kris Meeke spearheaded the French firm's first test of the C3 WRC last week. Toyota Gazoo Racing will run its Yaris WRC for the first time in central Finland this week.

Following a shakedown close to Paris, Citroen completed three days of rough gravel running gravel at Chateau-de-Lastours and Fontjoncouse, near Narbonne between Thursday and Saturday. French newspaper *L'Equipe* explained the roads selected were particularly rough as Citroen sought to expose weaknesses in the new car as early as possible.

Meeke completed 60 miles of running on the first morning.

He said: "I drove the car for the first time for the shakedown in Satory, on Monday. I have been to the factory a few times and seen drawings on a computer screen. Before Monte Carlo, I also sat in a bodyshell to position the seat, but you see nothing in a bodyshell. So it [the Satory test] was the first time I saw [the car] and it was impressive."

Meeke admitted that first test was an emotional one.

The Dungannon driver said: "I have to say that I am living my dream! It's great to be part of such a project from the very beginning – Citroen's another league. It becomes obvious that the experience of the team really counts at this stage; it feels already like a proper rally car where we can explore the limits."

Meeke praised the FIA for the new-for-2017 rules, adding: "The car looks fantastic and much more sexy with those new FIA regulations. I am pretty sure that the spectacle will be amazing for all the fans.

"The sensations are different. It was a big pleasure to experience that for the first time."

Citroen Racing director Yves Matton said the new car was a big step over the current World Rally Cars.

"It's always special to see a new car launched and it is not so often you can experience this in a career as a team boss," said Matton. "It's the result of hard work from all the team. It's a delight, the noise is very aggressive, the behaviour of the car also. The car looks fast, it's a good step from the generation of World Rally Car we have now. We haven't been stopped for all the morning, no major problems and Kris's comments are very positive."

After two days in the test car, Meeke stepped aside to let Irishman Craig Breen get behind the wheel for the first time.

Toyota's initial shakedown is likely to be completed by team principal and four-time world champion Tommi Makinen.



Argentina warning

Argentina officials promise a safe event despite warning

Officials at Rally Argentina are confident they can deliver the kind of safe event needed to keep the South American event on the World Rally Championship calendar next year.

Argentina and Rally Poland received a formal warning for spectator control from the FIA last year – similar issues this time around will result in the rallies being ejected from the calendar.

Six fans were injured when Hyundai driver Hayden Paddon rolled his i20 WRC on the Capilla del Monte to San Marcos stage in Argentina last season.

WRC safety delegate Michele Mouton inspected the Rally Argentina route last month and forced a complete rethink of the leg two stages.

General coordinator of the event David Eli said: "We had to make a compromise with this year's rally, but we have to recover. We will implement areas closed to the public this year and we will inform spectators of precise locations."

Dr Jorge Rosales, president of Automobile Club Argentina added: "We are working hard with all parties to improve security this year. We worked with Michele Mouton to ensure that people enjoy this event and the event continues for many years."

Latvala hoping for Ogier woe in title fight

Jari-Matti Latvala starts this week's Rally Argentina hoping to further his Volkswagen team-mate Sebastien Ogier's miserable run in South America.

The championship-leading Frenchman has never won in Villa Carlos Paz, a record Latvala wants to further on Sunday.

"I don't think Argentina is one of Seb's favourite rallies," Latvala told *MN*. "I know he will be very determined this week, he's so competitive and he will want to win again after missing [out on the win] in Mexico, where he is always strong."



Latvala edged Ogier last time out in Leon to narrow his deficit to the world champion to 50 points – this time last year he was 62 behind.

"I have a better feeling for Argentina," said Latvala. "Mexico has been difficult for me in the past. I have to do what I can, but basically I'm not so worried about Seb."

If it stays dry, Ogier will face a tough task to take his first South American win in seven starts.

"I will do my best to improve my record and win here for the first time," said Ogier, who has been second twice and lost his chance to fight for the win with a first-stage engine problem aboard his Polo R WRC last season. "This is the only rally we've done on the calendar that I haven't won, it would be nice to put that right."

VW on verge of consecutive wins record

A maiden South American victory for Sebastien Ogier – or success for either of his team-mates Jari-Matti Latvala or Andreas Mikkelsen – would be enough for the German team to set a new record for a winning World Rally Championship run.

When Kris Meeke won last year's Rally Argentina, he ruined VW's hopes of the perfect season. The German team will have to wait to achieve a 100 per cent record in a calendar year, but success this week would mean 13 wins on the bounce – something no team has ever done in the WRC.

Volkswagen team principal Jost Capito said: "There is no question about it, when you have achieved a run like this – to go once around the world without a single defeat – and have the opportunity to put the icing on the cake, you are particularly motivated.



Ogier had trouble with VW in '15

"However, we are going about this task in an extremely calm and meticulous manner, as we do at every round of the world championship."

Volkswagen already achieved 12 back-to-back wins from Rally Australia in 2013 to Rally Finland in 2014, but this is the first time since then they've had the chance to break their own record. Prior to Volkswagen's arrival in the WRC, Citroen's run of eight rallies was the longest winning run completed in 2011.

GROUP RALLYING EDITOR

DAVID EVANS

"Higgy is back on the island again for record run"



There's nothing particularly special about Kirk Michael, it's a lovely village in the middle of the British Isles. Predictably and understandably, there's a 30mph speed limit given the close proximity of houses to the A3. But really, it's just a regular kind of place.

A regular kind of place that is, apart from when Mark Higgins is pulling more than 150mph on nearby Main Road in a tweaked and tuned Subaru.

Higgy's back on his island again.

The Manxman remains one of British motorsport's most popular figures and most talented rally drivers. Working on the story of his attempt to break the TT lap record for a car for the third time involved a good deal of YouTube research. Inevitably, I got caught up with the Bray Hill tank-slapper for a long time, but it was the footage of his complete 2014 lap that really took time out of my day.

You can have nothing but massive admiration for what Higgins does. Those fortunate enough to have visited the Isle of Man will know what the place is like. Between the villages, the TT course is all sweeping, double-width roads, the kind of place that encourages you to have a go. And we've all been there and had a go.

But there's a world of difference between pushing the national speed limit and holding sixth through a nearly flat right-hander into Ramsay before letting the car drift into the bus stop on the exit of the following left. At 110mph.

We're all as accustomed as you can ever be to seeing big bikes doing these kind of speeds around the Isle of Man once a year, but seeing Higgins do it in a car that remains so special to our sport is a real treat.

On the subject of the artist formerly known as the Impreza (now called a WRX), watch the whole lap again but tune your ears out of Mark's commentary and into the rasping boxer bark. It's music.

Further research led me to another British hero who, like Higgins, could and should have commanded more respect and results in the World Rally Championship: Tony Pond.

Pondy's lap in a lumbering Rover 827 was just as special 26 years down the line. Granted, it was missing the hold-your-breath-shut-your-eyes corner speed, but seeing it bounce along Cronk-y-Voddy with the speedo off the clock wasn't exactly a poor second.

After a seven-week gap between World Rally Championship rounds, it was quite a difficult decision not to fill this space with news of the impending South American adventure. Then there were full-time World RX debuts for Sebastien Loeb and Ken Block in Portugal last weekend, both providing ordinarily great column fodder.

But there's something about the incongruity of Subaru America's latest quest.

Not to mention the incongruity of Higgy, the everyday superstar.

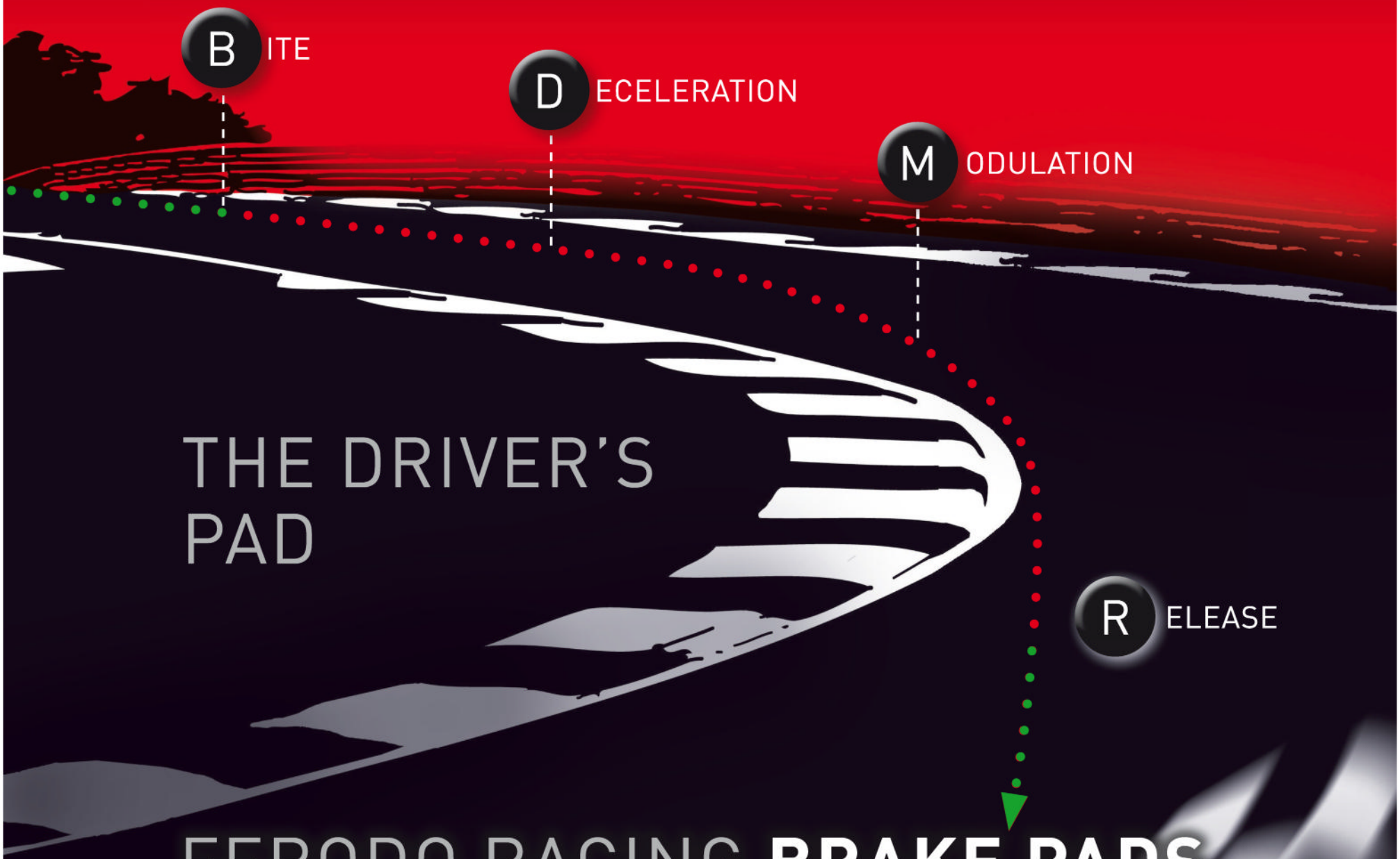
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'Solberg opens with World RX victory'
Montalegre report, p37



Photos: Red Bull Content Pool, mcklein-imagedatabase.com

PETERHANSEL TO SACRIFICE FOR LOEB

Twelve-time winner ready to give up victory shot to help Loeb win



Multiple Dakar winner Stephane Peterhansel is ready to sacrifice his own chances of a 13th win on the classic event to help Peugeot and team-mate Sebastien Loeb.

Peterhansel earned his sixth win in a car at Dakar earlier this year to match his six on a bike, but says now the time has come to help Loeb, who he describes as "probably the best driver in the world".

"We know that Sebastien is the future of Peugeot in the Dakar," he said. "We will try to help him, I can drive like a shadow for him in the future, I don't mind.

"I will do everything what I can to help him win. Seb and Daniel [Elena] have the capacity to win Dakar really quickly."

Peterhansel, 50, was impressed with Loeb's speed in the first half of the Dakar, but added that experience would help him on his second attempt next year.

"Loeb can win Dakar," he said. "He can learn very quickly. He made some mistakes this year, but he is really intelligent and he won't make the same mistakes again next season. He's in a really good team, with good team-mates: Cyril Despres, Carlos [Sainz] and me – he will learn from us really quickly."

Asked how much longer he would compete at the highest level of cross-country rallying, Peterhansel said: "I will definitely do next season, but will I be here in five years? No. I don't know how long to stay; Carlos [Sainz] is a couple of years older than me, but look at him this year – he was so quick! Now, I don't need to win again. I can drive completely for the team."

Loeb was leading this year's Dakar until the eighth stage when he rolled his 2008 DKR, giving Peterhansel a two-minute lead.



Peterhansel scored 12th Dakar win in 2016 with his sixth car victory

PH Sport optimistic on running three 2008 DKRs

French preparation firm PH-Sport has reported an overwhelming response to its Peugeot-based Dakar programme for next season.

The firm's first foray into off-road racing will be based around three customer 2008 DKRs, recently delivered from Peugeot's Velizy factory. The cars are all 2016 specification, as used by Stephane Peterhansel and his factory team-mates to dominate January's South American event.

PH-Sport's Bernard Piallat told *MN* he was looking forward to the move into off-road racing for the first time.

"We are very excited by the idea of taking on this new challenge," said Bernard Piallat, PH-Sport manager.

"Being able to lease the best car in cross-country rallying is an exceptional opportunity, both for PH-Sport and the drivers that choose to join us.

"We have many drivers interested for both Dakar and Morocco and it's a case of the first three to confirm their programme will have the car.

"We're confident that the 2008 DKR can win again [with us] next season."

PH-Sport's programme with the all-conquering 2008 DKR16 begins with October's Rally of Morocco.

PH-Sport is the chosen satellite operation for the PSA Group, with the firm running Citroen's semi-works DS 3 WRCs on selected rounds of the World Rally Championship this year.

While the Abu Dhabi Total WRT won't be present on Rally Argentina this week, PH-Sport will run a DS 3 WRC for local hero Marcos Ligato.



Camilli needs WRC finish

Camilli wants to repay Wilson with strong finish on Rally Argentina

M-Sport World Rally team driver Eric Camilli says he wants to "repay the faith" shown in him by team principal Malcolm Wilson at this weekend's Rally Argentina after a string of retirements.

Camilli has suffered a poor start to his career as a works driver, posting just one finish – 16th in Mexico – and crashing on all three rallies he's started.

The 28-year-old flew into Britain for a meeting with Wilson last week to talk about his tough start to the year and how he intends to put it right in South America.

"The start to the season has been very tough, really tough," explained Camilli. "I want to repay the faith the team has shown in me this week."

Wilson told *MN* last month that he expected Camilli to finish strongly after a poor run.

Camilli and team-mate Mads Ostberg will have an easier job in Argentina after the discovery of a problem with their factory cars last time out in Mexico.

Wilson explained: "Looking on the data when the cars were back here, we discovered there was a problem. We made a mistake on the mapping and we'll have that right in Argentina.

"There's no doubt the drivers will notice a difference in the response and torque from the engine this time."

Despite those issues in Leon, M-Sport still celebrated its 200th consecutive point-scoring finish in the world championship.

Wilson will miss a round of the World Rally Championship for the first time since 1997 when the Cumbrian skips Argentina after an ankle operation. Unfortunately for Wilson, doctor's orders will keep him back at M-Sport's Cockermouth base this week.

M-Sport's client liaison manager Rich Millener will take over the team principal role in Villa Carlos Paz this week as M-Sport prepares the cars for Camilli, Ostberg and WRC2 entrant Elfyn Evans.

Coffs Harbour withdraws Oz funding

Funding for this year's Rally Australia has been withdrawn from the host city of Coffs Harbour.

The bombshell came late last week at what was expected to be a straightforward funding meeting for the council. Ultimately, the vote went four-two against Coffs providing finance for Australia's round of the World Rally Championship.

Councillor Sally Townley outlined the issue, saying: "We were being asked to approve the general manager to execute a deal between the council and Rally Australia Pty Ltd, of which he is a board member. Our general manager holds an executive role in both organisations, so I find the transfer of money between those organisations creates a conflict."

Councillor Keith Rhoades was stunned by the outcome, saying: "I was just shell-shocked at their decision. None of those four councillors realise the ramifications to our local economy."

The event has an agreement with WRC Promoter until the end of 2017.

Nobody from the organisation was available for comment when *MN* contacted them on Monday.

RALLY NEWS

Photos: mcklein-imagedatabase.com, Jakob Ebrey, FIA ERC

WILSON RETURNS TO BRC WITH R5 FIESTA

Matthew back in series for first time since 2005



Wilson is on Michelins for Pirelli Carlisle run



Wilson returned to rallying for GB in 2014

By David Evans

Matthew Wilson will return to the British Rally Championship for the first time in 11 years when he starts the Pirelli Carlisle Rally later this month.

Wilson, a stage winner at World Rally Championship level, runs M-Sport's Bentley race team operation and will use one of the Cumbrian firm's Ford Fiesta R5s on the next BRC round. Having competed regularly in the WRC earlier in his career, Wilson's last BRC outing was a victory on the 2005 Trackrod Rally.

His last competitive outing ended in a WRC2 podium on the 2014 Rally GB.

"It's been quite a while since I competed last," Wilson told *MN*. "I'm really looking forward to getting back in the car again. What do I expect? I don't know, I'm going to be competing against guys who are match fit and driving a lot more regularly than me.

"Look at Elfyn, he's probably driving better now than he has in his whole life and he'll be coming in straight off the back of Argentina. Then there's Fredrik Ahlin and Tom Cave, to name just a couple of quick drivers."

Wilson will use Evans' Rally Argentina R5, which will have been flown back in – along with M-Sport's other cars – from South America just two days before it has to leave for the Pirelli Carlisle Rally.

"We're relying on Elfyn getting through Argentina without any problems," said Wilson. "It'll be quite a tight turnaround, but I'm sure it'll be fine."

Wilson will run M-Sport's test Fiesta R5 a week out from the event and hopes to make it to the pre-event shakedown in Kielder on the eve of the April 30 start.

"I haven't been in Kielder since 2004, but the good thing is that I've made the deal a bit cheaper by choosing the closest BRC round to home!" he said. "It's fantastic to see the BRC looking so strong again and it's great to support it, not that it really needs our support."

Wilson's Fiesta will be one of just three cars backed by Michelin – with local firms Pirelli and DMACK dominating the entry.

The 29-year-old will be co-driven by Stuart Loudon, with the Scotsman also looking forward to his BRC return.

"It's a fantastic opportunity to work with Matthew," said Loudon, who's in-line for a return to the Chinese Rally Championship alongside Alister McRae this season.

"I'm grabbing this opportunity to get into the BRC with a great driver and a great car with both hands."



Wilson won BRC events in 2005


Furuseth excelled in Mid Wales run

Furuseth in co-driver change for Pirelli Carlisle

Frontrunning DMACK British Rally Championship Junior Sindre Furuseth is hoping a switch of co-driver for the Pirelli Carlisle Rally will keep him up front.

The Norwegian shocked onlookers in the BRC opener – the Mid Wales Stages – by finishing a narrow second after a close battle with Gus Greensmith.

Furuseth pilots a Renault Twingo, which is deemed unfavourable compared to Opel/Vauxhall Adam and Ford Fiesta R2T, but Furuseth proved otherwise on the opening counter. Now he'll be joined by Roger Eilertsen in the co-driver's seat.

"Of course that is not an ideal situation," said Furuseth about the change. "But Roger is very experienced and we have known each other for some years now, and he knows how we like to do things. Our preparations for the rally so far have been very promising."

When asked whether he thought he could challenge Greensmith – who also missed the previous round, the Circuit of Ireland – he said: "I do actually. We know from last year that we are struggling with traction on our Twingo when it's wet and slippery, like the conditions in Wales. If we see some dry conditions in Carlisle I hope we can push our Twingo to the limits and keep the same distance to Gus, but swapping positions."

Moffetts choose Killarney over Carlisle

Josh and Sam Moffett will compete in Killarney in two week's time for the Irish Tarmac Championship, electing not to compete on the next round of the British Rally Championship.

Josh won the British Rally Championship event on the Circuit of Ireland, earning 25 points, which puts him 20 points behind series leader Elfyn Evans in second. However, he leads the Irish Tarmac standings after a consistent start to the year.

Sam suffered a puncture on Mid Wales, before a troublesome weekend was ended with an off on Saturday on the Circuit.

"We're doing Killarney," said Sam. "For me it was clear-cut because of the puncture in Mid Wales and the Circuit, with dropped scores it was a no-brainer. For Josh it was a bit more difficult, but I think he thought realistically with his [lack of] knowledge it was more sensible to fight for the Irish Tarmac. Keith [Cronin] and Alastair [Fisher] have both got a score to drop whereas we haven't, so it definitely makes sense to fight for that."

Moffett confirmed that the duo will compete on the rest of the BRC rounds, but a solution should be found next year.

"It's not that we're turning our back on the BRC, we're still planning on doing all the rounds," said Sam. "It's great the championships are both so close together at the top. One thing I will say is they need to look at this for next year."

BRC championship manager Iain Campbell said: "I can agree with Sam's comments and unfortunately it is that way for 2016. We're looking at it closely for next year."


Josh Moffett won BRC event on Circuit of Ireland

SPORTING SCENE – THE JEWEL IN MOTORSPORT NEWS' CROWN PAGE 36

'Francis heads off Payne for BTRDA win'
Somerset Stages report, p32



Photos: Jakob Ebrey, FIA ERC, Roy Dempster

THORBURN TO SPEYSIDE IN PEUGEOT 208 R5



Thorburn competes in the British series

British Rally Championship driver Euan Thorburn will give the Peugeot 208 T16 R5 a Scottish Rally Championship debut on this weekend's Speyside Stages.

The 2013 and 2014 Scottish champion will look to warm up for the next round of the BRC at Carlisle by challenging for an event he won in 2012.

Neil Shanks, clerk of the course for the event and member of the management committee for the SRC, said: "Euan won the event two years ago, it's nice for another car not to be seen before in Scottish rallying to come over. It's all stuff you can use to promote the event, there's a really good buzz around and hopefully the event delivers."

Thorburn – run by Dom Buckley – will face stern competition for the event win. Championship leader Garry Pearson heads the championship in his Ford Fiesta R5 and is seeded third, while just ahead is 2015 champion Jock Armstrong in his TEG-built Subaru Impreza. Mike Faulkner (Lancer E9), Shaun Sinclair (Focus WRC) and John MacCrone (Fiesta R5) are all featured in the top 10 and could all mount challenges for the victory.

This year's event has filled up its entry for the first time in a number of years, according to Shanks.

"It's been eight or nine years since we were last full," he said. "I think we've benefited a lot from the different time of year we're running, that's probably the biggest single factor.

"But at the same time more generally there's a good feel about Scottish rallying at the moment, so that's helping. There's been a lot of work put in to get to that. There's been a constant increase and hopefully it continues."

The Elgin event features 44 stage miles for the 120 crews to run on April 23, including the two popular spectator stages on asphalt that open the event.

ENTRY LIST

Speyside Stages, Scottish Rally Championship, April 23

POS	DRIVER/CODRIVER	CAR
1	Euan Thorburn/Paul Beaton	Peugeot 208 R5
2	Jock Armstrong/Paula Swinscoe	Subaru Impreza
3	Garry Pearson/Robbie Mitchell	Ford Fiesta R5
4	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9
5	Shaun Sinclair/TBA	Ford Focus WRC
6	Donnie MacDonald/Andrew Falconer	Mitsubishi Lancer E9
7	John MacCrone/Rhianon Gelsomino	Ford Fiesta R5
8	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9
9	Mark McCulloch/Michael Hendry	Mitsubishi Lancer E9
10	Dale Robertson/Stuart Loudon	Mitsubishi Lancer E9

Live stream for Speyside

This weekend's Speyside Stages will be broadcast live through a stream on YouTube, the organiser has announced.

Using a local college to film the event, multiple cameras will be set up in the first two stages – both of which are spectator stages on asphalt – and should feature continuous action all the way through the stage.

Speyside Stages clerk of the course Neil Shanks said: "We're trying to do something different and hopefully it works. It will be streamed through YouTube live.

"It's going to be used for the first two stages, there are going to be three or four cameras. There will be a presenter too so it will be a proper edited intro with Periscope in there as well."

The Circuit of Ireland Rally recently featured a live stream of its event to great acclaim, with national events investigating cost-effective ways to broadcast events using the internet.

Ryan motivated by prize in ITRC juniors

Irish Tarmac Championship Junior leader Justin Ryan believes a chance to drive a Ford Fiesta R2 at M-Sport is a prize all junior drivers should target.

Ryan was taken by surprise on the first round of the championship in Galway where he scored maximum points, and the 25-year-old cemented his championship lead with a second place in West Cork on his first visit to the rally in his Honda Civic, which is run by a small crew headed by his father, John.

"For the last couple of years I've been thinking about doing a championship," said Ryan. "I couldn't not do the championship after getting a top score on the first round. I didn't even think we'd be competitive in West Cork and we took second. We're looking at the championship rather than trying to win outright."

Ryan will head to Killarney in two weeks for the next round of the series in hope of extending his championship lead.



Ryan has impressed in Juniors



McGonigle is number one seed for Lark in the Park rally

Lark in the Park to Donegal for new stage

This weekend's Lark in the Park Rally will return to Columb's Park outside Londonderry while also featuring a new stage over the border in Donegal.

Clerk of the Course Danny Gormley believes the stage will prove a hit with crews – there are 48 entered.

"There is a brand new stage in Donegal, which will be run three times and all indications are that it will be a big hit with the competitors," said Gormley. "Including the three stages we will be running in St Columb's Park, it takes the mileage crews will complete to almost 30."

Joe McGonigle will head the field as the first seeded car in his Skoda Fabia S2000 after a brilliant ninth on the Circuit of Ireland Rally two weeks ago.

Meanwhile, next month's Tour of Sperrins will switch to gravel for the first time in a decade.

The May 7 event will be a counting round of both the Northern Ireland and Irish Forestry championships. The reallocation of Road Closing Orders has led to the change of surface.

Barlow has tough debut in Somerset

Junior 1000 champion Charlie Barlow's gravel rally debut was nearly halted last week as an engine blew in a pre-event test.

He was testing with his RED-run Nissan Micra when the engine forced a rod out of the block.

However, after some hard work by RED and Barlow's father Brian, a road car engine was sourced and the youngster could make his debut with Osian Pryce's regular co-driver Dale Furness, who will sit with him for most events this year.

"We went testing to Higgins Rally School on Wednesday, being my first time out on gravel," said Barlow. "The test went really well and I gained confidence quickly but unfortunately the engine went.

"I'd like to thank all at RED for managing to source and fit an engine to get us out on the rally on Saturday."

Barlow had been running 54th in the 1400S class using a near-standard road engine before he developed a misfire on SS10. He eventually finished 57th.

NATIONAL RALLYING EDITOR

JACK BENYON

"Scottish series is resurgent after 2015 issues"



What a difference a year makes. Last year the Scottish Rally Championship was struggling, to say the least. Two rounds were cancelled for poor entries and you couldn't help but wonder whether the SRC would survive past a couple of seasons.

Fast forward a year and the SRC has produced a resurgence greater than Leicester City Football Club (*ed: really?!*). And, like the Midlands football team, there's a feel-good factor about the championship.

After all, if you've ever been to an SRC round, you'll know the roads are as good as anywhere in Britain. On the whole, the events are usually the best, and ones I'd be very keen to partake in should time and budget fall on my side.

Of course there's the geographical factor; for English crews some of the rounds are hard to reach. But no harder than going from Carlisle to Minehead like multiple crews did last weekend for the Somerset Stages. And although Exmoor is brilliant, it'd do well to compete with the smile-per-mile factor of many of the SRC events.

So how has the championship bounced back? Centrally the organisers have worked tirelessly to produce a calendar that makes sense fundamentally for crews, and a refreshed approach to media has really added an edge. But perhaps one of the major factors is some new quality drivers with refreshing machinery. Mainly two R5 entries.

The first leads the championship – Garry Pearson. We all know Garry is a quick pilot from his days in a Peugeot 208 R2, and he leads the series through consistent running despite being new to his car. The other is John MacCrone, who has performed admirably after getting back in a car after his Mull crash last year. A lot of credit is certainly due to MacCrone for making the leap, and for the encouragement of co-driver Rhianon Gelsomino, who has almost certainly played a major part in the duo's strong performances in the series. The results haven't quite been there yet, but a few quick stage times point to the crew's class.

Dale Robertson is another returnee who finished second in the season opener on the Snowman Rally after a year off. Partnered with WRC-standard co-driver Stuart Loudon they're another crew to watch. They're back for this weekend's Speyside Stages after missing the Border Counties.

As well as the new drivers up front, the returning drivers need to be equally credited. How hard would it be to stay aboard a ship that could be sinking? The crews who are back for more SRC in 2016 are being rewarded for their loyalty and rightly so. While the situation may have been dire last year, it's a lesson to all that a forward thinking approach can yield amazing results. Bravo SRC.

AGREE/DISAGREE?
mn.letters@haymarket.com

FIA WEC: SILVERSTONE

Audi breaks Porsche's win streak, but then loses out post-race. By Edd Straw

PORSCHE WINS AFTER AUDI LOSES



Audi trio celebrated the victory, then lost it


The R18s headed the grid for much of the race

Audi headed into the World Endurance Championship season opener at Silverstone knowing it had an improved Audi R18 e-tron quattro with which to challenge Porsche. But was it quick enough to win in a straight fight? And would it be reliable enough to get to the end?

In the end, both of those questions were rendered moot by the fact that Audi #7 crew Andre Lotterer, Benoit Treluyer and Marcel Fassler's on-the-road victory was taken away from them thanks to its underfloor skid block being under the minimum allowed thickness of 20mm in post-race scrutineering.

But even before that there were doubts about the answers the race provided, as the #2 Porsche of Romain Dumas, Neel Jani and Marc Lieb that was initially defeated before being handed the win was not the quicker Porsche on the day. What's more, Audi's reliability worries were shown to be well founded by the sister #8 car of Oliver Jarvis, Lucas di Grassi and Loic Duval grinding to a halt while attempting to battle on having suffered a hybrid malfunction.

There were at least reasons for encouragement for Audi even though it went home empty handed. Lotterer and Fassler combined to take the first pole position for Audi since the Fuji WEC round in October 2013. But this was achieved in damp but drying conditions so there was no guarantee this advantage would remain in the race.

Lotterer held the lead at the start ahead of Jarvis, but Mark Webber in the #1 Porsche was soon on the move. Just 10 minutes in, he capitalised on traffic to take second from Jarvis. Shortly before the half-hour mark, Lotterer lost a little momentum through Club Corner while behind the ByKolles CLM of James Rossiter. As Lotterer pulled out to pass Rossiter on the start/finish straight, Webber seized his chance by making it three abreast to take the lead into Abbey.

From then on, the #1 Porsche was in a class of its own and didn't miss a beat when Webber handed over to Hartley after his opening 27-lap stint. The Audis had no answer to the pace of the Porsche, which was compounded by Lotterer losing an extra 12 seconds to the leader when he made his first stop for fuel and tyres. That delay also dropped Lotterer behind Jarvis, but when the #8 Audi slowed, shorn of hybrid impetus, it moved back up into second place followed by the #2 Porsche, which was now driven by Lieb.

All seemed serene up front, until Hartley took one risk too many in traffic. Shortly before the two-hour mark and closing on the GTE Am Gulf Racing Porsche driven by Mike Wainwright through Abbey, Hartley decided to go around the outside through the fast Farm left-hander. Wainwright, understandably, didn't have any idea he was there and they clashed at the exit. This launched Hartley's car onto its side at high speed before it returned to its wheels as both cars slid into the gravel trap. Game over.

"I wanted to get past on the outside, which is quite normal but the driver didn't see me and used all of the road," said Hartley. "I don't want to blame anyone. It was a true shame."

The stewards begged to differ and were keen to blame someone, justifiably holding Hartley responsible for a lack of caution and reprimanding him. The real punishment was that Hartley had thrown away what was as certain a victory as you can have with four hours still to run. It also transformed the dynamic of the race, as while it handed the lead to the #2 Porsche it turned it into a genuine head-to-head between the two marques.

Damage to the nose, after taking to the grass when Jarvis moved across on Dumas on the Hangar Straight in traffic during the first stint, cost the Porsche pace prior to the nose being changed under the full-course yellow that followed the sister car's crash. But even fighting fit it wasn't as rapid as the erstwhile leader, and hadn't been all weekend thanks to an understeer problem.

When the race got back underway after an extended yellow period thanks to the length of time it took to recover the Audi, which stopped on track at the same time as the #1 Porsche crashed, Treluyer in the #7 Audi was immediately on the attack. Lieb, in the leading Porsche, lost momentum in traffic and was slow off Copse Corner, allowing Treluyer to blast past on the run to Maggotts.

There was a twist, as stewards investigated a possible yellow flag infringement by Treluyer thanks to Rene Rast having temporarily stopped the Jota Sport-run G-Drive ORECA to the side of the track with a fuel pump problem.

"It was very tricky because you see the flag and it's too late most of the time," said Treluyer. "So you have to pray and say it's OK."

The stewards agreed it was indeed OK and the race was on. But Lieb could find no way to attack as the gap ebbed and flowed between the two cars in the following hours. The Porsche's hopes were not aided by Dumas spinning onto the grass after contact with Marino Franchitti's Ford GT during his second stint, although that ultimately only cost a few seconds to match those Treluyer lost with his own, unforced, spin.

"It was difficult, we didn't have the pace like our sister car so we struggled a bit in the race," said Lieb. "But we matched car seven on average speed so we were in the fight for a long time. Sometimes it's just very close."

For some time, it seemed it would stay very close to the finish, especially with the Porsche's ability to go longer on fuel meaning it would require a shorter splash-and-dash in the final hour to reach the finish. Fassler's advantage in the Audi was only six seconds after both he and Jani had made their final fuel stops. Because Treluyer had earlier made a two-tyre stop, Fassler was able to take on four fresh boots at his final proper stop while Jani could only take his remaining half-set. This set it up nicely, as both still required the splash, but a front-right puncture forced Jani back to the pits three laps later and effectively ended the battle.

"It wasn't our day," said Jani before the stewards decided that it would be after all. "At the end, I was pushing but it was very hard in traffic because we had good laps then sometimes lost six or seven seconds. We were not lucky in traffic because we made up time but then lost it all in one lap.

"I had a puncture just after the pitstop and had to come back in. That cost us the race. We knew we had to do a splash and dash but by then there was no need to risk anything because unless they had a big issue, we could never catch up."

Fassler crossed the line 45 seconds clear of Lieb, a win that initially seemed to end a six-race Porsche run of dominance stretching back to Le Mans.

But what of Toyota? Although Mike Conway, Stephane Sarrazin and Kamui Kobayashi were ultimately classified second on the TS050's debut after the sister car, which had been ahead, dropped back thanks to repairs to extensive bodywork damage caused by a puncture, neither Toyota was ever a serious threat. But the team was quietly encouraged by the progress it's making with much more still to come – and there needs to be given that it has to find another second a lap to be at the races. Behind, Rebellion Racing crew Matheo Tuscher, Dominik Kraihamer and Alex Imperatori took the team's first outright WEC podium since 2013 ahead of the sister machine in fourth.

Fifth place went to the LMP2-winning RGR Sport by Morand team's Ligier-Nissan JSP2. Bruno Senna started the car, and passed Roman Rusinov's Jota Sport-run G-Drive ORECA for second during the first stint before handing over to silver-rated Ricardo Gonzalez, who did a competent job before handing over to Filipe Albuquerque and Senna to finish the job.

The Extreme Speed Motorsports Ligier led early on in the hands of Pipo Derani but Chris Cumming did not do as good a job as Gonzalez, losing time when he spun across Club corner after tagging the grass on the approach to the left-hander at entry. Derani at least had the satisfaction of setting fastest lap, but second was the team's reward.

The G-Drive car was also a strong contender, particularly when Rast was behind the wheel. But time lost when he had to stop and pull over after the restart in the third hour didn't help its cause and the car finished just under half-a-minute off the class winner.



Porsche: winners

RESULTS

Silverstone 6 Hours, World Endurance Championship, round 1/9, April 15-17 Laps 194 Weather Cloudy, dry

POS	DRIVERS	TEAM/CAR	TIME/GAP
1	Romain Dumas (F)/Neel Jani (CH)/Marc Lieb (D)	Porsche Team Porsche 919 Hybrid '16 (LMP1)	6h01m53.028s
2	Mike Conway (GB)/Stephane Sarrazin (F)/Kamui Kobayashi (J)	Toyota Gazoo Racing Toyota TS050 HYBRID (LMP1)	-1 lap
3	Alexandre Imperatori (CH)/Matheo Tuscher (CH)/Dominik Kraihamer (A)	Rebellion Racing Rebellion-AER R-One (LMP1)	-11 laps
4	Nelson Piquet Jr (BR)/Nicolas Prost (F)/Nick Heidfeld (D)	Rebellion Racing Rebellion-AER R-One (LMP1)	-13 laps
5	Bruno Senna (BR)/Ricardo Gonzalez (MEX)/Filipe Albuquerque (P)	RGR Sport by Morand Ligier-Nissan JSP2 (LMP2)	-15 laps
6	Luis Derani (BR)/Ryan Dalziel (GB)/Chris Cumming (CDN)	Extreme Speed Motorsports Ligier-Nissan JSP2 (LMP2)	-15 laps
7	Roman Rusinov (RUS)/Nathanael Berthon (F)/Rene Rast (D)	G-Drive Racing (OAK) ORECA-Nissan 05 (LMP2)	-15 laps
8	Gustavo Menezes (USA)/Nicolas Lapierre (F)/Stephane Richelmi (MC)	Signatech Alpine Alpine-Nissan A460 (LMP2)	-16 laps
9	Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB)	Strakka Racing Gibson-Nissan 015S (LMP2)	-17 laps
10	Roberto Merhi (E)/Matt Rao (GB)/Richard Bradley (GB)	Manor ORECA-Nissan 05 (LMP2)	-17 laps

11 Nelson Panciatici (F)/David Cheng (USA)/Ho-Pin Tung (PRC) Baxi DC Racing Alpine Alpine-Nissan A460 (LMP2) -18 laps; 13 Johannes van Overbeek (USA)/Scott Sharp (USA)/Ed Brown (USA) Extreme Speed Motorsports Ligier-Nissan JSP2 (LMP2) -19 laps; 14 James Rossiter (GB)/Simon Trummer (CH)/Oliver Webb (GB) ByKOLLES Racing Team CLM-AER P1/01 (LMP1) -22 laps; 15 Nicolas Minassian (F)/Maurizio Mediani (I) SMP Racing (AF) BR Engineering-Nissan BR01 (LMP2) -23 laps; 16 Sebastien Buemi (CH)/Anthony Davidson (GB)/Kazuki Nakajima (J) Toyota Gazoo Racing Toyota TS050 HYBRID (LMP1) -24 laps; 17 Davide Rigon (I)/Sam Bird (GB) AF Corse Ferrari 488 GTE (GTE Pro) -27 laps; 18 Gianmaria Bruni (I)/James Calado (GB) AF Corse Ferrari 488 GTE (GTE Pro) -28 laps; 19 Darren Turner (GB)/Nicki Thiim (DK)/Marco Sorensen (DK) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro) -28 laps; 20 Andy Priaulx (GB)/Marino Franchitti (GB)/Harry Tincknell (GB) Ford Chip Ganassi Team UK Ford GT '16 (GTE Pro) -29 laps; 21 Stefan Mucke (D)/Billy Johnson (USA)/Olivier Pla (F) Ford Chip Ganassi Team UK Ford GT '16 (GTE Pro) -29 laps; 22 Rui Aguas (P)/Francois Perrodo (F)/Emmanuel Collard (F) AF Corse Ferrari 458 Italia (GTE Am) -31 laps; 23 Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A) Aston Martin Racing Aston Martin Vantage V8 (GTE Am) -32 laps; 24 Pierre Ragues (F)/Yutaka Yamagishi (J)/Paolo Ruberti (I) Larbre Competition Chevrolet Corvette C7 GT3 (GTE Am) -33 laps; 25 Richard Lietz (A)/Michael Christensen (DK) Dempsey-Proton Racing Porsche 911 RSR (GTE Pro) -40 laps; 26 Wolf Henzler (D)/Christian Ried (D)/Joel Camathias (CH) KCMG Porsche 911 RSR (GTE Am) -40 laps; 27 Klaus Bachler (A)/Khaled Al Qubaisi (UAE)/David Hansson (DK) Abu Dhabi-Proton Racing Porsche 911 RSR (GTE Am) -41 laps; EX Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F) Audi Sport Team Joest Audi R18 e-tron quattro '16 (LMP1); R Fernando Rees (BR)/Richie Stanaway (NZ) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro) 151 laps; R Will Stevens (GB)/Tor Graves (GB)/James Jakes (GB) Manor ORECA-Nissan 05 (LMP2) 129 laps; R Mark Webber (AUS)/Timo Bernhard (D)/Brendon Hartley (NZ) Porsche Team Porsche 919 Hybrid '16 (LMP1) 70 laps; R Oliver Jarvis (GB)/Lucas di Grassi (BR)/Loic Duval (F) Audi Sport Team Joest Audi R18 e-tron quattro '16 (LMP1) 69 laps; R Adam Carroll (GB)/Mike Wainwright (GB)/Ben Barker (GB) Gulf Racing Porsche 911 RSR (GTE Am) 56 laps. **Winner's average speed** 117.939mph. **Fastest lap** Jani 1m40.303s (131.603mph). LMP2 Derani 1m48.909s (121.203mph). GTE Pro Bruni 1m58.885s (111.033mph). GTE Am Bachler 2m01.643s (108.515mph).

Photos: Jakob Ebrey/LAT

GT



Briton Bird helped Ferrari to GT victory

Ferraris to the fore as British ace Bird and Rigon strike first in GT Pro fight

Such was the dominance of AF Corse and the Ferrari F488 Italia in GTE that it was always going to boil down to a battle between its two cars in the Pro class. Unfortunately, that fight was decided in favour of the #71 car driven by Sam Bird and Davide Rigon the moment a warning alarm sounded in the sister #51 machine with Gianmaria Bruni at the wheel during qualifying.

Not only did that condemn the Ferrari to the back of the grid because Bruni was unable to complete the required lap to go with the rapid one James Calado had already posted, but it also signalled an engine problem that forced an overnight change and, as a consequence, a three-minute stop/go penalty to be served early in the race.

So while Bird assumed the lead early from pole, building up a comfortable advantage over the Dempsey-Proton Porsche of Richard Lietz, Bruni was already playing catch-up following the enforced and lengthy stop. Bird built up his lead during his double stint and when Lietz slowed with broken front-right suspension shortly before the second round of stops it was effectively all over. The winning Ferrari ended up leading every single lap of the race.

"Yes and no," said Bird of whether the race situation made the victory easier. "We weren't hanging around and were still doing the best job we could possibly do. It's my first race back with Ferrari and everybody executed everything brilliantly.

"We were a bit fortunate that the Porsche DNF'd otherwise they would have been more of a threat. They were within half-a-minute early in the race and if you are within that you are in the game."

Team-mate Rigon closed out the race with a marathon stint to take the finish over a lap clear of the car Bruni shared with Calado. The #51 Ferrari took until the final hour to climb to second ahead of the Aston Martin of Darren Turner, Nicki Thiim and Marco Sorensen and the two Ford GTs.

To underline the team's dominance, Emmanuel Collard, Francois Perrodo and Rui Aguas claimed GTE Am victory for AF Corse. That wasn't the only thing that echoed the Pro class, for its nearest challenger was also a Proton-run Porsche that suffered a suspension problem, although it wasn't until the final hour that Wolf Henzler slowed with the failure.

Jota Sport gets stuck in to ELMS title fight with victory on home turf

Harry Tincknell, Simon Dolan and Giedo van der Garde got Jota Sport's quest to win the European Le Mans Series at last off to the perfect start with a dominant victory at Silverstone. The win was doubly sweet given most of the team's likely title rivals hit trouble in what was a typically dramatic race.

Tincknell started fourth, but it took him less than a minute of the four-hour race to take the lead. Two of those places were handed to him in the opening seconds by third-place starter Leo Roussel spearing the Pegasus Racing Morgan into the pitwall after getting caught out on cold tyres, and polesitter Pierre Thiriet running wide at the first corner in the TDS Racing ORECA.

Now second, Tincknell chased the BR01 of Andreas Wirth down the Wellington Straight and took the lead into the Brooklands left-hander. With Tincknell reeling off his double stint and pitting with a lead that had only dipped back under 20 seconds thanks to struggles with tyre graining, the G-Drive-backed Jota Gibson-Nissan should never have lost control of the race. But shortly after handing over to Dolan, a full-course yellow triggered by Olympic legend Chris Hoy spinning into the gravel at Chapel, allowed the second-placed Ligier, double-stinted by Paul-Loup Chatin, to pit while Dolan was crawling and give 1998 World Cup-winning goalkeeper Fabian Barthez the lead.

Dolan caught and passed Barthez for the lead at Stowe with relative ease, although the Frenchman would have held on to second had the car not slowed in the final hour with Timothe Buret at the wheel and dropped to ninth.

Van der Garde closed out the race, winning by 95 seconds over the BR01 of Wirth, Julian Leal and Stefano Coletti. Briton Jonathan Coleman was part of the Lombard Racing Ligier-Judd crew that took third on debut.

United Autosports finished first and second in the 19-car LMP3 field, with Alex Brundle, Michael Guasch and Christian England's Ligier leading home the sister car of Mark Patterson, Matt Bell and Wayne Boyd.

In GTE, the Aston Martin Racing Vantage of Alex MacDowall, Darren Turner and Andrew Howard triumphed after the JMW Motorsport Ferrari was excluded for running a non-homologated front splitter.

ELMS



Jota's Tincknell, Dolan and van der Garde controlled the ELMS opener

PORSCHE CARRERA CUP GB



Reigning champion Dan Cammish took a brace of wins ahead of Dino Zamparelli

Come rain or shine, Cammish continues to win

Even with rain in free practice, qualifying cancelled thanks to snow and two races held in variable conditions, it proved impossible to break the pattern in the Porsche Carrera Cup.

Just as in the Brands Hatch season opener, Dan Cammish led home Dino Zamparelli in both races – the only difference was that the former retained both of his wins having lost one at Brands for a track limits violation.

By the time the first race got underway, uncertainty over whether to run slicks or wets had subsided and the track dried. Unfortunately for second-row starters Tom Sharp and Stephen Jelley, they had headed out for the rolling start on wets unlike the rest of the frontrunners and opted to condemn themselves to a pitlane launch by switching to slicks.

That left the way clear for Cammish and Zamparelli to continue their private battle. Or rather, it should have done, had Zamparelli not got caught up in a scrap with Charlie Eastwood that cost time.

By the time he made Eastwood defend into Stowe and then cut back inside to take second, Cammish was over seven seconds to the good. There were a few moments when it seemed Zamparelli might be able to close the gap, but thanks to his storming early laps in tricky conditions, Cammish always had the race under control.

Sharp and Jelley came through to seventh and eighth respectively, while Redline Racing's Tom Oliphant recovered from spinning at the first corner to take fifth behind Jonas Gelzinis.

It was a similar story in race two, which was held in far warmer conditions on Sunday morning. Cammish held the lead from pole but this time Zamparelli held on to second. For much of the race, Cammish's advantage floated between a second and a second-and-a-half but he was never seriously threatened even though the gap at the chequered flag was just under seven-tenths of a second.

Instead, the battle for fourth behind Eastwood was the star attraction. It was a slow burner, with Jelley leading Sharp and Oliphant for much of the race. But it came to life in the final two laps, with Oliphant dispatching first Sharp and then Jelley after running wide out of Copse. Jelley then ran a little wide through Club and Sharp took fifth, becoming fourth after Oliphant receieved a track limits penalty. Up front, Cammish's results give him a four-point championship lead over Zamparelli. But based on the four races held so far this season, he's very much looking like the frontrunner in what is set to be a two-horse race for the title.

RESULTS

European Le Mans Series (118 laps)
1 Harry Tincknell/Simon Dolan/Giedo van der Garde (Gibson-Nissan 015S) 4h01m45.391s; 2 Andreas Wirth/Julian Leal/Stefano Coletti (BR Engineering-Nissan BR01), +1m35.052s; 3 Jonathan Coleman/Vincent Capillaire/Olivier Lombard (Ligier-Judd JSP2); 4 Bjorn Wirdheim/Tracy Krohn/Nic Jonsson (Ligier-Nissan); 5 Sean Gelael/Antonio Giovinazzi/Mitch Evans (BRE-Nissan); 6 Nicolas Leutwiler/James Winslow/Franck Mailleux (ORECA-Judd 03R). LMP3 Alex Brundle/Michael Guasch/Christian England (Ligier-Nissan JSP3). GTE Alex MacDowall/Darren Turner/Andrew Howard (Aston Martin Vantage GTE).

Porsche Carrera Cup GB (15 laps) 1 Daniel Cammish; 2 Dino Zamparelli +6.207s; 3 Charlie Eastwood; 4 Jonas Gelzinis; 5 Tom Oliphant; 6 Lewis Plato. FL Cammish. P Cammish. **Race two (15 laps)** 1 Cammish; 2 Zamparelli +0.626s; 3 Eastwood; 4 Tom Sharp; 5 Oliphant; 6 Stephen Jelley. FL Zamparelli. P Cammish. **Points (after 4/16 rounds)** 1 Cammish 81; 2 Zamparelli 77; 3 Eastwood 56; 4 Sharp 51; 5 Oliphant 50; 6 Jelley 44.

BRITISH GT REPORT: BRANDS

Parfitt and Morris set the pace, but TF Sport denies them. By Rob Ladbrook

ASTON MARTIN STEALS BENTLEY'S THUNDER

BRITISH GT



Parfitt led most of the race in 'Geoffrey' GT3

A tactical masterstroke from the TF Sport team ensured that Jonathan Adam began his defence of the British GT title in the best possible fashion, after he and Derek Johnston triumphed in a turbulent season-opener at Brands Hatch.

While the result boils down to another Aston Martin victory at Brands Hatch, and a second British GT championship race win in a row for Tom Ferrier's TF operation, on pure pace it could so easily have been a different result.

Bentley returned to British GT in Kent after a year away. And Rick Parfitt Jr and Seb Morris very nearly blew the competition away, but some controversy and plain bad luck ruined their party.

The Continental GT3 may not be the daintiest machine on the grid, but its combination of strong aerodynamics and outright grunt made it a formidable prospect on the fast sweeps of Brands.

AMR's Vantage GT3 has always excelled on the GP extension, but the Bentley bettered it in the speed traps. Team Parker Racing's factory partnership with Bentley meant its Continental was delivered along with a helpful stack of set-up data on the Pirelli tyres, on which the car did almost all of its development over the last two years in the Blancpain GT Series. The team estimated 5000 miles of testing had been done with 'Geoffrey' pre-season.

Parfitt topped the Amateur driver section of qualifying by a comfortable margin for provisional pole. His pace was backed up by Morris, who banged in the quickest time of the Pro segment on his first flying lap.

"We didn't expect that at all," said Parfitt after pole was secured. "We knew the Bentley would be good, but we didn't expect it here as it's an Aston track. The Bentley tends to spin its wheels in the slow stuff due to its power, but we got the set-up bang on for this one. Seb has also taught me to rely more on the aero of the car, and that's done wonders for my confidence through the quick stuff."

Jon Minshaw and Phil Keen's new Barwell Lamborghini started second, ahead of Johnston and Adam.

Pace in qualifying is one thing, but to back it up in the race is quite another. But Parfitt and Morris looked every inch like winners during the early stages as Parfitt roared into an early lead. His cause was helped when Minshaw was clipped by a GT4 car and pitted with a puncture and suspension damage, leaving Parfitt well clear of Johnston's Aston. Johnston complained of a lack of grip from his tyres mid-stint, which allowed Liam Griffin in the second Huracan to slip past. But neither could live with the pace of Parfitt, until the race was turned on its head after 40 minutes.

Phil Dryburgh was at the wheel of the Motorbase Aston when he was involved in an incident with the GT4 Ginetta of Nick Jones and the GT4 Aston of Matthew Graham at Pilgrims Drop. Dryburgh's Aston was tipped onto the grass before it dug in and rolled across the barrier (*see Racing News*). The race was immediately neutralised using the new Code 80 rule, which limits cars to 80km/h (50mph) at all times instead of using a safety car.

Parfitt was 14 seconds up the road when the caution was called. When the pit window opened 10 minutes later, he was just over one second ahead.

"I don't know how that worked," he said, bemused. "I thought everybody was supposed to run at the same speed, but clearly that hasn't happened."

The majority of cars opted to dive into the pits during the Code 80, leading to a crammed pitlane as soon as the window opened after 50 minutes. The Bentley was further impeded when the Ebor GT Maserati blocked access to its fuel rig. The race-long leaders found themselves back in fourth once Morris rejoined.

TF Sport didn't pit, opting to leave Johnston out for a few extra laps before stopping right before the end of the caution.

"We were always going to run Derek's car a bit longer to avoid queuing both cars for fuel, but it turned out to be the perfect strategy," said Ferrier. "The race came to us nicely from there on."

Johnston handed over to Adam, and the reigning champion rejoined at the head of the pack with a handful of seconds over Fabio Babini, who had taken over the Lambo from Griffin, and Joe Osborne in the AmD BMW Z4 that Lee Mowle had ably ghosted up the order in the first stint.

Osborne dived past Babini early on after the restart, which caught the stewards' attention. Osborne then began piling the pressure on Adam, who had taken brand new tyres at the stop. Adam held on for two laps until the Pirellis started to bite, and from then on the race as a contest was over as Adam thrived on the fresh rubber and pulled a comfortable gap.

Morris deposed Babini, and soon latched on to Osborne for second. The older BMW struggled to hold off the thundering Bentley on the straights, but Osborne defended superbly. His job was made easier when the race was stopped 20 minutes early when Luke Davenport's Ginetta G55 GT3 pulled off the track with flames licking around it.

"I was actually glad to see the red flags," said Osborne. "I could only see us going backwards as the Bentley was just too quick on the straights for us."

Sadly it wasn't to last as Osborne was pinged post-race for passing Babini under yellows and penalised 10 seconds, dropping the car to fourth.

While an inherited second was a good result for Parfitt and Morris, the Bentley perhaps deserved more. "We can't help but feel a bit robbed," added

ROUND-UP

Double **Mini Miglia** champion Bill Sollis made a fairytale comeback to the series at Brands Hatch last Sunday, claiming victory in an exciting race two after Shayne Deegan had taken the spoils in the first contest.

With the Miglia and Se7en drivers competing together, over 40 Minis took to the track in both races, providing a glorious spectacle. Race one poleman Deegan, racing the car prepared by seven-time Miglia champion Peter Baldwin, powered ahead of Kane Astin on the opening tour and never looked back, pulling out a nine-second gap by the finish. Reigning Miglia champion Astin held second throughout ahead of the duelling Rupert Deeth and Aaron Smith, with Sollis finishing a distant fifth. Welshman Ashley Davies was the first of the Se7en drivers home, fending off Max Hunter's challenge.

Deegan's hopes of a double were dashed at the start of race two when he bogged down on the line and then spun into the Paddock gravel. Conversely, Sollis quickly moved up the field. Grabbing the lead at the end of the opening tour, he then had to fend off the close attentions of Deeth, Astin, Smith and Colin Peacock.

As the drama intensified, Sollis had to put all his invaluable experience to good use, while the ever-increasing presence of backmarkers in the latter half of the race also created some nervy moments for the quintet. As the race neared its conclusion, Deeth had worked his way into second and looked set to attempt a pass on Sollis. Hopes of a grandstand finish however, were scuppered by late caution period, enabling Sollis to claim a famous success. Davies was victorious again in the Se7ens ahead of Hunter.

Rod Birley was another veteran racer to enjoy success on Sunday. Two further successes in the **Saloons/ Cannons Tin-Tops** double header meant he clocked up his 200th Brands Hatch race win. Malcolm Wise was runner-up in both races.

Both **Caterham Superlight R300** races were hampered by startline shunts. Aaron Head held off the close attentions of Lee Wiggins and Jack Sales to win a curtailed race one. All three drivers, along with Danny Winstanley, were at the centre of a typically fraught battle for the lead in the second race too. Head kept his cool to claim his second win of the weekend from Winstanley, who exchanged places with Wiggins several times. Sales held fourth as just over a second covered the top four at the flag.

The sole **Aston Martin GT Challenge/Intermarque** race was dominated by the BMW M3 GT4 of Jeremy Cooke and Mike Dowd, with the pair leading the entire race aside from the mandatory pitstop period. Rapid laps at mid-distance, plus a late pitstop, helped Tom Black take second in his Aston Martin, ahead of Chris Kemp's Vantage GT4. **Mark Libbeter**

RESULTS



Bill Sollis: a winner again

BRDC British F3 Championship (16 laps)
1 Matheus Leist (Double R); 2 Ricky Collard (Carlin) +1.748s; 3 Toby Sowery (Lanan Racing); 4 Thomas Randle (Douglas Motorsport); 5 Tarun Reddy (Fortec Motorsports); 6 Al Faisal Al Zubair (Fortec Motorsports). FL Leist. P Leist.
Race two (14 laps) 1 Sowery; 2 Reddy +9.413s; 3 Enzo Bortoleto (Double R Racing); 4 Collard; 5 Randle; 6 Sisa Ngebulana (HHC). FL Colton Herta (Carlin). P Bortoleto.
Race three (5 laps) 1 Herta; 2 Collard +0.573s; 3 Randle; 4 Ngebulana; 5 Aleksanteri Huovinen (Double R Racing); 6 Krishnaraaj Mahadik (Chris Ditmann Racing). FL Collard. P Herta.
Points (after 6/24 rounds) 1 Sowery 127; 2 Collard 108; 3 Randle 93; 4 Leist 92; 5 Enaam Ahmed (Douglas) 92; 6 Huovinen 91.

Ginetta GT5 Challenge & GRDC (7 laps)
1 Ollie Chadwick; 2 Nick Zapolski +7.498s; 3 Jack Minshaw; 4 Rob Keogh; 5 Andrew Richardson; 6 Matt Palmer. Class winner Richard Evans. FL Chadwick. P Chadwick.
Race two (6 laps) 1 Chadwick; 2 Ryan Hadfield +6.302s; 3 Matt Flowers; 4 Palmer; 5 Matt Chapman; 6 Jonny Hadfield. CW Evans. FL Chapman. P Chadwick.
Race three (9 laps) 1 R Hadfield; 2 Chapman +2.454s; 3 Palmer; 4 Chadwick; 5 J Hadfield; 6 Flowers. CW Evans. FL Chadwick. P Dan Collinson.

Mini Miglia/Se7ens (10 laps)
1 Shayne Deegan (Miglia); 2 Kane Astin (Miglia) +9.409s; 3 Rupert Deeth (Miglia); 4 Aaron Smith (Miglia); 5 Bill Sollis (Miglia); 6 Colin Peacock (Miglia). CW Ashley Davies (Se7en). FL Deegan. P Deegan.
Race two (8 laps) 1 Sollis; 2 Deeth +0.789s; 3 Astin; 4 Smith; 5 Peacock; 6 Dan Wheeler (Miglia). CW Davies. FL Deeth. P Deegan.

Saloons/Tin Tops (8 laps) 1 Rod Birley (Ford Escort WRC); 2 Malcolm Wise (Ford Escort) +11.715s; 3 Gavin Thomson (SEAT Leon Supercup); 4 Dan Cowan (Ford RS500); 5 Tony Skelton (Renault Clio); 6 Pantelis Christoforou (Ford Escort). CW Skelton; Andy Woods-Dean (Honda Civic Type R); Andy Pipe (Ford Escort Mk1); Steve Cassar (Honda Civic Type R); Robert Hosier (SEAT Leon). FL Cowan. P Cowan.
Race two (6 laps) 1 Birley; 2 Wise +2.484s; 3 Cowan; 4 Thomson; 5 Skelton; 6 Christoforou. CW Skelton; Mark Cripps (BMW E36 M3); Pipe; Woods-Dean; Cassar; Ken Angell (BMW 328i); Chris Bicknell (Citroen Saxo). FL Cowan. P Birley.

Caterham Superlight R300 (10 laps)
1 Aaron Head; 2 Lee Wiggins +0.719s; 3 Jack Sales; 4 Jon Mortimer; 5 William Smith; 6 Danny Winstanley. FL Sales. P Wiggins.
Race two (14 laps) 1 Head; 2 Winstanley +0.276s; 3 Wiggins; 4 Sales; 5 Smith; 6 Clive Richards. FL Sales. P Head.

Aston Martin GT Challenge/Intermarque (28 laps) 1 Jeremy Cooke/Mike Dowd (BMW M3 GT4); 2 Tom Black (Aston Martin GT4) +12.563s; 3 Christopher Kemp (Aston Martin Vantage GT4); 4 James Hilliard (Porsche 968CS); 5 Steve Atkinson (Porsche 968CS); 6 Steven Birley/Jerry Bailey (Aston Martin N24). CW Black; Hilliard; Lee Moulden/Vance Kearney (Ferrari 355); Nicholas King (Aston Martin DB4). FL Kemp. P Cooke/Dowd.

Photos: Gary Hawkins, Jakob Ebrey



Adam/Johnston (left) kept it clean and snatched victory for TF team

RACE DATA

British GT Championship (50 laps) 1 Derek Johnston/Jonathan Adam (TF Sport Aston Martin Vantage GT3) 1h35m14.612s (76.64mph); 2 Rick Parfitt Jr/Seb Morris (Team Parker Racing Bentley Continental GT3) +7.339s; 3 Liam Griffin/Fabio Babini (Barwell Lamborghini Huracan GT3); 4 Lee Mowle/Joe Osborne (AmD Tuning BMW Z4 GT3); 5 Andrew Howard/Ross Gunn (Beechdean AMR Aston Martin Vantage GT3); 6 Mark Farmer/Jon Barnes (TF Sport Aston Martin Vantage GT3). Fastest lap Adam 1m24.695s (103.42mph). Pole Parfitt/Morris. Starters: 14.
GT4 (48 laps) 1 Graham Johnson/Mike Robinson (PMW/Optimum Ginetta G55) 1h36m38.437s (72.51mph); 2 Anna Walewska/Nathan Freke (Century Motorsport Ginetta G55) +1 lap; 3 William Phillips/Jordan Stilp (Team Hard Ginetta G55); 4 Jamie Chadwick/Matthew George (Generation AMR Aston Martin Vantage GT4); 5 Jack Bartholomew/Jordan Albert (Beechdean AMR Aston Martin Vantage GT4); 6 Sandy Mitchell/Ciaran Haggerty (Ecurie Ecosse McLaren 570S GT4). FL Stilp 1m33.165s (94.02mph). P Walewska/Freke. S 16.
Points (after 1/9 rounds)
GT3 1 Johnston/Adam 37.5; 2 Parfitt/Morris 27; 3 Griffin/Babini 22.5; 4 Mowle/Osborne 18; 5 Gunn/Howard 15; 6 Barnes/Farmer 12.
GT4 1 Robinson/Johnson 37.5; 2 Walewska/Freke 27; 3 Phillips/Stilp 22.5; 4 Chadwick/George 18; 5 Bartholomew/Albert 15; 6 Haggerty/Mitchell 12.

Morris. "But if you'd offered us pole and second before the start of the weekend we'd have taken it."

But nothing could take the shine off Adam and Johnston's weekend. "The car just felt great and the team called it perfectly," said Adam. "Taking new tyres was a bit of a gamble on the stop, but it was totally the right decision once they came in. To be honest I didn't even know I was in the lead when I came out of the pits after all of the Code 80 confusion. It's a great result."

Griffin/Babini inherited third from Mowle/Osborne. A superb recovery drive from the Beechdean Motorsport Aston of Andrew Howard and Ross Gunn netted fifth. The car started last as Howard was unable to qualify on Saturday due to his commitments racing in the European Le Mans Series. The second TF Sport Aston of Mark Farmer and Jon Barnes completed the top six.

Graham Johnson and Mike Robinson claimed the GT4 race victory for Optimum Motorsport after guiding their Ginetta to a comfortable victory.

The pair initially had a great fight on their hands, but troubles for their rivals helped the duo get well clear following the pit window.

Johnson/Robinson had to play second best to the Century Motorsport crew of Anna Walewska and Nathan Freke in qualifying after Freke pulled out a wonder lap late in the session. "I don't know how we did the time," he said. "We perhaps ran the car a bit too marginal on fuel and when you get a fuel surge the ECU cuts all the power, so it was stuttering around Druids, but somehow held together."

Given her lack of leading races at this level, Walewska did an admirable job in the opening stages, but couldn't hold off Johnson, who vaulted ahead on lap two and began to forge a gap as Walewska headed a tight train for second involving Jack Bartholomew's Aston and William Phillips' Ginetta.

Bartholomew jumped ahead to chase Johnson just before the Code 80 was called, but unknowingly lost a lot of time during the caution, which left Robinson well clear after he'd taken over the lead car.

"I stuck to 80km/h, but I'm not sure the entire gird understood the new rule," said Johnson. "Other cars behind didn't go as quickly as they should and I found myself with a big gap and was wondering where everyone had gone. I won't complain as it made it comfortable for us."

Bartholomew handed over to Jordan Albert in second place, but a skip through the Paddock Hill gravel when racing resumed dropped the Beechdean Vantage down to fifth at the flag.

That opened the door for Freke to shine in the closing stages, and he quickly worked his way into a secure second place ahead of Jordan Stilp, who had taken over the G55 from Phillips, and Jamie Chadwick/Matthew George's Generation AMR Vantage. ■



Johnson and Robinson pulled clear to snatch GT4 victory in Ginetta

BRDC F3



Leist won first F3 outing



Sowery snatched the F3 points lead

Sowery grabs BRDC Formula 3 points lead as three winners split the spoils

Toby Sowery took advantage of the absence of title chaser Lando Norris to snatch the BRDC F3 points lead at Brands Hatch, but a mechanical failure in the final race left him ruing a missed opportunity.

Norris vacated his Carlin car for this weekend to instead race in the clashing Formula Renault Eurocup fixture in Spain, leaving the way open for someone else to steal a march. Sowery did so better than others with a win and a podium, but none of the early favourites could leave Kent knowing they'd had a perfect weekend. Matheus Leist and Norris's stand-in Colton Herta claimed the other wins, but couldn't claim much consistency.

Leist stole the early momentum by winning the first race, but then had to endure two disappointing retirements from Sunday's outings.

Leist grabbed pole with a great lap in clean air, and held on after rain caused a late scare. Sowery felt he lost his best qualifying laps to traffic and started in fourth, as Ricky Collard and Raoul Hyman started in second and third respectively.

Collard opted to fit two fresh tyres to the left-hand side of his car, hoping the extra grip would pay dividends later in the race. Leist led away and forged an early gap, until Collard's tyres switched on and he could attack. Sadly the fight didn't last as Collard ran too deep into Druids and fell back again.

Sowery kept a watching brief in third as the order stabilised, until the rain began to fall three laps from home. Hyman skated off the track from fourth and fell to seventh. The top three managed to hold it together and finish in order.

"The final few turns were crazy, it was so slippery and I was the first through so was just guessing," said Leist.

Sadly things didn't go to plan in the other races for the Brazilian. He started eighth on the reversed grid but was thumped at Druids by Herta, which put both cars into the pits with damage.

Enzo Bortoleto enjoyed a fine drive from 17th to eighth in race one to inherit pole, but Sowery made a strong start from row three and then pulled a great move to snatch the lead on the run into Sheene. From then on he was clear. Tarun Reddy also managed to slip past Bortoleto before the Brazilian stubbornly fended off Collard for third.

Sowery was confident of a strong run in the finale too, starting from the second row by dint of his third fastest lap in the previous race. But he lost his chance before the lights went out. "I pulled first gear and the clutch just gave up," he said. "I managed to get it going on the starter motor and get to the pits."

The Lanan team restored pressure and Sowery got out again, but was out of the running. A similar issue hit former points-leader Enaam Ahmed, who started second but also had to visit the pits in the red flag-afflicted race. An electrical issue for Leist put him out too, leaving poleman Herta relatively unchallenged to secure a debut win ahead of the consistent Collard and Thomas Randle.

Rob Ladbrook

GINETTA GT5

Chadwick doubles up as GT5 battles thrill



Hadfield and Chadwick fight

Having finished runner-up in the series for the past two seasons, Ollie Chadwick's hopes of going one better in 2016 got off to a solid start at Brands Hatch last weekend, taking the wins in the opening two races before Ryan Hadfield claimed the spoils in the third.

Chadwick, the only driver to dip below the 1m41s mark in qualifying, dominated the opening race from lights-to-flag, despite a startline shunt causing a safety car period early in the race.

As Chadwick pulled clear at the front, the drivers on the move were Nick Zapolski and Jack Minshaw, the latter attempting to atone for a poor getaway. By the end of lap four, Zapolski had dived inside Hadfield at Druids to claim third, before relieving Andrew Richardson of second by the end of the lap. Minshaw, son of British GT star Jon and grandson of former BTCC racer Alan, fought his way back through to third after a fine charge. Rob Keogh also worked his way up to fourth on the final lap at the expense of Richardson.

A pile-up in the midfield at Paddock on the first lap led to race two being halted prematurely. When the race restarted, Zapolski got the jump on Chadwick, but the former saw his chance of victory disappear when he crashed out near Stirlings. Richardson and Minshaw also came to grief at the same spot, handing Chadwick a comfortable run to victory. Hadfield held on to second, with Matt Flowers edging Matt Palmer for third on the sprint to the line. Matt Chapman, who had already impressed with a stunning charge from 35th on the grid to ninth in the opener, took fifth.

The reverse grid for race three dropped Chadwick to ninth and promoted Dan Collinson on to pole position. Yet it was fourth-placed Jonny Hadfield who would make the best start, blasting into the lead chased by older brother Ryan. By Hawthorns on the opening tour however, the order was reversed. Despite being squeezed onto the grass at Cooper Straight as he tried to make up ground, Chadwick was able to work his way up to second by lap three and began to chase down the leader. Behind the top two, Palmer was being forced to drive defensively to hold off the persistent Chapman.

Chadwick briefly took the lead, only to fall back to fourth in the closing stages, helping the older of the Hadfield siblings to claim the victory and promoting Chapman, who had got ahead of Palmer on the final tour, to second.

Mark Libbeter

BTCC REPORT: DONINGTON PARK

Honda once again snatched a haul of points at the second meeting of the year. By Matt James

NEAL'S MASTERPLAN



The Honda pairing are still top of the standings

Honda worke
hard for a 1-2

Honda is not going to have it easy this year, but still sits on top of the championship pile after the three rounds at Donington Park last weekend.

Matt Neal used tactics over the weekend to build to a race three win. That had been preceded by a superb Rob Collard victory in the second race race in the WSR BMW 125i M Sport, when he had battled with race one victor Mat Jackson in the Motorbase Performance Ford Focus.

Those two have shown intent – as have their teams – and the MG driver Josh Cook and Team BKR VW CC man Aron Smith continue to be a thorn in the side.

But the Honda is ready to make hay while it can. "We have traditionally been strong at the start of the season," explained Neal. "Now is the time to capitalise on that."

Race one

Jackson had done his homework before coming to Donington Park. He knew that the Triple Eight Racing MG drivers – Ash Sutton and Josh Cook – sitting directly in front of him on the grid for the opening race, were still getting to grips with their new mounts. "I looked at the video from the opening rounds at Brands Hatch, and I knew that the MGs had struggled away from the startline," said Jackson. "I also knew that the starts were a strong point for us, so I decided that was where I would go for it."

The Ford Focus' launch was superb, while the MGs ahead were slightly sluggish. It was the only invitation Jackson needed. He darted to the left to try and split the MG6s but the two ahead merged towards each other to block him off. Jackson fired into the side of Cook but still made good his escape.

"I picked up a bit of damage on the front-left," said Jackson. "I was slightly worried about that, but it didn't affect the car too badly. Once I had broken the tow to Cook, I as able to pull away as I wanted."

Cook's tenure of second place was cemented as rookie polesittter Sutton got too much wheelspin – allied to the traditionally flying getaway of WSR BMW 125i M Sport man Rob Collard, who took to the grass to usurp the MG into Redgate.

Sutton wasn't for hanging around, and sliced inside Collard into the Old Hairpin a few hundred yards later to reclaim third. Collard was hung out to dry and Tom Ingram, in his Speedworks Toyota Avensis, pounced to claim fourth.

All hostilities were briefly halted at the end of the opening lap as the safety car was called for a single tour with Ollie Jackson's AmD Tuning Audi S3 stranded in the Redgate gravel, although the German saloon would regain the track under its own power.

None of it bothered the leader, who was quickly 1.3s free. Cook was comfortable in second, but eyes were on the fight behind.

Ingram explained: "I could see that Sutton was being hard on his tyres, so I was gentle on mine to start with. I wanted to preserve them. I figured out that the only place I had a real advantage over him was on the run out of the final chicane."

On lap 11, he powered alongside the MG and into a podium slot with a brave move down the inside into Redgate. "I knew it was then or never," said a delighted Ingram, who once again underlined the threat of the Speedworks Toyota.

That move pushed Sutton wide and allowed Collard up to fourth, but worse was to follow for Sutton when Jack Goff (WSR BMW 125i M Sport) also powered ahead coming out of Coppice.

Collard's softer Dunlop rubber felt the strain over the closing stages and he fell to Goff and the resurgent Sutton too for a sixth place finish. Jeff Smith's Eurotech Racing Honda Civic Type R, Aron Smith's Team BKR VW CC and WSR BMW 125i M Sport driver Sam Tordoff – up from 21st on the grid – rounded out the top nine.

The championship top two coming in to the race, Neal and Gordon Shedden in the Team Dynamics Honda Civic Type Rs, both decided to take the soft tyre pain in race one. They were running with 75kg and 66kg respectively, so it was a brave decision. The pair were in the lower half of the top 10, but the Dunlops fell off a cliff with two tours remaining and they finished 11th and 12th.

The event had a sting in the tail for Team BMR. While Colin Turkington took the Levorg's first top 10 finish, James Cole's example burst in to flames on lap 16 and he parked up at the end of the pitlane. The driver was lucky to escape.

Race two

With Goff lurking on row two and with only 48kg of ballast aboard, all eyes were on the fourth-placed driver at the start of race two. Even though they have been pegged back, the rear-wheel-drive cars do still have an advantage off the line.

But there was to be none of it. Front row men Jackson and Cook crowded out the rear-wheel-drive car and it was Jackson who reached the apex of Redgate first. Ingram got underneath Cook for second place as they turned into the right-hand while Cook had no respite – the chargin Collard came steaming around the outside of Goff and Cook to snatch an incredible third place.

From there, the top three set off on a tense fight. Jackson had 75kg of succes ballast and was always likely to struggl Ingram had 57kg compared to Collard's 33kg, and the weight would be crucial – plus the fact the BMWs are light on the tyre wear.

Collard jumped Ingram with a strong exit from Coppice on lap 12, and then us superior traction to leap to the front as t cars finished lap 14.

"I was delighted with the moves I mad said Collard after taking the flag. "I mig not have many years left in this series a this level, so I am delighted I can still do things like this! I took a risk by going around the outside at Turn 1, but it came off. I am thrilled."

Jackson, for his part, could feel the rubber waning and could also see a racy Collard in his mirrors. "Of course you want to win, but this is a long championship," said the race one winn "Rob was on fire and there would have been no way I was going to stop him."

Discretion was the better part for Jackson, who finished the race on top of the points standings.

Discretion might have been the better part for Ingram too. The Toyota man, G and Aron Smith were fighting for the fi spot on the rostrum and went virtually three abreast into the chicane at the en

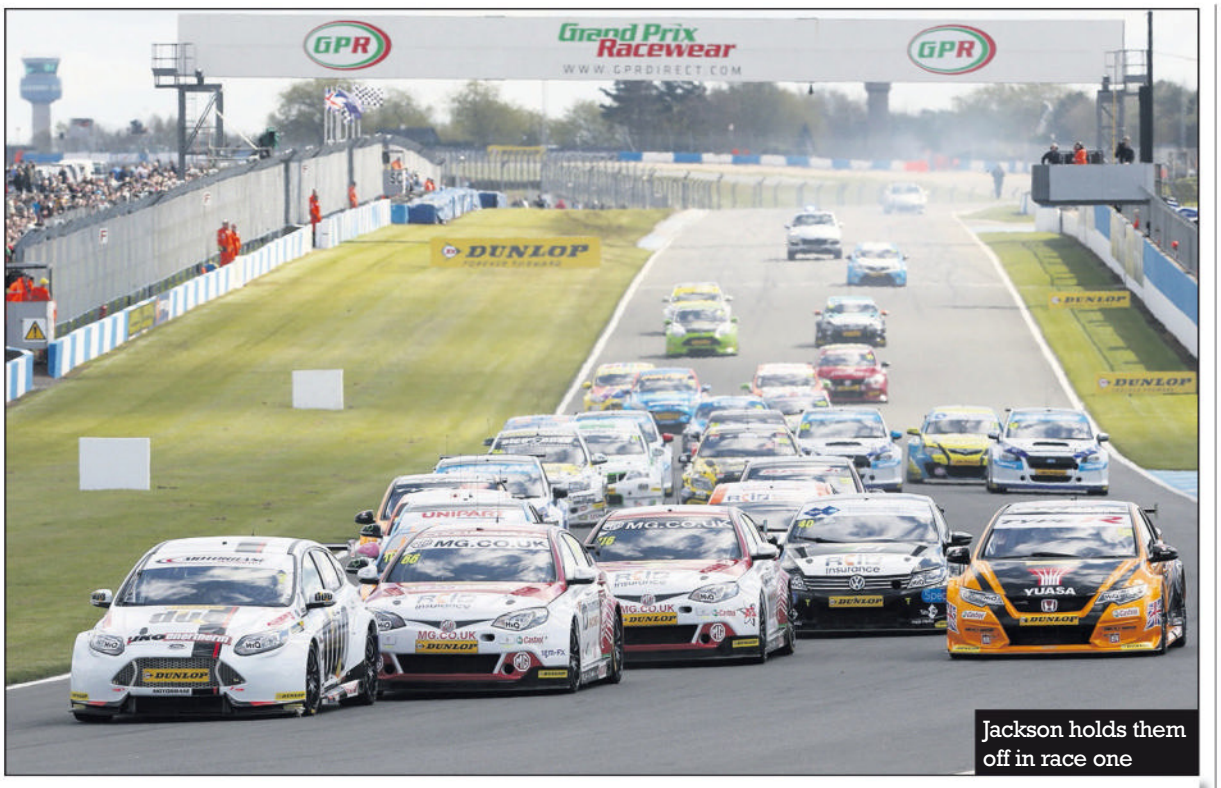


Tordoff led for most of race three, but lost out with two laps remaining

'A late move gave Whorton-Eales glory'
Renault Clio Cup action, p27



ROUNDS 04 05 06



Jackson holds them off in race one



Collard passed Jackson for race two triumph

of lap 12 and Ingram, on the outside on the exit, was shoved on to the grass by Goff.

Ingram was cross, as much with himself as anything else. He said: "I messed up. We were all battling into the chicane. Jack and Aron were fighting and slowed each other up ahead of me. I could have virtually stopped to avoid hitting them, but I chose to go to the outside of Jack on the exit of the chicane – he came across and I was on the grass. That was it."

Goff felt that Ingram had compromised himself by going for the outside line: "Both Aron and I had passed Tom, but once through, I felt a tap on the rear of my car. That slowed me and Tom went around the outside, but I already had the move done on him. It was a bit unnecessary."

All that allowed Aron Smith to sneak through for his second podium of the season – although he didn't have things easy. Shedden was right on his bootlid for the closing laps, but the Dubliner held on.

"That was pretty mental," said Smith. "I picked my way though – I was lucky to be in the right places at the right time – and I had backed off a bit towards the end to look after the rubber. I had just enough in hand."

Goff claimed fifth place from Neal, while Cook struggled with tyre wear and dropped to seventh.

Tordoff picked his way through the pack to eighth, which was a solid result, from a close group including Aiden Moffat (Ciceley Racing Mercedes-Benz A-Class) and Rob Austin's Handy Motorsport Toyota Avensis.

Ingram had slipped to 15th at the flag.

While Collard had the joy in race two, the reversed-grid draw put Tordoff on pole for the finale ahead of Cook and Neal. While that should have resulted in a BMW walkover, there was a sting in the tail. Most drivers had left the soft tyre pain until race three. Ominously, of the top eight, only Neal, Shedden and Collard had the more durable rubber. There were many questions to be answered.

Race three

And when the answers came, it was about the haves and the have nots. Actually, it was about the have nots and the haves: the soft tyres.

The information from last season's races at Donington showed that the drop off was quite severe. While the soft tyre compound is slightly different this season, there was still a concern.

As Tordoff scampered away from pole, Neal settled in to second place. He was content to play the waiting game. He was slightly startled when Goff jumped him going in to the chicane at the end of the second lap, and he thought his waiting game plan was up. "I didn't know that Goff was on the soft tyres, so that was a concern," said Neal. "I was on the radio."

He needn't have worried. Goff *was* on the white-walled tyres and by 10 laps, they were shot. Neal moved ahead at the Old Hairpin and set off to slash the 1.6s gap to the leader.

He was right with Tordoff on lap 14, and made his move into Schwantz Curve. "Once I had got Jack, I thought Sam would come back to me pretty quickly," said Neal. "But he held on and held on. I was getting concerned."

Tordoff knew the inevitable would happen too. "I had been trying to look after the tyres early on, but when Jack got in to second place, he was pushing me quite hard," explained the third-placed finisher. "I got on the radio and told the team that we shouldn't fight, but even though we backed it off, I was finished with three laps to go."

First Neal steamed ahead, and then Shedden followed him through for a second Team Dynamics 1-2 of the season.

Behind Tordoff, Collard coped manfully with the 75kg awarded for winning race two, but he was on the standard tyres. He had been another to wait his turn before pouncing up the order one by one.

Sutton had taken the white-walled tyre trauma in race two and that meant he started 13th. Therefore, his climb to fifth signed off his weekend with a pleasing flourish, ahead of Goff.

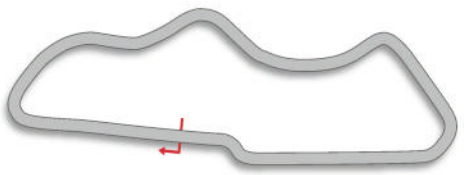
After having a perfectly understandable mistimed run in the wet-but-drying qualifying session, Moffat's run to seventh in race three (on normal tyres) was what the team had been building towards all through the weekend. He was followed by a rejuvenated Austin in the Handy Motorsport Toyota Avensis, which was only saddled with 9kg of ballast and normal tyres.

Rounding out the top 10 was Andrew Jordan in the Motorbase Performance Ford Focus. He had a trying weekend with a qualifying off and a struggle to find the set-up. He threw changes at the car for race two and clambered to 12th, but a differential tweak for the finale "transformed" the car and left him upbeat. He managed his top 10 result despite the softer tyres. ■

TURN OVER FOR MN'S EXCLUSIVE DRIVER RATINGS

RACE FACTS

Photos: Jakob Ebrey



DONINGTON
Where: Castle Donington, Derby
First BTCC round: 1977
Lap length: 1.98 miles
Qualifying lap record: Jason Plato 1m09.460s ('14)
Race lap record: Gordon Shedden 1m09.741s (2015)

RESULTS

Round: 1 **Laps:** 15 **Weather:** warm and dry

POS	Q	DRIVER	CAR	TIME
1	3	Mat Jackson	Motorbase Performance Ford Focus	18m16.822s
2	2	Josh Cook	Triple Eight Racing MG6	+1.860s
3	5	Tom Ingram [9]	Speedworks Motorsport Toyota Avensis	+2.077s
4	8	Jack Goff [6]	WSR BMW 125i M Sport (33kg)	+8.794s
5	1	Ash Sutton [7]	Triple Eight Racing MG6 (27kg)	+9.149s
6	6	Rob Collard [10]	WSR BMW 125i M Sport (S)	+10.324s
7	12	Jeff Smith	Eurotech Racing Honda Civic Type R	+14.807s
8	7	Aron Smith [5]	Team BKR VW CC	+16.423s
9	21	Sam Tordoff [8]	WSR BMW 125i M Sport	+17.990s
10	11	Colin Turkington	Team BMR Subaru Levorg	+19.589s

11 (4) Gordon Shedden (Team Dynamics Honda Civic Type R) (S) (66kg) +20.108s; 12 (9) Matt Neal (Team Dynamics Honda Civic Type R) (S) (75kg) +20.865s; 13 (14) Adam Morgan (Ciceley Racing Mercedes-Benz A-Class) (57kg) +21.121s; 14 (25) Andrew Jordan (Motorbase Performance Ford Focus) (39kg) +22.096s; 15 (13) Hunter Abbott (Power Maxed Racing Chevrolet Cruze) (S) +25.755s; 16 (23) Aiden Moffat (Ciceley Motorsport Mercedes-Benz A-Class) (S) +26.652s; 17 (18) Jason Plato (Team BMR Subaru Levorg) +32.425s; 18 (15) Rob Austin (Handy Motorsport Toyota Avensis) (S) +33.681s; 19 (24) Michael Epps (Team Hard Toyota Avensis) +36.755s; 20 (27) Alex Martin (Team Parker Racing Ford Focus) +37.227s; 21 (19) Ollie Jackson (AmD Tuning.com Audi S3 Saloon) +37.664s; 22 (28) Chris Smiley (Team Hard Toyota Avensis) +42.861s; 23 (30) Mark Howard (Team BKR VW CC) +45.956s; 24 (31) Kelvin Fletcher (Power Maxed Racing Chevrolet Cruze) (S) +56.439s; 25 (16) Warren Scott (Team BMR Subaru Levorg) +1m18.221s; 26 (10) Jake Hill (Team Hard Toyota Avensis) (S) -1 lap; R (17) James Cole (Team BMR Subaru Levorg) +40.280s; R (22) Matt Simpson (Speedworks Motorsport Honda Civic Type R) 13 laps/damage; R (20) Daniel Welch (Welch Motorsport Proton Persona) 13 laps/damage; R (29) Stewart Lines (Maximum Motorsport Ford Focus) 10 laps/damage; R (26) Martin Depper (Eurotech Racing Honda Civic Type R) 4 laps/no wheel.
Pole position: Sutton 1m11.729s (99.32mph). **Winner's average speed:** 97.31mph. **Fastest lap:** M Jackson 1m10.466s (101.10mph).
Lap leaders: M Jackson 1-15 (safety car: laps 1 and 15). (S) = soft tyre.

Round: 2 **Laps:** 19
Weather: warm and dry

POS	Q	DRIVER	TIME
1	6	Collard [6]	25m07.394s
2	1	M Jackson [1]	+1.670s
3	8	A Smith [8]	+3.307s
4	11	Shedden	+3.429s
5	4	Goff [4]	+4.939s
6	12	Neal	+5.547s
7	2	Cook [2]	+9.967s
8	9	Tordoff [9]	+10.311s
9	16	Moffat	+11.124s
10	18	Austin	+11.378s

11 (13) Morgan (S) +12.609s; 12 (14) Jordan +13.358s; 13 (5) Sutton (S) (39kg) +20.040s; 14 (15) Abbott +20.315s; 15 (3) Ingram (57kg) +20.433s; 16 (20) Martin +20.856s; 17 (31) Depper (S) +24.166s; 18 (7) J Smith (27kg) +25.205s; 19 (25) Scott +25.739s; 20 (17) Plato +26.730s; 21 (22) Smiley (S) +27.223s; 22 (28) Simpson +31.188s; 23 (23) Howard (S) +37.866s; 24 (19) Epps (S) +38.505s; 25 (30) Lines +40.159s; R (26) Hill 14 laps puncture/damage; R (29) Welch 12 laps/damage; R (10) Turkington (9kg) 4 laps/damage; R (21) O Jackson 0 laps/off; R (24) Fletcher 0 laps/off; NS (27) Cole 0 laps.
Winner's average speed: 89.71mph. **Fastest lap:** Tordoff 1m10.650s (100.84mph). **Lap leaders:** M Jackson 1-14; Collard 15-19 (safety car laps 1-3 and 6-7). (S) = soft tyre.

Round: 3 **Laps:** 16
Weather: warm and dry

POS	Q	DRIVER	TIME
1	3	Neal [6]	19m08.350s
2	5	Shedden [4]	+0.222s
3	1	Tordoff [8] (S)	+2.690s
4	8	Collard [1]	+2.908s
5	13	Sutton	+4.142s
6	4	Goff (S) [5]	+9.245s
7	9	Moffat [9]	+9.379s
8	10	Austin [10]	+13.028s
9	2	Cook [7] (S)	+17.535s
10	12	Jordan (S)	+18.146s

11 (17) Depper +18.275s; 12 (14) Abbott +18.289s; 13 (23) Epps +18.902s; 14 (7) M Jackson (S) (66kg) +19.572s; 15 (6) A Smith (S) (57kg) +24.260s; 16 (20) Plato (S) +24.796s; 17 (21) Smiley +24.993s; 18 (27) Turkington (S) +25.204s; 19 (15) Ingram (S) +25.434s; 20 (29) Fletcher +28.111s; 21 (24) Lines (S) +31.428s; 22 (16) Martin (S) +34.259s; 23 (31) Simpson (S) +38.970s; 24 (26) Welch (S) +40.487s; R (18) J Smith (S) 14 laps/puncture; R (28) O Jackson (S) 12 laps/off; R (11) Morgan 5 laps/spin; R (19) Scott (S) 4 laps/misfire; R (25) Hill 2 laps/damage; R (22) Howard 1 lap/off; NS (30) Cole (S) 0 laps.
Winner's average speed: 99.14mph.
Fastest lap: Goff 1m10.545s (100.99mph).
Lap leaders: Tordoff 1-13; Neal 14-16. (S) = soft 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	Matt Neal	78
2	Gordon Shedden	73
3	Jack Goff	66
4	Rob Collard	64
5	Mat Jackson	61
6	Sam Tordoff	56
7	Aron Smith	56
8	Ash Sutton	55
9	Josh Cook	46
10	Adam Morgan	45

11 Andrew Jordan 44; 12 Tom Ingram 39; 13 Aiden Moffat 32; 14 Jeff Smith 26; 15 Rob Austin 21; 16 Hunter Abbott 11; 17 Colin Turkington 10; 18 Martin Depper 5; 19 Daniel Welch 5; 20 Michael Epps 3; 21 Jake Hill 3; 22 Jason Plato 3.

INDEPENDENTS

POS	DRIVER	PTS
1	A Smith	88
2	M Jackson	80
3	Jordan	80
4	Moffat	74
5	Morgan	68
6	Ingram	58
7	Austin	55
8	J Smith	54
9	Abbott	45
10	Epps	32

11 Depper 30; 12 Welch 23; 13 Matt Simpson 21; 14 Alex Martin 17; 15 Chris Smiley 15; 16 Hill 12; 17 Ollie Jackson 11; 18 Kelvin Fletcher 7; 19 Stewart Lines 7; 20 Mark Howard 6.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Sutton	120
2	Epps	92
3	Simpson	75
4	Smiley	68
5	Howard	50
6	Fletcher	37


Jack Goff: a strong weekend

BTCC REPORT: DONINGTON PARK

IN BRIEF

Wrist slap

British Touring Car Championship newcomer Matt Simpson was forced to start the third race of the weekend at Donington Park from the of the grid after picking up three penalties in the opening two races. He was reprimanded twice for contact in the opening round and then another in the second. The Speedworks Honda Civic Type R driver finished 23rd in the final race of the weekend.

Show stars

Emmerdale actress Natalie Robb, who plays Moira Barton in the ITV soap, was a guest at Donington Park. She was on the sidelines to support Power Maxed Racing driver and fellow cast member Kelvin Fletcher. The Chevrolet Cruze driver was in the wars with a broken subframe after an off in free practice meant he missed qualifying. In the races, he scored a weekend's best finish of 20th in the final encounter.

BMR testing

The Team BMR Subaru Levorg machines have been booked into a test session at Brands Hatch at the end of the month as the four-car attack looks to refine the handling of the rear-wheel-drive machine. However, bosses of the team say that they might skip the event to concentrate on further tweaks back at the workshop. A decision will be made when they have been through the data from last weekend's races.

Record fun

Matt Neal's victory in the third race for Team Dynamics in the Honda Civic Type R means that he is the sixth different winner from the six races held so far. The start of the season hasn't been that mixed up since the 2009 campaign, when seven different racers scaled the podium over the first seven races. They were (in order): Neal, Rob Collard, Jason Plato, Fabrizio Giovanardi, Colin Turkington, Mat Jackson and James Thompson.

Sutton scores

Ashley Sutton's domination of the Jack Sears Trophy, held this season for rookie drivers, shows no signs of slowing down. The Triple Eight MG6 driver took his maiden pole position and raced to two top 10 finishes. It means he has now won the class in all of the six rounds held so far. Sutton is 28 points clear in the JST standings, ahead of Team Hard Toyota Avensis driver Michael Epps.



Team BMR Subaru Levorg driver James Cole was lucky to escape injury when his car burst into flames at the end of the opening race at Donington Park. The Merseysider said: "There was a very strange smell inside and then, as I got on the power, flames started licking around the passenger footwell. It was extremely lucky it wasn't in the pedalbox."

DRIVER ANALYSIS BY MATT JAMES



COLIN TURKINGTON 4/10

Team BMR Subaru Levorg



This was another weekend when Turkington was on top of the Levorg. He lined up 11th for the second meeting in a row and scored Subaru's first top 10 in race one, before being attacked by others, which hurt his progress.

JASON PLATO 4/10

Team BMR Subaru Levorg



It is hard to judge the Subaru by any standards at the moment, and Plato is just plugging away with car developments. He knows finding that extra tenth of a second in lap time is not beneficial to the longer game. He is spending his time ticking off set-up boxes as he waits for more power.

GORDON SHEDDEN 8/10

Yuasa Honda Civic Type R



Like his team-mate, was saddled with a bunch of success ballast and that is not what you want on the elevation changes of Donington. Fourth in qualifying, he dropped to 11th on the softs in race one before bouncing back to a fourth and a second.

MATT NEAL 9/10

Yuasa Honda Civic Type R



A well-thought out plan for the triple champion meant he worked his way through the order to claim victory in race three. He says there is stil more to come from the car as well, which should be a worry for the others. Claims Honda is making hay when it can, and he is definitely the expert farm hand.

ANDREW JORDAN 4/10

Motorbase Ford Focus



Skidding off the road in qualifying was very unusual for Jordan, who is a master at car control. That ruined the weekend, so he set about learning about the set-up. His work resulted in a breakthrough in the final race, where he climbed to 10th place on the softs.

ROB COLLARD 9/10

WSR BMW 125i M Sport



Collard was simply superb at the weekend. He took the soft tyre pain early but that set him up for a race two win and a hugely impressive fourth place in the reversed grid race, despite carrying full weight on his car. That meant he was the highest scorer over the course of the weekend's three races.

JACK GOFF 7/10

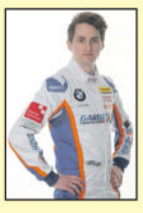
WSR BMW 125i M Sport



It is sometimes hard to remember that he is only in his second meeting in a rear-wheel-drive car. Missed his slot in qualifying with a red flag, but still lined up eighth. Fourth and fifth in the opening races were good, but had a chance of more in race three. Overworked his tyres, though.

SAM TORDOFF 6/10

WSR BMW 125i M Sport



Another to be stymied by the red flag in qualifying. He lined up 21st. A climb to ninth in race one was the bedrock of another solid weekend – which was once again helped on its way by being drawn on reversed grid pole for the finale. He came home third after a brave fight against the Hondas.

ADAM MORGAN 5/10

Ciceley Mercedes A-Class



Morgan struggled over the course of the weekend. His car was laden with 57kg of ballast coming into the meeting, which meant he was going to have it tough. Another to be caught out in qualifying, he lined up 14th. Damage in race one didn't help either. He was unable to break in to the top 10 at any stage.

MAT JACKSON 9/10

Motorbase Ford Focus



Did everything he could at Donington. Took a lead in race one that he didn't lose and drove smartly in the second encounter to land a second place. That gave him a ballast and soft tyre nightmare in race three, but he still brought it home in the points. This was the place where Jackson laid down his title credentials.

TOM INGRAM 5/10

Speedworks Avensis

After his weekend fell apart in race two at Brands, everyone was hoping Ingram had learned. Third in race one was followed by...a points-sapping incident in race two. Held his hands up to it though. Still hugely rapid.

ROB AUSTIN 5/10

Handy Toyota Avensis

Was frustrated with qualifying only 15th after a troubled wet-dry session, but made up for that in the races. Climbed to 10th in the second race and then battled hard for eighth in the finale. There is progress here.

ASH SUTTON 6/10

Triple Eight Racing MG6

The rookie took his first pole position in his second meeting in a tricky qualifying session. Fluffed his start though. Took two fifths in the first and last races, but used his soft tyres too hard in race two and dropped to 13th.

JOSH COOK 7/10

Triple Eight Racing MG6

Was desperate to put one over on team-mate Sutton but was behind him in qualifying. However, racecraft came to the fore with second in the opener. Took two other top 10s to kickstart his campaign.

ARON SMITH 6/10

Team BKR VW CC

Admitted to having the luck of the Irish to claim third place in the second race of the weekend, when he missed a skirmish ahead. Still banked some solid points and is proving to be a dark horse in the title race.

'Fewtrell claimed three podiums'

Ford MSA Formula, below



Photos: Jakob Ebrey

Harper the Junior star at Donington

Ginetta Junior

By Damian Meaden

Daniel Harper was the star of the triple header at Donington as he claimed a hat-trick of podium finishes, including the final race win, on a near-perfect weekend for the Douglas driver.

In the opening contest, Lewis Brown fended off Stuart Middleton to claim victory, while Harper completed the podium.

Brown and Middleton rekindled their battle in the second race, but after the latter took the lead at half-distance, Brown tumbled down the order, giving Harper the chance to take the fight to Middleton, which he duly obliged with a pass with five minutes to go. However, Middleton fought back and later repassed Harper to claim the honours.

Harper took the race three lead from Will Tregurtha into Coppice after an early safety car. A seven-car train contested the lead, with Brown squeezing into second down the Craner Curves, but he later lost out to Tregurtha as Harper finished the weekend on top after visiting each step of the podium.

Trio of winners but Fewtrell is happiest

Ford MSA Formula

By Stephen Lickorish

Alex Quinn, Sennan Fielding and Max Fewtrell shared the spoils at Donington, but it was Fewtrell who was happiest after claiming the points lead.

Despite his lack of experience, and a hailstorm just before the start of the opener, Fortec's Quinn made a good start from pole and led Arden's Luis Leeds and Fewtrell.

But just as Quinn was coming under increasing pressure, the red flag was thrown with Patrik Matthiesen off at Coppice.

Jamie Caroline could have featured after a remarkable opening lap during which he climbed from 15th to sixth. But his progress was shortlived as he went off at Redgate on lap two and finished eighth.

JHR's Fielding started on pole for the middle race and led throughout despite a safety car, winning from Carlin duo Petru Florescu and Fewtrell.

"I thought 'oh no' when the safety car came out but I managed to nail the restart," Fielding enthused.

Fewtrell rounded off a strong weekend with his maiden victory in the finale, holding off Leeds and Ross Martin.

"I knew I needed to make a good start," said Fewtrell, "and when I did I wanted the race to end as soon as it started [to secure his first win]."

Photos: Jakob Ebrey

WRIGLEY JOINS THE HAT-TRICK TOMS

Wrigley wins all three races, matching namesakes Ingram and Sharp



Wrigley (1) leads the field away



Green took first podium

RACE DATA

Ginetta GT4 Supercup (15 laps) 1 Tom Wrigley (Rob Boston Racing); 2 Jamie Orton (Triple M Motorsport) +1.096s; 3 Will Burns (Douglas Motorsport); 4 Carl Boardley (Carl Boardley Motorsport); 5 Tom Hibbert (privateer); 6 Mark Davies (TCR). Class winner Grahame Tilley (Raw Motorsports). Fastest lap Wrigley. Pole Wrigley. **Race two (17 laps)** 1 Wrigley; 2 Burns +1.645s; 3 Orton; 4 Boardley; 5 Hibbert; 6 Ben Green (SuperGreen Racing). CW Colin White (CWS 4x4 Spares). FL Orton. P Wrigley. **Race three (16 laps)** 1 Wrigley; 2 Boardley +2.764s; 3 Green; 4 Hibbert; 5 Rob Wheldon (Raw Motorsports); 6 Callum Pointon (TCR). CW White. FL Wrigley. P Hibbert. **Points (after 6/23 rounds)** 1 Wrigley 199; 2 Burns 149; 3 Orton 147; 4 Boardley 114; 5 Wheldon 104; 6 Hibbert 101.

Ginetta GT4 Supercup

By Stephen Lickorish

Tom Wrigley joined a very elite group of Toms at Donington Park. He is now only the third driver to win all three Ginetta GT4 Supercup races in a weekend since the category switched to its current format in 2011, matching the achievements of his namesakes Ingram and Sharp.

During the whole of 2015, Rob Boston Racing driver Wrigley managed two victories. He has now doubled that already this year with his impressive hat-trick adding to a win at Brands Hatch last time out.

The first two wins were relatively straightforward as he was able to lead away from pole, but he still had to deal with safety cars eroding his lead in both contests.

In the first race, stranded Amateur driver John Wall caused a caution at one-third distance, but Wrigley made a good restart to head home his main title rivals: Jamie Orton (Triple M) and Will Burns (Douglas Motorsport).

Second time around it was Mark Davies who caused the safety car with a spin at Redgate mid-race, but again Wrigley was able to pull an advantage when the green flags waved. Orton and Burns duelled for much of the early stages but the battle for second was settled when Orton made a small mistake at Old Hairpin.

Wrigley started fifth for the partially reversed grid finale but that didn't stop him from completing a memorable hat-trick.

He made a couple of excellent moves to pass front row starters Carl Boardley and Tom Hibbert through the Craner Curves and Redgate, respectively, to take another victory.

"That was amazing – it's not been done for three years," he beamed. "I was hoping for a podium in race three but also in the back of my mind I knew I had a chance as I had been dominating the weekend."

Wrigley's path to glory was made a bit easier by Orton hitting Burns at Redgate, with the former team-mates dropping to the tail of the field after Orton suffered another spin. Their struggles meant Wrigley left Donington with a massive 50-point lead over Burns in the standings.

Burns and Orton's collision paved the way for Ben Green to take a brilliant maiden podium after passing Hibbert on the brakes into McLeans.

"That was hard work," he said. "The plan was to be fighting for podiums in the second half of the season so I'm really happy."

At Brands, Colin White achieved an Amateur hat-trick but couldn't match Wrigley's feat this time. A last-lap collision with James Guess denied him in the opener, handing the win to Grahame Tilley. White made amends in the second race after a mistake from Fraser Robertson on the penultimate lap allowed him to win, and he followed that up with another triumph in the finale.

RESULTS

Ginetta Junior (9 laps)
1 Lewis Brown (HHC Motorsport); 2 Stuart Middleton (Douglas Motorsport) +1.382s; 3 Daniel Harper (Douglas Motorsport); 4 Dave Wooder (TCR); 5 William Tregurtha (HHC Motorsport); 6 Tom Gamble (HHC Motorsport). FL Middleton. P Brown. **Race two (9 laps)** 1 Middleton; 2 Harper +0.628s; 3 Wooder; 4 Tregurtha; 5 Geri Nicosia (JHR Developments); 6 Cameron Roberts (JHR Developments). FL Brown. P Brown. **Race three (10 laps)** 1 Harper; 2 Brown +0.282s; 3 Tregurtha; 4 Wooder; 5 Roberts; 6 Max Bird (TCR). FL Brown. P Roberts. **Points (after 5/25 rounds)** 1 Middleton 149; 2 Wooder 126; 3 Harper 125; 4 Tregurtha 123; 5 Brown 114; 6 Roberts 80.

Ford MSA Formula (11 laps)
1 Alex Quinn (Fortec Motorsports); 2 Luis Leeds (Arden) +0.599s; 3 Max Fewtrell (Carlin); 4 James Pull (Carlin); 5 Devlin DeFrancesco (Carlin); 6 Petru Florescu (Carlin). FL Pull. P Quinn. **Race two (15 laps)** 1 Sennan Fielding (JHR Developments); 2 Florescu +1.486s; 3 Fewtrell; 4 Rafael Martins (Arden); 5 Jamie Caroline (Jamun); 6 Billy Monger (JHR Developments). FL Florescu. P Fielding. **Race three (15 laps)** 1 Fewtrell; 2 Leeds +1.063s; 3 Ross Martin (Fortec Motorsports); 4 Pull; 5 Fielding; 6 Quinn. FL Quinn. P Fewtrell. **Points (after 6/30 rounds)** 1 Fewtrell 89; 2 Florescu 76; 3 Fielding 76; 4 Pull 69; 5 Leeds 68; 6 Quinn 55.

Renault UK Clio Cup (6 laps)
1 Ant Whorton-Eales (Jam Sport with AWE Motorsport); 2 Lee Pattison (Team Cooksport) +0.568s; 3 Paul Rivett (WDE Motorsport); 4 Max Coates (Ciceley Motorsport); 5 Mike Bushell (Team Pyro); 6 George Jackson (Team Cooksport). FL Coates. P Coates. **Race two (14 laps)** 1 Rivett; 2 Charles Ladell (WDE Motorsport) +3.083s; 3 Paul Streather (Finesse Motorsport); 4 Coates; 5 Bushell; 6 Daniel Rowbottom (Team Ecomotive with Finesse). FL Streather. P Whorton-Eales. **Points (after 4/18 rounds)** 1 Rivett 110; 2 Streather 97; 3 Pattison 93; 4 Bushell 85; 5 Coates 78; 6 Whorton-Eales 68.

Rivett takes points lead as Whorton-Eales is excluded again

Renault UK Clio Cup

By Damian Meaden

The Clio spoils were shared between Ant Whorton-Eales and Paul Rivett, though the former could have been a double victor if not for a technical infringement that excluded him from the race two results.

Max Coates, who impressively secured his first pole by 0.2 seconds, made errors on both his initial start, and the restarted race after the red flags were shown for Dan Zelos rolling at the Old Hairpin and WDE Motorsport team-mates of Charlie Ladell and Rory Green taking each other out.

A strong second start by row two man Whorton-Eales moved him into second behind Lee Pattison, with fellow series stalwart Paul Rivett in close company behind. The trio went three abreast heading into the Esses, with Rivett seizing the lead of the race on the inside line, though Whorton-Eales impressively passed Pattison on the outside to reclaim second.

A move into the final chicane on lap five gave Whorton-Eales his first victory of the season, in a race that ended three laps early due to another red flag stoppage as Senna Proctor also rolled his car.

The second contest was comfortable for Whorton-Eales, who reclaimed the lead after initially losing out to Pattison off the start. Rivett then demoted Pattison to third as they closed out the opening lap, while four drivers including George Jackson were penalised for false starts. Pattison's poor luck continued as he and Ladell made contact heading into the chicane, leaving the former in a spin and bound for the pitlane.

Whorton-Eales was set to double up his honours, ahead of Rivett and Charlie Ladell, who claimed a first ever podium finish in the series, but Whorton-Eales's exclusion for a technical infringement ensured Rivett inherited the win, and extended his championship lead.

Whorton-Eales's Jam Sport team has subsequently lodged an appeal regarding the exclusion. It is already the second time he has failed technical checks.

Further back, Rory Collingbourne completed a strong rise through the field to finish ninth after starting six rows further back in 20th.



Rivett and Whorton-Eales battled hard at Donington



This goose was unconcerned about Proctor rolling

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GREAT CARS

Photos: LAT

ANTHONY REID'S GREATEST CARS



THE FORMER BTCC ACE PICKS HIS THREE FAVOURITE RACERS

Best known in the UK for his British Touring Car exploits, Anthony Reid first carved a name for himself in Japan.

Strong showings in Group C Porsche 962s in 1990-1991 helped him into Japanese Formula 3 and Reid took the title in 1992. After his single-seater hopes faded, Reid raced GTs and touring cars in Japan before coming back to Europe for the 1996 German Super Tourenwagen Cup with Nissan.

Reid and Nissan turned their attention to the BTCC for 1997 and a year later Reid was a close second in the standings to Volvo's Rickard Rydell. A move to Ford followed for 1999 and Reid ended the Super Touring era by again finishing runner-up in 2000, this time losing out to fellow Mondeo man Alain Menu.

Thereafter, Reid drove for MG in the BTCC (and twice at Le Mans) until 2004. He racked up 15 victories in the series and remains a competitive racer in major historic events.

Kevin Turner

PORSCHE 962

"The 962 was like pulling up your favourite armchair," says Reid of one of Porsche's greatest sportscars. "It was built for purpose, was reliable, robust – great German engineering. It didn't have any nasty quirks."

Although the Porsche helped launch his six-season career in Japan, Reid's top 962 memories both come from Europe. The one that most will remember is the 1990 Le Mans 24 Hours, where debutant Reid, Tiff Needell and David Sears worked their way up from 20th on the grid to finish third in their Japanese-run Alpha Racing 962, behind a famous TWR Jaguar 1-2.

Key to the success was the decision to go with the higher downforce short tail for the Mulsanne Straight's two new chicanes – the crack Joest Porsche squad opted for the low-drag long tail and suffered.

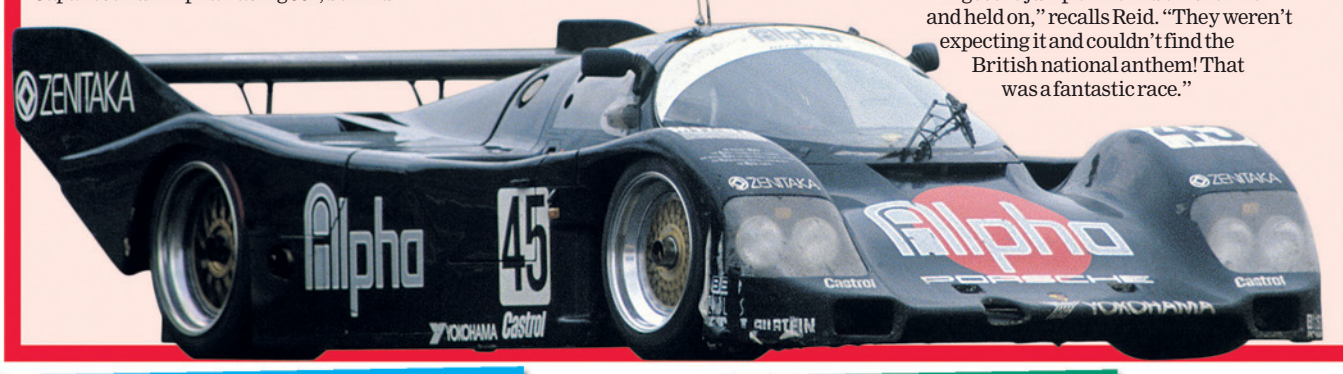
"The one thing that has stood me in good stead is my feel for what will work," says Reid. "We had the long and short tails and we had a heated argument about it. I said more downforce would be better – it helps you look after things like the tyres – and it paid off. I've always liked to run that little bit more downforce."



All-Brit crew took third at '90 Le Mans

A 962 victory came later that season, at the Osterreichring, when Reid entered the Interserie finale. Bernd Schneider and Walter Lechner had won all the races between them in 1990, but Reid was able to snatch victory, much to the locals' chagrin.

"I got the jump on Bernd off the line and held on," recalls Reid. "They weren't expecting it and couldn't find the British national anthem! That was a fantastic race."



NISSAN PRIMERA SUPER TOURER



Reid developed the 1998 Primera around his driving style...


...and often led the way

Flat-out in a white, Ray Mallock Limited-run Nissan Primera is probably how Reid is best remembered in the BTCC.

The groundwork was laid in Germany in the 1996 STW, despite modest results. Reid, along with Nissan Motorsport Europe and figures such as Alex Poole, Derek Gardner and Richard Divila, developed the P11 version of the car, turning it into the Super Tourer he wanted.

"For the first time, I had the opportunity to put my DNA into a racing car programme," recalls Reid. "It was built around what I was looking for."

Reid and Nissan came to Britain and joined forces with RML in 1997. The combination became the BTCC's fastest in 1998, with 11 poles and seven wins going Reid's way. Both stats were more than anyone else managed, but early season reliability problems with the AER engine meant he couldn't quite catch Rickard Rydell.

"There's no single thing that makes a winning combination, it was all the details," says Reid. "The Nissan had a strong engine and the chassis gave you what you wanted. I like a car that is predictable and gives you great confidence. My speed comes from corner entry and that car had everything I required."

Reid moved to Ford for 1999 and Laurent Aiello finally took the drivers' crown for Nissan in the Primera. The Prodrive-built Mondeo became arguably the fastest Super Tourer in 2000, but Reid felt more comfortable in the Nissan.

"For me that was the ultimate experience – working with Ray Mallock, NME and a car that suited my style," he adds. "It was the zenith of what motor racing is all about. It gave me what I was looking for as a driver – the ultimate race car."

MG-LOLA EX257

Reid only raced the lightweight MG-Lola twice – retiring at Le Mans in both 2001 and 2002 – but its capabilities earn it a place in his top three. The car ran in LMP675 (akin to a more competitive version of LMP2) and Reid believes it had the potential to take on the best of the LMP900s (LMP1), such as Audi's legendary R8.

"That was possibly the best racing car I ever drove," says the 58-year-old, who shared with Warren Hughes and Jonny Kane on both La Sarthe outings. "It was built by Lola and they made great racing cars, super handling cars.

"I think it had the speed to win Le Mans, with the way the [race organiser] ACO set out the rules. It wasn't as powerful as the LMP900s, but it was lighter and could accelerate faster, and we were as quick through the corners."

Sadly, the project became one of the victims of the fallout between MG and Lola in 2001-'02: "The money that should have been spent on the car seemed to get spent on the lawyers I think!

"In 2002 we had a fast car, but I knew it wouldn't finish the race, so we agreed to cane the car's arse. We got it up to third before it inevitably broke [gearbox failure], but we left with our heads held high."



Lola-MG squad proved rapid at Le Mans in 2001 (above) and 2002

RACING REPORTS

CASTLE COMBE: HSCC 50TH BY PAUL LAWRENCE

APRIL 16/17

Photos: Steve Jones

FORMULA FORD FIGHTS TOP HSCC CELEBRATION



Shaw narrowly beat Eagling

A mighty Historic Formula Ford 1600 contest between Mark Shaw and Dan Eagling topped the HSCC's 50th anniversary race meeting at Castle Combe as former F3000 racer Shaw claimed his first victory in historic racing.

Shaw was starting his title campaign with Mike O'Brien's squad while Eagling, in only his second FF1600 race, was giving the Lotus 61 of Andy Langridge a shakedown run after a restoration.

Eagling quickly recovered from a tardy start with a bold run round the outside at Quarry and took the lead before a brief safety car period. From the restart, it was wheel-to-wheel stuff as James Buckton and impressive newcomer Benn Tilley tagged along.

However, as the race developed experience told and it came down to a tough contest in the best style of FF1600 between Shaw and Eagling. It was Shaw who just got to the line ahead. "There was a lot of pressure on," said the Scot.

"We were too evenly matched for me to pull a silly move and risk taking us both off," said Eagling after a remarkable result in the unfashionable Lotus.

The second Historic FF1600 race was for the other half of the over-subscribed grid, which unfortunately meant that the top racers were split across two grids. Callum Grant was the class of this one but had to deal with a determined challenge from Ben Tusting. Tusting was never going to win as he'd picked up a jump-start penalty, but Tusting's pace against Grant put him far enough clear of Benn Simms to keep second.

Yet another victory went the way of Michael Schryver's Chevron B6 after a typically strong opening stint from Simon Hadfield in the 40-minute **Guards Trophy** race. At the head of a capacity grid, poleman James Schrvyer (Chevron B8) jumped the start and that was all the invitation that Hadfield needed to dominate. Michael Schryver completed the job while his nephew James did enough to negate the time penalty and take second.

"This car is like part of the family," said Hadfield of the car they have been racing to wins for more than 30 years. Charles Allison made it an all-Chevron podium, while the GT division was all-TVR Griffiths as the Mike Gardiner/Dan Cox car led them home.

In a shakedown race ahead of Monaco, Ray Mallock took his U2 Mk2 to a stylish victory in the **front-engined Formula Junior** race. "The chassis works so well," said Mallock in tribute to his father's 64-year-old design. However, as Mallock hit some gearbox issues, Andrew Tart loomed ever larger in the Bond and the gap was down to a second at the flag. "I was very happy to keep up with someone like Ray," said Tart.

After taking third in the front-engined division in his Stanguellini, Stuart Roach was on course to win the **rear-engined Formula Junior** race until battery failure stopped his Alexis Mk4. Young Cameron Jackson, battling with clutch problems, took over in his Brabham BT2.

Both HSCC **Road Sports** Championships started with bumper grids and excellent racing as Lotus Elans won both races. In the **70s** division, Julian Barter was the class of the field but Peter Shaw (TVR Tuscan) was always a major threat after leading the early laps.

The next day, Shaw switched to his **Historic Road Sports** Lotus Elan and saw off a concerted Morgan Plus 8 challenge for victory. Kevin Kivlochan should have been up there but qualifying problems left his Morgan well down the grid. The reigning champion quickly made up ground until struck by a misfire that eventually cut the engine completely. Tim Pearce had a quick spin at Quarry but fought back to grab second from Richard Plant in his Plus 8s.

Cumbrian Andrew Park took first blood in **Historic FF2000** but had to defend hard over the first half of the race as Nelson Rowe mounted a stern attack. However, the local vet was having gear selection woes and that prompted a quick spin, which promoted Benn Simms to second but Park was away and clear. Andy Jarvis topped the concurrent Classic Racing Car section in his Palliser, while other single-seaters wins went to Peter Thompson (**Historic F3**) and Richard Trott (**Classic F3/URS FF2000**).

Warren Briggs topped an entertaining **Historic Racing Saloons** opener as his Ford Mustang enjoyed a dry track after a wet and slippery qualifying session that produced an all-Mini front row. Chris Sanders chased valiantly in his Lotus Cortina.

Concern over his gearbox, due to a lack of available parts, forced Mark Charteris to make a cautious start in the **Classic Clubmans** race and prompted an excellent early dice as Malcolm Jackson led in his 50th season of Clubmans racing. Spencer McCarthy joined in as well, but Charteris was soon able to take control as McCarthy moved through to second.

A fierce lead battle in the **Castle Combe FF1600** opener ended dramatically when Michael Moyers tangled with backmarker Pete Diccox on the exit of Camp while contesting the lead with Roger Orgee. Moyers was lucky that his car didn't flip, but the race was halted and Orgee took the win once Moyers was removed from the results.

The top three in the **Castle Combe Saloons** race took each other off at Tower and caused another red flag after charging the tyre wall. Gary Prebble (SEAT Leon), Tony Hutchings (Audi TT) and Charles Hyde-Andrews-Bird (Renault Megane) were all eliminated. James Winter won on the restart in his Megane after holding off Mark Wyatt's Vauxhall Astra.

Josh Smith blitzed to victory in the **Sports-Racing** contest and David Krayem took **Sports and GT** honours once the fast-starting Mitsubishi of Barry Squibb expired.



Hadfield/Schryver Chevron led Guards Trophy enduro throughout



Winter defeated Wyatt in action-packed Combe Saloons encounter

RESULTS

Historic FF1600 race one (15 laps) 1 Mark Shaw (Merlyn Mk20); 2 Dan Eagling (Lotus 61) +0.510s; 3 Benn Tilley (Merlyn Mk20); 4 James Buckton (Elden Mk8); 5 Will Nuthall (Jamun T2); 6 Daniel Stanzl (Elden Mk8). Fastest lap Tilley. Pole Shaw.
Race two (17 laps) 1 Callum Grant (Merlyn Mk20); 2 Ben Tusting (Merlyn Mk20) +14.485s; 3 Benn Simms (Jamun T2); 4 Simon Toyne (Lola T200); 5 Robert Tusting (Lola T200); 6 Chris Lillingstone-Price (Merlyn Mk11). FL Ben Tusting. P Grant.

Guards Trophy (31 laps) 1 Michael Schryver/Simon Hadfield (Chevron B6); 2 James Schryver (Chevron B8) +16.125s; 3 Charles Allison (Chevron B8); 4 Rob Wainwright/Arnie Black (Crossle 7S); 5 Daryl Taylor (Chevron B8); 6 Phillip Nelson (Chevron B8). Class winners Wainwright/Black; Mike Gardiner/Dan Cox (TVR Griffiths); Brian Casey (Lenham P69); Paul Tooms (Lotus Elan); Tom Smith (MGB); Peter Adams (Turner). FL Hadfield. P J Schryver.

Formula Junior front-engined (15 laps) 1 Ray Mallock (U2 Mk2); 2 Andrew Tart (Bond) +1.052s; 3 Stuart Roach (Stanguellini); 4 Mike Walker (Bond); 5 James Owen (Gemini Mk2); 6 Crispian Besley (Elva 100). CW Roach; Graham Barron (Gemini Mk2). FL Tart. P Roach.
Formula Junior rear-engined (10 laps) 1 Cameron Jackson (Brabham BT2); 2 Greg Thornton (Lotus 20/22) +1.257s; 3 Nick Fennell (Lotus 27); 4 Andrew Wilkinson (Lynx T3); 5 Alex Morton (Lightning Envoyette); 6 Laine Martin (Lotus 20). CW Wilkinson; Crispian Besley (Cooper T56); Simon Durling (Lotus 18); Tom De Gres (Cooper T59). FL Roach. P Jackson.

70s Road Sports (15 laps) 1 Julian Barter (Lotus Elan); 2 Peter Shaw (TVR Tuscan) +2.372s; 3 James Dean (Lotus Europa); 4 Will Leverett (Porsche 911SC); 5 Mark Leverett (Lotus Elan); 6 Howard Payne (Lotus Europa). CW Shaw; Mark Oldfield (Lancia Beta Monte Carlo); Chris Fisher (MG Arkley). FL Shaw. P Mark Leverett.

Historic Road Sports (15 laps) 1 Peter Shaw (Lotus Elan); 2 Tim Pearce (Morgan Plus 8) +22.144s; 3 Richard Plant (Morgan Plus 8); 4 John Davison (Lotus Elan); 5 Frazer Gibney (Lotus Elan); 6 Patrick Ward-Booth (Lotus Elan). CW Pearce; John Shaw (Porsche 911); James Owen (Triumph TR5); Dick Coffey (Turner Mk1). FL Kevin Kivlochan (Morgan Plus 8). P Shaw.

Historic FF2000 and Classic Racing Cars (17 laps) 1 Andrew Park (Reynard SF81); 2 Benn Simms (Reynard SF77) +6.491s; 3 Nelson Rowe (Reynard SF79); 4 Graham Ridgway (Reynard SF78); 5 Andrew Smith (Royale RP27); 6 David Walton (Royale RP27). CW Andy Jarvis (Palliser WDB2); Brian Cullen (Crossle 19F). FL Rowe. P Rowe.

Historic F3 (16 laps) 1 Peter Thompson (Brabham BT21); 2 Simon Armer (March 703) +9.950s; 3 Ewen Sergison (Brabham BT21); 4 Leif Bosson (Brabham BT28); 5 Marcus Mussa (Tecno); 6 Rob Lamplough (Brabham BT28). FL Andrew Hibberd (Brabham BT18). P Armer.

Classic F3 and URS Classic FF2000 (18 laps) 1 Richard Trott (Chevron B43); 2 Simon Jackson (Chevron B43) +2.843s; 3 Ian Pearson (Van Diemen RF83); 4 Tony Hancock (Lola T670); 5 Paul Smith (Martini MK31); 6 Marcus Mussa (March 763). CW Jackson; Pearson; Graham Ridgway (Reynard SF78); Andrew Smith (Royale RP27); Glenn Eagling (Ensign LNF3). FL Trott. P Trott.

Historic Touring Cars (15 laps) 1 Warren Briggs (Ford Mustang); 2 Chris Sanders (Lotus Cortina) +5.001s; 3 Greg Thornton (Ford Mustang); 4 Chris Clarkson (Ford Falcon); 5 Oliver Ford (Lotus Cortina); 6 John Spiers (Lotus Cortina). CW Sanders; James Fuller (Alfa Romeo Giulia Sprint); Roger Godfrey (Austin Cooper S); Adam Gittings (Ford Anglia); Steve Platts (Singer Chamois); Peter Crewes (Austin Cooper S). FL Briggs. P Godfrey.

Classic Clubmans (18 laps) 1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B) +25.011s; 3 Malcolm Jackson (Mallock Mk21); 4 Mark Hales (Centaur 14); 5 Peter Belsey (Haggispeed MK10); 6 Clive Wood (Mallock Mk20B). CW Wood. FL Charteris. P Charteris.

Castle Combe FF1600 (8 laps) 1 Roger Orgee (Van Diemen RF00); 2 Ben Norton (Spectrum 10B) +1.573s; 3 Luke Cooper (Swift SC16); 4 Nathan Ward (Spectrum 011C); 5 Josh Fisher (Van Diemen JL14); 6 Felix Fisher (Van Diemen VD02). CW David Vivian (Swift SC92); Mark De Rozarieux (Van Diemen RF88). FL Cooper. P Michael Moyers (Spectrum 011C).

Castle Combe Saloons (8 laps) 1 James Winter (Renault Megane); 2 Mark Wyatt (Vauxhall Astra) +0.681s; 3 Simon Norris (Mitsubishi Colt); 4 Dave Scaramanga (VW Scirocco); 5 Haydn King (Peugeot 106); 6 Ayrton Anderson (Ford Fiesta). CW Wyatt; King; William di Claudio (Citroen Saxo). FL Wyatt. P Gary Prebble (SEAT Leon).

Castle Combe Sports-Racing Cars (19 laps) 1 Josh Smith (Radical PR6); 2 Norman Lackford (Radical PR6) -1 lap; 3 Darcy Smith (Radical SR4); 4 Mark Nicholson (Radical SR3); 5 Brent Hill (Radical SR3); 6 Chris Child (Radical Prosport). CW D Smith. FL J Smith. P J Smith.

Castle Combe GT (15 laps) 1 David Krayem (Ginetta G50); 2 Oliver Bull (Vauxhall Tigra) +15.205s; 3 Ben Scrivens (Ginetta G50); 4 Martin Thomas (BMW M3); 5 Adam Prebble (Rover Tomcat); 6 Ilsa Cox (SEAT Leon). CW Bull; Thomas; Prebble; Michael Harris (Peugeot 205GTi). FL Krayem. P Krayem.



Mallock and Roach starred

SOLBERG WINS WORLD RALLYCROSS OPENER AS LOEB STARS PAGE 37

HSCC50 GRIFFITHS DISPLAY AND PARADE



The Historic Sports Car Club celebrated the 50th anniversary of the race that started the club's story with a special parade at Castle Combe.

The inaugural Formula Griffiths event for 1950s sportscars was won by Neil Corner's Jaguar D-type at Combe on May 16 1966.

Many of the original machines – or models to represent those on the 25-car 1966 entry – were on display and took to the circuit at lunchtime, along with some of the original drivers.

The grid made for an impressive sight and here we pick out four of the key cars.

LOTUS MkX

Chris Drake took this Lotus to second place at Combe in 1966. A race winner in period, the Lotus-Bristol then clinched the two-litre class title in the 1972 JCB Championship with Drake at the wheel. After some time in Belgium, the car came back to the UK in the 1990s. Current owner Malcolm Paul bought it in 2012 and, along with Rick Bourne, won the RAC Woodcote Trophy the following year.

FRAZER NASH LE MANS REPLICA

Experienced competitor Betty Haig, along with Guy Griffiths, was one of the key figures behind the Griffiths Formula. She raced this 1951 Frazer Nash Le Mans Replica, itself a regular rally entry in the 1950s, to sixth overall in that first Griffiths race at Combe. Brian Classic has owned the car since the 1970s.

FERRARI 166 MILLE MIGLIA

Bernard Worth drove his Ferrari to 11th at Combe in 1966 and, remarkably, still owns the two-litre machine. He raced it extensively, switching between three different engines, until 1982.

"It was just a second-hand car when I bought it from a small advert in *Autocar* in 1960," recalled Worth. "I went to see it up in Cheshire where it was owned by the chief designer at Rolls-Royce.

"I had a letter from Betty Haig inviting me to take part in the Griffiths Formula race at Castle Combe in 1966. I was then on the early committee with people like Betty and Rupert Glydon.

"At one stage I ran the Ferrari with a three-litre motor, which made it very quick and very exciting in the wet. I still use it on the road; I'm very fortunate!"

JOWETT JUPITER

This car was entered in the 1500cc class for the May 1966 race, but didn't make the start. Frank Mockridge dramatically rolled at Old Paddock (and was thrown clear) in a previous race so never got to start the Griffiths Formula encounter.

Patrick Hello now owns the Jowett, which is back in road trim.

Kevin Turner



Jowett crashed back in 1966



Lotus-Bristol took second in 1966 race



Haig Frazer Nash was also on show



Worth has owned Ferrari since 1960 and raced it many times

MONDELLO PARK: IMRC BY LEO NULTY — APRIL 17

Photos: Michael Chester



Doran leads Maguire in second Fiesta race but would be denied



Fildes' Ralt ran away with both Formula Libre encounters

Dave Maguire qualified on pole for the new Fiesta ST race and when the lights went out, that was the last anyone saw of him!

Newcomer Graham McDonnell took runner-up spot, with Brendan Fitzgerald holding off Hugh McEvoy for third. In race two, there was confusion with the lights and ITCC regular Kevin Doran grabbed a lead he was not to lose from the second row. Poleman Maguire piled the pressure on but Doran was not be denied, with McEvoy right with them in third. After jump-start penalties were later applied though, it was McDonnell from Mark Turley, with Doran relegated to third.

Darragh Denning was beaten away from pole in **Ginetta Junior Ireland** by Samuel Harron but William Harron drove round the outside of both at the Esses to take the lead – and the win. In race two, Samuel took the honours, with Morgan Quinn soaking up all the pressure to hold off William Harron for second.

Des Bruton drove superbly to take a dominant **Irish Sportscar** win ahead of reigning champion Alan Watkins. Watkins reversed the order for race two, but Bruton kept the pressure on throughout.

Brian Hearty took an easy **Formula Sheane** win from pole, with Paul McLoughlin holding off Richard Kearney for second. Hearty did the double in race two, but it might have been a different story had Robbie Allen not started at the back. The RGA-backed driver charged to second with fastest lap, with McLoughlin third.

Jackie Cochrane made his usual tardy start in the **HRCA** race before charging back to take the win from David Kelly's Elan and Val Thompson's TMC Costin. In race two, Cochrane got to the front early but a slight misfire, coupled with a late charge from Steve Griffin, meant he was glad to see the chequered flag.

Andy O'Brien was untouchable in the opening **Supercar** race, crossing the line over 10 seconds ahead of class returnee Alan Dawson, with Peter Barrable in third. Barrable retired from race two, leaving O'Brien to do the double.

Niall Murray returned to the **SEAT Supercup** series and made no mistakes to win from pole. Niall Quinn was the only one to keep him in sight, while debutant Rob Butler came out on top of a great battle for third, from Rod McGovern and John Farrelly. In the reverse grid second race, Erik Holstein led until contact from Murray sent him sideways and cost him the lead. He hung on for second ahead of Farrelly.

Despite starting from the pitlane, Jonathan Fildes blasted his Ralt RT4 to the front of the **BOSS Ireland** field, chasing the lap record as he pulled away. Barry Rabbitt had somehow led the early laps after an incredible start from the third row of the grid but gradually fell back. Noel Robinson and Cian Carey completed the podium. Fildes again charged through to win race two, from Robinson and Eamonn Matheson.

Having had his SEAT Ibiza remapped to suit the **Future Classics** barrier time, Timothy Duggan never put a foot wrong on the way to an impressive win in race one. Marty Moore took a good second, while Brendan Travers charged to third. In race two, Duggan just held off Adrian Dunne for the double, while Aidan Byrne pipped the giant-killing David Hammond's Uno on the run to the line for the final podium place in what was a thrilling race.

RESULTS

Fiesta ST (14 laps) 1 Dave Maguire; 2 Graham McDonnell +9.475s; 3 Brendan Fitzgerald; 4 Hugh McEvoy; 5 Kevin Doran; 6 Hugh Grennan. Fastest lap McDonnell. Pole Maguire. **Race two (11 laps)** 1 McDonnell; 2 Mark Turley +4.819s; 3 Doran; 4 Fitzgerald; 5 Maguire; 6 John Denning. FL Maguire. P Maguire.

Ginetta Junior Ireland (9 laps) 1 William Harron; 2 Darragh Denning +1.108s; 3 Samuel Harron; 4 Hollie Byrne; 5 Megan Campbell; 6 Robbie Parks Jr. FL Denning. P Denning. **Race two (13 laps)** 1 Samuel Harron; 2 Morgan Quinn +8.131s; 3 William Harron; 4 Denning; 5 Byrne; 6 Campbell. FL Samuel Harron. P Denning.

Irish Sportscars (15 laps) 1 Des Bruton; 2 Alan Watkins +8.589s; 3 Roger Welaratne; 4 Dave Griffin; 5 Des Meehan; 6 Peter Auerbach. FL Bruton. P Bruton. **Race two (14 laps)** 1 Watkins; 2 Bruton +2.196s; 3 Welaratne; 4 Auerbach; 5 Darren Griffin; 6 Michael Ward. FL Bruton. P Bruton.

Formula Sheane (16 laps) 1 Brian Hearty; 2 Paul McLoughlin +17.139s; 3 Richard Kearney; 4 Andrew Murphy; 5 Robbie Allen; 6 Mark Dunleavy. FL Dunleavy P Hearty **Race two (11 laps)** 1 Hearty; 2 Allen +4.254s; 3 McLoughlin; 4 Kevin Sheane Jr; 5 Dunleavy; 6 Kearney. FL Allen. P Hearty.

HRCA Historics (15 laps) 1 Jackie Cochrane (Sunbeam Tiger); 2 David Kelly (Lotus Elan) +0.777s; 3 Val Thompson (TMC Costin); 4 Tommy Doherty (Ford Capri); 5 Mark Russell (Jaguar XJS); 6 Clive Brandon (Lotus 47). FL Cochrane. P Kelly. **Race two (12 laps)** 1 Cochrane; 2 Steve Griffin (MG Midget) +3.424s; 3 Thompson; 4 Doherty; 5 Brandon; 6 Wolfgang Schnittger (MG Midget). FL Cochrane. P Kelly.

Supercar (15 laps) 1 Andy O'Brien; 2 Alan Dawson +13.415s; 3 Peter Barrable; 4 Philip Jones; 5 Bob Cameron; 6 John Cardoo. FL O'Brien. P O'Brien. **Race two (12 laps)** 1 O'Brien; 2 Sam Moffett +11.100s; 3 Cardoo; 4 Cameron; 5 Alan Kessie; 6 Dan Rooney. FL O'Brien. P Barrable.

SEAT Supercup Ireland (16 laps) 1 Niall Murray; 2 Niall Quinn +3.327s; 3 Rob Butler; 4 Rod McGovern; 5 John Farrelly; 6 Brian Berry. FL Murray. P Murray. **Race two (12 laps)** 1 Murray; 2 Erik Holstein +1.431s; 3 Farrelly; 4 Berry; 5 McGovern; no other finishers. FL Holstein. P Holstein.

Boss Ireland Formula Libre (17 laps) 1 Jonathan Fildes (Ralt RT4 Mounttune); 2 Noel Robinson (Tatuus F Renault) +39.629s; 3 Cian Carey (Tatuus F Renault); 4 Barry Rabbitt (Tatuus F Renault); 5 Eamonn Matheson (Mission T5); 6 Fergus Faherty (Tatuus F Renault). FL Fildes. P Carey. **Race two (14 laps)** 1 Fildes; 2 Robinson +25.580s; 3 Matheson; 4 Faherty; 5 Colm Hynes (Reynard 88D); 6 Martin Daly (Tatuus F Renault). FL Fildes. P Carey.

Future Classics (13 laps) 1 Timothy Duggan (SEAT Ibiza Cooper); 2 Martin Moore (Honda Civic) +0.970s; 3 Brendan Travers (Fiat Punto); 4 Ken Byrne (MG Maestro); 5 Tommy Byrne (Fiat Punto); 6 Paul Flanagan (Fiat Punto). FL Adrian Dunne (Citroen Saxo). P Ken Byrne. **Race two (11 laps)** 1 Duggan; 2 Dunne +0.271s; 3 Aidan Byrne (Fiat Punto); 4 David Hammond (Fiat Uno); 5 Moore; 6 Ken Byrne. FL William Kellett (Nissan Micra). P Eoghan O'Brien (Fiat Punto).

YOUR VIEWS ON THIS WEEK'S MOTORSPORT NEWS PAGE 38

BTRDA ROUND THREE: SOMERSET STAGES

Epic BTRDA title battle continues between Francis and Payne in Somerset. By Jack Benyon

Photos: Writtle Photographic

FRANCIS STRIKES BACK



Francis held on after MW retirement

IN BRIEF

Escort forest fire
Reigning BTRDA historic champion Paul Street suffered an engine fire on SS11 of the Somerset Stages. He and co-driver Ian Jones were second in the H3 class and 33rd overall when the fire occurred. First on the scene Cameron Davies and Lee Taylor helped out by offering their fire extinguishers to help save the car. It is unlikely Street and Jones will make it out for the next round of the championship, the Plains Rally on May 14.

Petch's propshaft
Stephen Petch suffered yet another retirement after a terrible start to the year in his Ford Fiesta R5+. The car – which has a two-litre engine – broke a propshaft after he and Michael Wilkinson had issues with the machine in a pre-event test. The WD40-backed car suffered a radiator breakage on the Malcolm Wilson Rally in March.

Llewellin's rollover
Roland Llewellin rolled his Mitsubishi Lancer E10 on the fifth stage of the rally, prompting the Welshman to consider a switch to the BTRDA instead of the British Rally Championship. The BRC features a round in two weeks in Carlisle, while the next BTRDA round isn't for four weeks, giving Llewellin the chance to fix the car. While the right hand side was almost spotless, co-driver Dan Nieroda's side was severely damaged.

Lancers breaking
Tristan Bailey retired from the Somerset Stages in one of the rarest cars the BTRDA is likely to see this season. The ex-works Lancer WRC04 is one of only two, but suffered a gearbox issue after stage four prompting an early exit. Another Lancer, piloted by Steven Clark and Steve Pugh, was going extremely well before the clutch disintegrated and there was a hole in the bell housing. The crew had run as high as seventh.

McClure trouble
Despite setting an incredible second fastest overall time on the first run through Kennisham, Aaron McClure rolled for the second time this year in his Mitsubishi Lancer E9. The former John Easson Award winner went off on SS5. He now faces some uncertainty for the rest of the season, having already reshelled the car after February's Cambrian Rally ready for the following Malcolm Wilson.

Somerset shortened
After critical weather conditions, this year's event ran shorter than scheduled with 37 miles. Unprecedented weather in the Exmoor forest region forced the organisers to adjust the route or to cancel. A statement on its website said: "It's 37 miles, or no event at all."

Carr problems
Nick Carr and Joe Sturdy turned up with a free entry hoping to test for the BRC's Pirelli Carlisle in two weeks time. But entering the trailer park they were hit by a regular road user, damaging their car without any time to repair it. They face a race against time to make Carlisle.



Puncture and a spin cost Payne/Williamson chance at second


Preston built up speed on Fabia R5's first BTRDA appearance

As the cars reached the ceremonial finish on the Minehead Promenade, it was once again a straight fight for a BTRDA Rally Series win between Luke Francis and Charlie Payne. But it was Rhuddlan's own Francis who triumphed in another epic battle.

At the finish there was a sense of *deja vu*. In the opening round of the year, the Cambrian, Payne arrived at a similar coastline in Llandudno as the winner, only for Francis' co-driver John H Roberts to query a time that gave them a single second. But that was all that was needed to divide them.

In Somerset last weekend it was tight again, and, for a moment, the timing screens couldn't split them. When Francis arrived at the finish though, the result was updated and decided in his favour, and it was Payne's co-driver Carl Williamson who was querying a time – although without the same success of Roberts at the Cambrian.

Sandwiched between was the Malcolm Wilson Rally the second round of the series, An equally close battle was unfolding on the Malcolm Wilson Rally in March too before a rod came out of the side of Francis' car and ended his rally as Payne won.

It was Francis who was up in the opening Timberscombe test, and again in the first run through Croydon as the Exmoor forests proved mighty for the Mitsubishi Lancer E9 crew. The gap was eight seconds and with a host of shorter stages to come through the day, it was a fantastic start. Payne, however, suffered a puncture. Only an absolutely rapid run through SS5 Knowle saved his morning, with Francis only fifth fastest through. That left the gap at just three seconds.

The parallels with the Cambrian continued with an asphalt stage for the competitors to sink their teeth into: the infamous Porlock, run twice.

Unsurprisingly and in the same vein as the season so far, they evened out. Francis took three on the first stage, and Payne retook that back on the next. Francis admitted to "scaring himself" on the first run, with he and multiple crews reporting how slippery the loose-covered asphalt was. Francis added that large parts of the surface are sheltered from the sun and don't dry out as quickly. That may have explained his loss to Payne in the second run despite dropping only a single second on his own time through the first run.

Despite a typically dramatic opening leg, there was also drama in service. The Ford Fiesta of Payne and Williamson had broke an alternator bracket, and the crew didn't have a spare. Payne described the problem in his typical laid-back fashion, but credited the crew for their hard work later on as a compromise involving drilling and metal washers was forged, and the rally could go on for the second placed crew. Francis still led by 3s.

Incredibly, the leaders continued to trade handfuls of seconds, as Francis stole 1s through the quick SS8 Kennisham test. Then there was two runs of the Chargot test to run through.

There was trouble for Payne on the first. He spun and stalled at a tricky sweeping hairpin, which is also one of the most scenic spectator areas in a forest anywhere in the country. He must have pushed hard through the rest as the damage was only four seconds but, in his battle with Francis, it was an eternity. He lost another two on the next run of Chargot and the lead was almost instantly up to 10s, with Francis well and truly in the prime seat with three stages to run, totalling just 10.59 miles.

The pairing tied on SS11 Croydon, but Payne clawed back two seconds in Timberscombe. With only the short Knowle test to go, could the Fiesta driver really take 8s out of Francis on the decider?

No. Another tie – four minutes to complete the stage – meant Francis took an important win after retiring on the Malcolm Wilson. Payne holds a strong lead with two seconds and a first feather in his cap.

"The spin really cost us," explained Payne. "But it's all what ifs. We've scored good points towards the championship today."

Francis – coming off the back of winning Rally North Wales two weekends before – sits fifth, but that's including his poor score from the Malcolm Wilson, which he can

'Henry wins Irish Forest counter
Moonraker report, p35



1400S

Novas battle as Wilkes gets real challenge from Brick/Williams

One of the most eagerly awaited conflicts through the field as the crews left Minehead for Exmoor was the 1400S battle, and whether early-season maestro Dave Brick – with Keaton Williams sat alongside – could challenge the mighty Julian Wilkes. Famous for his exploits in a 1400 Nova, Wilkes was joined by Will Rutherford for his home event, although some joked he didn't need a co-driver as he knows the stages so well.

But, boy, did the 2012 and 2013 BTRDA 1400 champion get a shock from Brick in the turquoise Vauxhall Nova. If you don't see the bright machine coming towards you in sideways style, you will hear it.

On the Timberscombe opener, Brick was 11th quickest overall, nine spots ahead of Wilkes and tied with Martyn England's R5 on times! He went better in SS4, seventh overall on the stage. It transpired that Brick went quicker on all of the morning's gravel tests before the Porlock asphalt run. That's where local knowledge came into play, along with a hefty push from Wilkes. He went 13th quickest overall, while Brick could only manage 31st and that was enough to promote Wilkes into the class lead. He was quicker again on the second run.

At service Wilkes acknowledged the pace of Brick, but confirmed there would be a hard push in the afternoon with the lead only eight seconds.

By stage 11 Wilkes had pushed the gap to 20s, and on the next test Brick was out with a blown engine. It was a sour way for such a battle to end, but like all good things it was great while it lasted.

James Ball/Gavin Gwillym Haycock in their Suzuki Ignis finished second, while Charlie Barlow/Dale Furness managed third (*see Rally News*).

Despite Brick's loss, Freddy and Toby Brick brought the family some joy by heading the 1400c class in their Nova, ahead of 12 other finishers.



Wilkes is always a frontrunner on his sporadic outings but was run extremely close by Dave Brick's Nova

STAGE WINNERS

SS1 Timberscombe (1.50 miles)
Luke Francis/John H Roberts (Mitsubishi Lancer E9) 1m30s

SS2 Croydon (5.81 miles)
Francis/Roberts 5m56s

SS3 Chargot (1.90 miles)
Charlie Payne/Carl Williamson 2m08s

SS4 Kennisham (1.02 miles)
Francis/Roberts 1m08s

SS5 Knowle (3.70 miles)
Payne/Williamson 4m17s

SS6 Porlock 1 (3.73 miles)
Martyn England/Dawn England (Ford Fiesta R5 2.0) 3m41s

SS7 Porlock 2 (3.73 miles)
Payne/Williamson 3m40s

SS8, Kennisham 2 (1.02 miles)
England/England 1m05s

SS9 Chargot 2 (1.90 miles)
Francis/Roberts 2m09s

SS10 Chargot 3 (1.90 miles)
Francis/Roberts 2m08s

SS11 Croydon (5.39 miles)
Payne/Williamson 5m20s

SS12 Timberscombe (1.50 miles)
Payne/Williamson 1m23s

SS13 Knowle (3.70 miles)
Payne/Williamson 4m00s

CLASS AND CHAMPIONSHIP WINNERS



Lancaster dominated H3 field in his Escort Mk2

RF1.0: Phil Spilsted/Chris Spilsted (Nissan Micra)
RF1.4: Chris Hickman/Glyn Thomas (MG ZR)
1400C: Freddy Brick/Toby Brick (Vauxhall Nova)
1400S: Julian Wilkes/Will Rutherford-Child (Vauxhall Nova)
H1: Robin Shuttleworth/Ronnie Roughead (Ford Escort Mexico Mk1)
H2: Nigel Seabold/Tim Barton (Ford Escort Mk1 RS2000)
H3: Rudi Lancaster/George Gwynn (Ford Escort Mk2)
N3: Cameron Davies/Lee Taylor (Ford Fiesta ST)
NR4: Russell Thompson/Andy Murphy (Mitsubishi Lancer E9)
B10: James Hutchings/James Hood (Vauxhall Nova)
B11: Gavin Edwards/Caron Tomlinson (Ford Escort Mk2)
B12: Phil Burton/Mal Capstick (Escort Mk2)
B13: Luke Francis/John H Roberts (Mitsubishi Lancer E9)
B14: Charles Payne/Carl Williamson (Ford Fiesta)
Silver Star: Edwards/Tomlinson
Production Cup: Thompson/Murphy
Historic Cup: Seabold/Barton
Rally First: Hickman and Eliot Retallick (Peugeot 205 XS)
ST Trophy: Cameron Davies/Lee Taylor
MG ZR Rally Challenge: Hickman
Junior driver: Brick
Junior co-driver: Dominic Adams
Senior driver: Neil Andrew
Senior co-driver: John H Roberts
Lady driver: Emily Retallick (Peugeot 205 XS)
Lady co-driver: Dawn England

RESULTS

REIS Ravenol BTRDA Rally Series, round 3/8, Somerset Stages, April 16

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Luke Francis/John H Roberts	Mitsubishi Lancer E9	38m40s
2	Charlie Payne/Carl Williamson	Ford Fiesta	+8s
3	Karl Simmons/Guy Simmons	Subaru Impreza	+1m26s
4	Martyn England/Dawn England	Ford Fiesta R5 2.0	+1m28s
5	Peter Stephenson/Giles Dykes	Ford Focus WRC07	+1m43s
6	Paul Benn/Richard Cooke	Ford Focus WRC02	+1m45s
7	Thomas Preston/Jack Morton	Skoda Fabia R5	+1m57s
8	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9	+2m01s
9	Sacha Kakad/James Alderidge	Mitsubishi Lancer E10	+2m26s
10	Andy Davies/Max Freeman	Subaru Impreza	+2m53s

11 Brian Bell/Jamie Edwards (Ford Focus WRC07); 12 Gavin Edwards/Caron Tomlinson (Ford Escort Mk2); 13 Boyd Kershaw/Bryan Hull (Escort Mk2); 14 Bob Morgan/Adie Williams (Skoda Fabia vRS Evo); 15 Phil Burton/Mal Capstick (Escort Mk2); 16 Julian Wilkes/Will Rutherford-Child (Vauxhall Nova); 17 Rudi Lancaster/George Gwynn (Escort Mk2); 18 Jody Bowcott/David Millard (Escort Mk2); 19 Graham Roberts/Bradley Down (Subaru Impreza); 20 Richard Barrow/Andrew Richards (Subaru Impreza).

STAR OF THE RALLY



Cameron Davies/Lee Taylor took 25s out of their nearest Fiesta ST Trophy crew over the two Porlock asphalt stages. If that doesn't warrant star of the rally, what does? Perhaps in agreement with the choice, the largest cheer for any car through the hairpin at Chargot was Davies, with hundreds of spectators watching as he drove the ST as flamboyantly as any. The crew finished 58s clear of their class rivals and helped extinguish Paul Street's Escort during stage 11. A perfect weekend for this crew.

drop at a later date. The battle for this year's BTRDA Rally Series championship is well and truly on, and a lot closer than last year's series to boot.

The battle for third became a lot more interesting with two stages to go as a puncture for eventual podium finisher Karl Simmons stoked the fire. The man challenging him was Martyn England, in his recently acquired Ford Fiesta R5 two-litre, debuting the car in the BTRDA, and on gravel for the first time.

The car had suffered overheating brakes on its first outing under England's watch on the Tour of Caerwent, and predictably the crew eased into the running. A second fastest stage time on SS4 was a sign of things to come, and when the rally hit the tar he was fastest for the first run through Porlock. Simmons had built up a decent lead through the morning, but after the asphalt runs it was down to 10s and England had despatched Russell Thompson for fourth overall.

On the second of the two runs through Chargot, Simmons asserted his authority in the Subaru Impreza, extending the gap to 12s, but in stage 12 he hit a rock. Although it didn't cost him time in that test, he began SS13 not knowing he'd picked up a puncture. The gap was nine seconds at the beginning of the stage, but it was 2s by the end after just 3.70 miles. Simmons was lucky to hold on, but both crews were happy with their pace, particularly England in the R5 on gravel for the first time.

Thompson continued his rapid but consistent pace with co-driver Andrew Murphy alongside. The duo once again took NR4 honours and set top five times throughout the day, although they fell down the order in the afternoon as more powerful cars came to the fore. Peter Stephenson brought his Ford Focus WRC home in fifth after another consistent run, which also leaves him second in the overall points. Paul Benn was going strongly in the morning and felt fine in the Porlock asphalt test, but the times didn't reflect that and he hemorrhaged time on those two stages. He took sixth.

Thompson was seventh until the final stage when another new car in the series usurped him. Tom Preston and Jack Morton were debuting the Skoda Fabia R5 – never seen in the series before – as they prepare for the difficult challenge of the British championship in Carlisle later this month.

Preston – previously seen in a Ford Focus WRC02 car – bedded in nicely, with only a couple of stalls in the morning halting his progress, mainly down to the switch of car. The Focus would have powered through hairpins in second gear but the Fabia needed first, a lesson learned on the stages. A strong afternoon overseen by a man who used to watch over Colin McRae's cars at M-Sport – Martin Wilkinson – yielded the seventh place finish overall and a very happy crew with added seat time in the car. The CA1 Sport-run duo only had a short test in the machine the day before at Higgins Rally School.

Sacha Kakad took ninth in his Lancer E10, with Andy Davies continuing his strong start to the season to round out the top 10 spots.

Just outside, an admirable 11th from septuagenarian Brian Bell in his Focus WRC07 car – reigned in by co-driver Jamie Edwards, while Gavin Edwards/Caron Tomlinson headed home Boyd Kershaw/Bryan Hull for the first two spots in the Silver Star championship in 12th and 13th overall.



England narrowly missed podium on R5 2.0 debut in the series

NEXT RALLY Battle resumes in North Wales
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DESI HENRY DESTROYS MOONRAKER COMPETITION



Desi Henry marched to dominant victory

RESULTS

Moonraker Forest Rally
Valvoline Irish National Forest Rally Championship, round 2/7

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Desi Henry/Liam Moynihan	Skoda Fabia R5	39m33.2s
2	Pat O'Connell/Mark Wiley	Mitsubishi Lancer	+1m27.1s
3	Brendan Cumiskey/Ronan O'Kane	Ford Fiesta R5	+1m27.2s
4	Ger Lucey/JJ Cremin	Mitsubishi Lancer E8	+1m50.0s
5	Darren McKelvey/Graham Henderson	Mitsubishi Lancer E9	+2m12.5s
6	Niall Henry/John Rowan	Mitsubishi Lancer	+2m14.2s
7	Adrian Hetherington/Gary Nolan	Toyota Corolla WRC	+2m27.9s
8	Robert Moffett/Emmett Sherry	Ford Fiesta WRC	+2m28.3s
9	Rob Duggan/Tara Duggan	Peugeot 208 R2	+2m36s
10	Michael Carbin/Darragh Kelly	Mitsubishi Lancer	+2m46.5s

Class winners Duggan/Duggan; Emmett Lyons/Tommy Cudihy (Honda Integra); Stephen Cullen/Seamus O'Grady (Subaru Impreza); Danny Creedon/Derry Healy (Subaru Impreza); Moffett/Sherry; Colm Kearns/Terence McCabe (Ford Escort); David Beamish/Eric Calnan (Opel Corsa); James Lucey/Michael Kearney (Honda Civic); Jason Walsh/Michael Walsh (Ford Escort); John Gordon/Thomas Wedlock (Ford Escort); Mickey Conlon/Ciaran McPhillips (Ford Escort); David Condell/Eugene McGrath (Ford Escort); Hetherington/Nolan; Alan Moran/David Loughney (Peugeot 206); Henry/Moynihan.

Moonraker Forest Rally

By Brian Patterson

Organiser: Munster Car Club **When:** April 16 **Where:** Ballyvourney Co Cork **Championship:** Valvoline MI Forestry Championship; Suirway South East Stages Rally Championship **Stages:** 8 **Starters:** 82.

Desi Henry and Liam Moynihan dominated the Moonraker Forest Rally through the Sagart and Mullaghanish Mountains above Ballyvourney in their Skoda Fabia R5. Their lead was never in doubt over eight stages.

The rally attracted one of the best entries for years and, although the 50 two-wheel-drive cars ran first, the stages remained in good condition throughout the day.

Henry was fastest through the opening stage, albeit by just 0.6s from Josh Moffett in his forest-spec Mitsubishi Lancer. But it would be a short-lived challenge. Moffett stopped with turbo maladies and an off-road excursion on stage two put paid to his victory chances. It also robbed the rally of a strong frontrunner.

When the cars got to service after stage two, it was former forestry champion Pat O'Connell who was Henry's closest challenger. Brendan Cumiskey was third in his Ford Fiesta R5. Henry's gap over the second-placed man was already over 19s.



Duggan: Fast in Peugeot 208

Rob Duggan in his Peugeot 208 R2 was the fastest two-wheel drive – another BRC exponent – in 13th.

Stages three and four, Derreenaling (3.4 miles) and Knockabro (8.1 miles), were a repeat of the first two.

Henry predictably increased his lead, but there was a decent scrap for second as Ger Lucey challenged Pat O'Connell in a similar Lancer. Fourth-placed Cumiskey in his Fiesta R5 certainly wasn't out of the picture either, just a few seconds in arrears.

Moffett had rejoined the rally and set a second fastest time through the long stage four, but was still 17s off Henry's time. His car was now suffering a leaky radiator and exhaust damage.

Erstwhile championship leader Patrick O'Brien was another Lancer in trouble as he had early gear selection problems and ran it with no anti-lag, but he managed to hold fifth and that was despite brake dramas because of a damaged pipe.

Robert Moffett, Josh and Sam's father, was taking one of the family Ford Fiesta WRCs for a run and was up to sixth, although he then dropped a few seconds and places in stage six. Don Keating had been ninth but his Subaru Impreza, which had a replacement engine fitted before the rally, stopped in stage four.

Through the slightly shorter stages five and six, Henry was again comfortably fastest. During those tests, O'Connell edged ahead of Lucey and Cumiskey.

O'Brien's gritty drive came to an end in stage six when the reigning Junior Forestry champion's Lancer cried enough when holding fifth.

Frontrunning Junior class driver Derek Mackerel retired in stage five when his Vauxhall Nova broke a timing belt, and Alan Moran then led in his Peugeot 206 from Shane Kenneally (Ford Escort).

Stephen Dickson, having his first run in his Ford Fiesta, later came through to second best Junior.

Adrian Hetherington was acclimatising himself to his first run in a Toyota Corolla WRC and he came up to 10th on stage six.

The final two stages were a repeat of five and six (Gleanndav 2.33 miles) and Curragh (4.72 miles). Henry was comfortably fastest to win by 1m27s from O'Connell. Cumiskey in third was just 1s back from O'Connell at the end.

Best two-wheel-drive honours went to Duggan. He leads the DMACK BRC Junior standings driving a Vauxhall Adam, with his sister Tara co-driving.

After multiple leaders, Hodgson and Jones take Ty Croes win

SMC Stages

By Dave V Thomas

Organiser: Stockport 061 MC **When:** April 17 **Where:** Ty Croes, Anglesey **Championships:** ANWCC; ANCC, SD34 **Stages:** 10 **Starters:** 51

Three crews took turns at leading the second of this year's Anglesey Circuit rallies, and it was the Ford Escort Mk2 of Martin Hodgson/Tony Jones that emerged victorious.

Brandon Smith and 15-year-old Chloe Thomas, leaders at halfway, finished runners-up in their Darrian and Mike Taylor/Mark de Spong claimed the final podium spot in their Sunbeam Lotus.

Son-and-father crew Dale and Mark Carter gained a brilliant result with fourth in their Subaru Impreza, ahead of the 1600cc class winners Howard Potter/Louise Clark (Talbot Sunbeam). Tied in sixth were John Clayton/Craig Simkiss (Mitsubishi Lancer) and Cathy Sewart/Colin Stephens (Sunbeam Lotus), the lady driver losing out on the tie-breaker but still claiming her best finish.

Derek Blyth/Nick Colman (Impreza) took eighth ahead of Mathew Roberts/Eilir Williams (Citroen Saxo).

Chris Brierley, normally a co-driver, was given the loan of his driver's BMW and claimed a top 10 place with Dylan (Chloe's father) Thomas co-driving.

The two-litre class looked to be heading to Rob Hughes/Sion Cunniff until their Ford Focus diff failed on the last stage. They limped home to gain points.

Early class leaders had been Mark Kelly/Andy Baker (Ford Escort) who were third when they retired with minor damage. That left locals John Jones/Llion Owen (Escort) to take the win by just 7s from Adam Booth/Daniel Granger, debuting their beautifully turned-out Ford Escort Mk2. Third went to Steven Ellison/Adrian Lloyd (Escort).

Early leaders Mick Gilman/Iain Douglas (Escort Cosworth) stopped on stage six, while late entry Dave Davies/Rich Jones were in second spot in their BMW Compact when the electrics failed.

The top three in the smaller capacity classes remained unchanged throughout, the 1600 class awards going to Potter/Clark, Roberts/Williams and third Sion Jones/Gethin Williams (Citroen Saxo). The 1400cc class was won by locals Dyfed Pritchard/Ianto Jones (Vauxhall Nova) from Martin Payne/Sarah Payne (Vauxhall Astra) and Ian Kelly/Margaret Kelly (Nissan Micra).

Results

1 Martin Hodgson/Tony Jones (Ford Escort Mk2) 50m52s; 2 Brandon Smith/Chloe Thomas (Darrian T9) +32s; 3 Mike Taylor/Mark de Spong (Talbot Sunbeam Lotus); 4 Dale Carter/Mark Carter (Subaru Impreza); 5 Howard Potter/Louise Clark (Talbot Sunbeam); 6 John Clayton/Craig Simkiss (Mitsubishi Lancer); 7 Cathy Sewart/Colin Stephens (Talbot Sunbeam Lotus); 8 Derek Blyth/Nick Colman (Impreza); 9 Mathew Roberts/Eilir Williams (Citroen Saxo); 10 Christopher Brierley/Dylan Thomas (BMW M3). **Class winners** Dyfed Pritchard/Ianto Jones (Vauxhall Nova); Potter/Clark; John Jones/Llion Owen (Escort Mk2); Hodgson/Jones.

ROAD RALLY ROUND-UP

A tough **Night Owl Rally** was won in dominant style by Lewis Morgan/Max Freeman. They romped home more than two minutes ahead of the field as many rivals fell by the wayside.

At the petrol halt, taken at around two-thirds distance, the winners led but would have had Ian 'Dude' Roberts/Gwawr Hughes just seven seconds behind.

However, Hughes had made an uncharacteristic error and booked in four seconds early at one time control. This mistake gave her a fail, the first in over two years of competition, and, with no prospect of a top result, she and Roberts withdrew.

Reian Jones/Michael Gilbey moved up from fourth at the fuel halt to take the runner-up spot ahead of Dale Furniss/Nick Bloxham in an overheating VW Golf.

John Davies/Aled Richards retired after their Vauxhall Astra got beached on a small hedge and Steffan 'DR' Davies/Dylan Jenkins were forced out by rear suspension failure.

Results

Organiser: Aberystwyth & District Motor Club
When: April 16/17 **Where:** Mid Wales
Championships: WAMC & HRCR Premier
Route: 110 miles **Starters:** 90.
1 Lewis Morgan/Max Freeman (Ford Escort) 8m05s;
2 Reian Jones/Michael Gilbey (SEAT Ibiza) +2m03s;
3 Dale Furniss/Nick Bloxham (VW Golf GTi);
4 Wyn Owens/Jenny Evans (Ford Escort);
5 George Williams/Daniel Jones (Ford Escort);
6 Steve Knibbs/Dorian Evans (Proton Satria);
7 Jordan Reynolds/Jordan Dziadulewicz (Toyota Corolla);
8 Simon Summer/Roger Evans (Ford Puma);
9 Steve King/Jon Richardson (BMW 318Ti);
10 Gordon Meakins/Alan James (Proton Satria).
Class winners Experts: Owens/Evans; Semi-Experts: Iwan Williams/Ellie Williams (Subaru Impreza); Novices: Aled Wyn Jones/Gerry Kelly (Vauxhall Astra).

Ian Mills

SPORTING SCENE

Photos: Hal Ridge and Colin Casserley

PEMBREY TO RUN IN REVERSE DIRECTION

Tweak means British Rallycross runners will face a new challenge

By Hal Ridge

Pembrey in South Wales has been approved by the MSA to run in an anti-clockwise direction for the third round of the British Rallycross Championship next month.

The first round of a double-header weekend on May 1 will use the tweak . The series will revert to clockwise for the second event on May 2.

The idea is the brainchild of circuit manager Phil Davies, to give competitors travelling to the venue for the event something new, and further incentive to make the journey.

Work has been carried out on barriers and run-off areas to pass an inspection by the govening body, the Motor Sports Association, to ensure it meets safety standards.

The start-finish line will remain in the same location for both layouts, with the flat-out right-hand final corner, Honda curve, now the first corner in alternative direction. The track then goes to a fast left onto the circuit's loose section.

"People say it's a long way to go to Pembrey, but it's a long way to go to Croft, and to go to Lydden, depending on where you live," said Davies. "We took a look at doing it and thought 'this is possible', so now have two different circuits at one venue, so that's got to be a good thing."

The new circuit was tested by frontrunning SuperNational category racer Mike Howlin, RX150 newcomer Dai Llewellin and former Supercar racer Mike Manning recently.



Pembrey will run the 'other' way around

BRISCA F1

Johnson wins as Wainman makes his mark in third

BriSCA F1: Birmingham Wheels

By Colin Casserley

Organiser: Incarare **When:** April 16 **Starters:** 57

Dan Johnson dominated the final at Birmingham Wheels last Saturday night.

The defending National Series champion sliced his way through the field and moved from his grid 26 starting spot to second place in just five laps.

He worked his way into the top spot two laps later and, during the remaining 12 laps, he opened up an advantage of nearly four seconds over second-place man Craig Finnikin at the end.

Luke Davidson moved past Frankie Wainman Junior Jr to claim the last podium place, with Wainman holding on for fourth place. Wainman, 16, who is in his first full season of BriSCA, backed up his strong finish in the final by winning the Grand National, his first race win in BriSCA F1.

"I was pleased with how I went in the final, I was trying not to get too wide when they passed me and lose time as I wanted to get as many world championship qualifying points," said Wainman.

"I got away well and had a great battle with George Elwell and Steve Whittle. After I passed them I tried not to let the pressure get to me, I was looking in the mirror the last few laps and I knew one mistake and Elwell would have got me."

Result

1 Dan Johnson; 2 Craig Finnikin; 3 Luke Davidson; 4 Frankie Wainman Junior Jr; 5 Mat Newson; 6 Lee Fairhurst; 7 Frankie Wainman Jr; 8 Stuart Smith Jr; 9 Mickey Randell; 10 Chris Cooke.



Johnson took the Birmingham final win



Menzies was third in the table last year

Menzies pins his hopes for a hillclimb crown on new Gould for 2016

British Hillclimb racer Wallace Menzies hopes that a car upgrade midway through the 2016 campaign will give him the leg up he needs to claim a first title.

The Stirling-based Scot will start the year, which begins at Prescott this weekend, in the Gould GR55 that he took to third place in last year's competition. However, he has ordered an updated Gould GR59, fitted with a 3.3-litre Cosworth powerplant.

"I stepped up to the GR55 for the 2014 season and it was a revelation," said Menzies, who recently broke the track record at Kames during a speed event.

"It was a very driveable car. I had used a DJ chassis before that, but the Gould was a much better developed car. The handling was strong and you could tell that the chassis had had a lot of input from others. The new Gould GR59 should be a step forward from that again."

BRISCA F1 REPORT

HARRHY'S LATE DRAMA GIVES SCRIVEN JOY

BriSCA F1: Hednesford Hills

By Colin Casserley

Organiser: Incarace **When:** April 17 **Starters:** 42

Nigel Harrhy's day turned from joy to disappointment during post-race scrutineering.

Harrhy crossed the line for what should have been his first ever BriSCA F1 final win, but his car failed the weight checks after the race and he was disqualified, handing the win to Michael Scriven.

"It's heartbreaking," said Harrhy. After suffering major damage the night before at Birmingham, Harrhy had worked from 0300hrs to repair the car, arriving just in the nick of time to compete in his heat race on Sunday.

The repair work had slightly altered the front and rear weights of the car and he had no time to check it on the scales at the track.

Harrhy and Stuart Shevil swapped the lead several times with Shevil taking the top spot on lap five. Just after the half way he had to take avoiding action when Aaron Leach had a tyre let go, Shevil lost grip on the marbles on the outside of the track, allowing Harrhy and Roger Bromiley through. Scriven soon moved into third and nudged Bromiley wide to take second on the penultimate lap.

Scriven, who makes no secret of his love for the Hednesford track, closed in on the race leader and narrowly failed to make contact with Harrhy's back bumper on the last turn.

Results

1 Michael Scriven; 2 Roger Bromiley; 3 Craig Finnikin; 4 Murray Jones; 5 Nigel Green; 6 Tom Harris; 7 Stuart Shevil; 8 Joe Booth; 9 Bradley Harrison; 10 Paul Harrison.



Scriven was in position to inherit BriSCA glory

SPORTING TRIAL

Wright cleans up trials again

Ian Wright led the JB Taylor Sporting Trial all day with a masterful display to win by 20 points. He became the seventh different winner in this season's opening eight events.

Conditions proved challenging, with the unforgiving bracken and bluebells meaning a spun wheel stopped the car quickly. Roland Uglow retook the British championship lead by holding second place all day, but a poor final round nearly dropped him down the order.

Duncan Stephens had a slow start, having won last time out a month ago, but a much improved last round saw him steadily climb up to third, just two points behind Uglow.

● Barrie Parker won the Falcon Motor Club's Ivinghoe Car Trial in Bedfordshire by a clear margin on Sunday, having dominated his class all day.

Duncan Stephens

Results

JB Taylor Sporting Trial Organiser: SportingTrials.com **When:** April 17 **Where:** Crewkerne, Somerset **Starters:** 24

1 Ian Wright (Sherpa Indy) 27 marks; 2 Roland Uglow (Crossle) 47; 3 Duncan Stephens (Crossle) 49; 4 Andy Wilks (RCAP) 50; 5 Simon Kingsley (Crossle) 53; 6 Peter Fenson (Hamilton) 56; 7 Richard Sharp (Cartwright) 62; 8 Paul Price (CAP); 9 Josh Veal (Crossle); 10 John Fack (MSR).

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WORLD RALLYCROSS CHAMPIONSHIP

Solberg struggles but climbs back to the pinnacle

World Rallycross Championship

By Hal Ridge

When: April 16/17 **Where:** Montalegre, Portugal **Starters:** 52

In the first two years of the World Rallycross Championship, both of which have been won by Petter Solberg, rarely has the Norwegian been seen struggling as much as he did on the first day of the 2016 season opener in Portugal.

Eleventh fastest in Q1 was not where many expected Solberg to start the defence of his double crown.

The heavens had opened above Montalegre and the first day was a muddy affair.

Despite extensive testing, Solberg was passed by compatriot Andreas Bakkerud, driving the brand new Ford Focus Supercar for the Hoonigan Racing team in the opening race. Solberg won his race in Q2, setting sixth fastest time to be seventh overall.

Big changes were made to the Citroen's set-up and, in now dry conditions, Solberg hit the ground running on day two. Fastest in Q3 and second fastest in Q4 put him second at the Intermediate Classification and on pole for semi-final two.

He led throughout the semi to progress to the final and join Johan Kristoffersson on the front row. Despite being hampered by a broken launch control system, Solberg making manual starts in the semi-final and final, he again led into the first corner in the final.

He took his joker on lap four, returning to the track alongside Kristoffersson, who had jokered on lap one. The pair made contact, which broke the driveshaft on the VW Polo and put him out. Solberg regained the lead when Robin Larsson and then Toomas Heikkinen took their jokers to win the first round of the season, with Larsson and Heikkinen joining him on the podium.

Solberg said: "The old fashioned way [to start] seems to have worked – but the level of this championship is just crazy."

Bakkerud impressed by finishing fourth, while nine-time World Rally champion Sebastien Loeb crossed the line in fifth, his Peugeot damaged by hitting a spinning Kristoffersson following the contact with Solberg. Loeb made a good start in the final, jumping out of the pack into turn one to take his joker lap but was beaten into the extra route by Kristoffersson.

Brit Liam Doran made his debut in a JRM Racing Mini RX and qualified for the semi-finals despite using a 1.6-litre engine for the event.



Solberg led home Larsson's Audi

RESULTS

World Rallycross Championship
Round 1/12

P	DRIVER	CAR	TIME
1	Petter Solberg	Citroen DS 3	4m03.992s
2	Robin Larsson	Audi A1	+0.847s
3	Toomas Heikkinen	Audi S1	+2.360s
4	Andreas Bakkerud	Ford Focus	+3.775s
5	Sebastien Loeb	Peugeot 208	+25.306s
6	Johan Kristoffersson	VW Polo	+1m31.992s

Points: 1 Petter Solberg 29; 2 Robin Larsson 21; 3 Johan Kristoffersson 21; 4 Toomas Heikkinen 20; 5 Andreas Bakkerud 20; 6 Mattias Ekstrom 19.

Teams Championship: 1 EKS RX 39; 2 Volkswagen Team Sweden 28; 3 Team Peugeot-Hansen 26; 4 Hoonigan Racing Division 20; 5 Olsbergs MSE 12; 6 World RX Team Austria 4.

Super1600 (6 laps): 1 Ulrik Linnemann (Peugeot 208) 4m23.092s; 2 Mario Barbosa (Citroen Saxo) +1.357s; 3 Timur Shigaboutdinov (Renault Twingo) +2.930s; 4 Janno Ligur (Skoda Fabia) +3.480s, 5 Krisztian Szabo (Skoda Fabia) +4.655s; 6 Magnus Bergsjobrenden (Renault Twingo) +6.292s.

BTRDA CLUBMANS RALLYCROSS

GRAHAM CONSOLIDATES



Graham took two wins

BTRDA Clubmans Rallycross: Pembrey

By Robert Anthony

Organiser: BTRDA **When:** April 16/17 **Where:** Pembrey, South Wales **Starters:** 34/36

Tommy Graham surprised himself to win at the opening round at Blyton Park in his Zakspeed Ford Escort Mk2. It wasn't a circuit suited to the car, but Pembrey last weekend was.

Graham dominated the Super Modified category to add two wins to his Blyton victory and secure his position at the top of the points. Graham was fastest in each of the three heats on Saturday and wasn't challenged in a lights-to-flag victory of over 21 seconds in the final.

Scottish driver Kenny Hall was second in a replica of the first podium of the year, while Peugeot 106 campaigner David Attiwell completed the rostrum.

Graham again dominated on Sunday, winning the final from Marc Jones, who had been Graham's closest challenger and led the Escort driver for much of their race in heat three, driving his Toyota MR2.

Attiwell finished on the podium for the third time in succession, in third. Swift Rallycross Championship competitor Simon Ovenden raced at the event and finished fourth in the A final on Saturday, before finishing sixth on Sunday, behind fellow Swift campaigner Chris Woollett.

Mike Dresser finished fourth on day two, driving a Honda Civic Type R.

The **Clubmans Supercar** and **Production 4x4** categories were mixed, with the top three cars covered by less than a second for much of the A final on Saturday, until an accident between Dmitrij Sribnyj and Gary Pusey left the latter driver with a heavily damaged car and two broken ribs.

Mike Manning won the final on Saturday in his Production Subaru Impreza, ahead of Supercar newcomer Nigel Burke. Sribnyj rounded out the podium in his damaged Impreza. On day two, Manning won again by over five seconds.

John Ward qualified on pole position for the **Production** final and led throughout in round two, pressured by round one winner James Orton. Richard Todd completed the podium. The action was just as close on Sunday, when Ward took his second victory of the weekend ahead of Paul Davis.

In the **Clubmans** series, the top two cars from each final progress into the next. Production B final winner Mark Finch beat Adam Mills in the encounter, where both progressed, the positions reversed in the A final; Mills finishing sixth and Finch seventh.

In **Pre-1995 Historics**, former Stock Hatch racer Darren Clark claimed victory in round two in his Nissan Sunny GTiR, having traded places throughout the final with Mark Griffin's rear-wheel-drive Ford Fiesta. Round one winner Mark Richardson finished third in his beastly Sierra Cosworth.

On Sunday, Ford Escort Mk2 campaigner Shaun Buckley scored a maiden victory, with former Production category driver Ryan Stutchbury second in his converted Peugeot 205 and Mitchell rounding out the podium finishers. Griffin had qualified on pole but engine issues prevented him from starting. Transmission problems led to a similar fate for Richardson and Clark.

Results

Saturday

Clubman Supercar/Production 4x4 (6 laps) 1 Mike Manning (Subaru Impreza) 6m16.484s, 2 Nigel Burke (Subaru Impreza) +12.777s, 3 Dmitrij Sribnyj (Subaru Impreza) +16.215s, 4 Gary Pusey (Subaru Impreza) -3 laps; no other starters.
Super Modified (6 laps) 1 Tommy Graham (Ford Escort) 5m50.267s; 2 Kenny Hall (Renault Clio) +21.608s; 3 David Attiwell (Peugeot 106); 4 Simon Ovenden (Suzuki Swift); 5 Marc Jones (Toyota MR2); 6 Paul Williams (Ford Focus).
Production (6 laps) 1 John Ward (Peugeot 106) 6m11.042s, 2 James Orton (Peugeot 106) +0.744s, 3 Richard Todd (Peugeot 106), 4 Peter Hamlett (Peugeot 306); 5 Paul Davis (Citroen Saxo); 6 Fred Ling (Citroen Saxo).
Historic (6 laps) 1 Darren Clark (Nissan Sunny) 6m09.858s; 2 Mark Griffin (Ford Fiesta) +0.791s; 3 Mark Richardson (Ford Sierra); 4 Gary Mitchell (Vauxhall Vectra); 5 Ryan Stutchbury (Peugeot 205); 6 Shaun Buckley (Ford Escort).

Sunday

Clubman Supercar/Production 4x4 (6 laps) 1 Manning 6m03.114s, 2 Sribnyj +5.518s; no other starters
Super Modified (6 laps) 1 Graham 5m51.073s; 2 Jones +19.833s; 3 Attiwell; 4 Mike Dresser (Honda Civic); 5 Chris Woollett (Suzuki Swift); 6 Ovenden.
Production (6 laps) 1 Ward 6m17.136s, 2 Davis +0.320s; 3 Orton; 4 Todd; 5 Eddie Gibbs (Citroen Saxo), 6 Adam Mills (Peugeot 106).
Historic (6 laps) 1 Buckley 6m18.441s; 2 Stutchbury +0.766s; 3 Mitchell; 4 Chris Farrell (Ford Escort); 5 David Brown (Mazda RX-7); 6 Richardson.

NATIONAL HOT ROD SHOWMAN

MIKEY GODFREY

"It is a hobby that takes up as much time as my work"





Godfrey and his team work hard for trophies

'It's just a hobby, it is not worth getting stressed over.' This phrase regularly comes out of my mouth – in fact, every time we have a bad National Hot Rod meeting.

This is usually followed 10 minutes later with a complete contradiction involving planning to sell a kidney and commit the 25th hour of the day to getting the car repaired so we can go racing again.

I'm very fortunate that both my parents and girlfriend Joanne are as obsessed with driving in circles as I am. That means both dad and I can be lost to the garage, sometimes for days on end without the risk of finding the locks changed and our clothes in bags on the doorstep when we return.

Thankfully, it also means we are well fed and there is a never ending supply of tea (and beer) when these unavoidable situations arise.

I've been lucky enough to have raced cars since I was 10 years old, starting with Junior Minis at our local track, Standlake Arena in Oxfordshire and progressing up to race National Hot Rods.

I'm 26 now and still find it just as exciting getting strapped into the car as I did all those years ago, the only difference being I can actually see over the steering wheel these days.

Racing is, and hopefully always will be, my obsession but unfortunately, no matter how much I wish it was, it will never be a job option.

This then leaves me with a hobby that takes up as much time as my job, costs a small fortune and doesn't earn any money back. It is all highly illogical when you put it like that but I'm sure it's a situation shared by racing fanatics the world over.

Working on the car consists of my dad, our friend Mork and me, and unlike big professional teams we don't have a man for every job.

In a single evening you can often find yourself being the bodywork man, the set-up guy, the tyre fitter and the cleaner.

Joanne and my mum share the roles of PR and advertising executives, official Facebook status updaters, peace keepers and the all important catering team.

It really is a family effort and without them it would never happen. Their unwavering dedication to it over the years has allowed me to live my dream. There have been great moments and celebrations and also some very quiet rides home in the lorry, followed by sulky Mondays!

The pleasure we get from it far outweighs the long nights and empty pockets.

I'm tired and skint but I really wouldn't change it for the world.

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MN SAYS...

Calendar clashes must stop

It's not a new problem, but it really is about time it was solved



So, which event to go to? World Endurance at Silverstone, British Touring Cars at Donington Park, or British GT at Brands Hatch? To avoid choosing between the three leading contemporary series in the UK last weekend (and because I like old stuff), I instead went to Castle Combe for the 50th anniversary of the Historic Sports Car Club.

In all seriousness, all four were worthy of attention – and WEC and the BTCC really were too geographically close together not to split fan loyalties – and it's a great shame enthusiasts had to choose. Not to mention the extra strain the clashes placed on finding enough officials and marshals. Surely the sport can organise itself better than this?

There seem to be two main problems. The first is the ever-growing (and sometimes changing) F1 calendar, which most try to avoid. Unsuccessfully last weekend. The second is not having an organisation taking responsibility for the calendar.

One would think the MSA was the most obvious candidate, but would some of the bigger organisers listen if the MSA asked them to move? Probably not. Perhaps the answer is a separate body with representatives from key championships and circuits. Motorsport has enough rivals for people's time without splitting the fanbase it already has.

Kevin Turner, Editor (Twitter: @KRT917)

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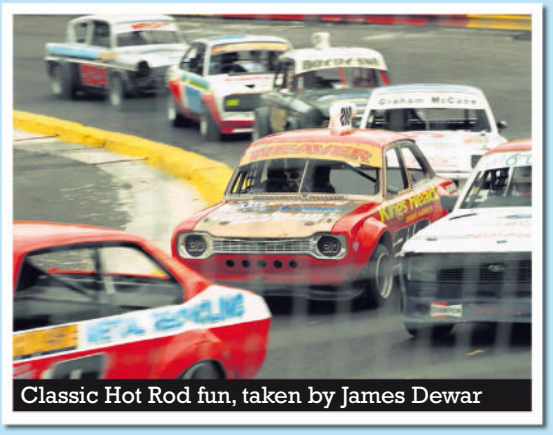
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Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



British Cross Country action, taken by Ben Lawrence, who is aged six and three quarters. The three quarters is clearly vital! Ben is the son of *MN*'s historic reporter Paul Lawrence



Classic Hot Rod fun, taken by James Dewar



A sideways Jaguar XJS from Snetterton by Justin Ward



Iain Trice braved the weather for this snap



Samuel Bird's shot from the Circuit of Ireland



Justin Ward's shot - the editor's favourite



Mark Owens captured this Cadillac at Brands

LETTERS



Motorsport News, April 13

Calendar clashes

With reference to your leader article on the letters page last week (*Motorsport News*, April 13) – why is it so difficult for circuits and organisers to create a calendar without the major clashes that happened last weekend?

It would appear that they want to make it as difficult not only for the competitors and teams, but also spectators and marshals.

The World Endurance Championship, British Touring Car Championship, British GT and the Historic Sports Car Club 50th Anniversary meeting at Castle Combe all on the same weekend is complete and utter madness.

Fortunately I will be marshalling at Combe, where there is always a good turnout of marshals but I wouldn't have wanted to be trying to organise marshals for the Grand Prix circuit at Silverstone last weekend.

And on top of that we have the Grand Prix from China, the IndyCar race from Long Beach, NASCAR, World Touring Car Championship and V8 Supercars to watch.

Where am I going to find the time?

After almost 50 years of reading *Motorsport News* I still wait with anticipation for the post to arrive on a Wednesday.

Tim Hall
Via email

Rally thanks

On behalf of Bolton-le-Moors Car Club the championship and our partners, I would just like to say a massive thank you to all the motor clubs that have supported this year's Motorsport News Circuit Rally Championship in association with MSVR. Special thanks must go to:

- North Humberside Motor Club
- Middlesex County Automobile Club
- Darlington & District Motor Club
- Chelmsford Motor Club
- Pendle & District Motor Club
- Garstang & Preston Motor Club
- Border Motor Club

Without the help and support of these guys, we wouldn't be here waiting for the final round, at Snetterton on May 15, with a fantastic conclusion to the championship and every single award still up for grabs.

The Snetterton weekend will mark the 12-month anniversary of the formation of the championship and what a way to celebrate it promises to be. We are still looking for entries for the final round, which can be obtained from the website boltonmidnight.blmcc.co.uk

Darren Spann
Championship co-ordinator

GET MN ON THE GO WWW.MOTORSPORT-NEWS.CO.UK/DIGITAL-EDITION

TV GUIDE

With last weekend proving one of the most busy of the season this year, UK TV is just catching up and *MN*'s TV Guide is here to help.

Both the **World Endurance Championship** (Wednesday, 1415-1720hrs) and the **European Le Mans Series** (Sunday, 0625-0810hrs, Motors TV) graced Silverstone with some fantastic racing. WEC in particular got its season underway in fine style.

Awfully on the same weekend, fans were made to choose between Silverstone and the **British GT** championship opener at Brands Hatch (Saturday, 1825-1925hrs, Motors TV). The addition of an extended GT4 field and a couple of Barwell Lamborghinis certainly spiced up the action.

Two more club events are available to watch in highlights form, with the **Britcar 24 Hours** (Thursday, 1855-2000hrs, Motors TV) running in its new touring car-style format for the first time. Also on offer, the **BMW Compact Cup** made its season debut at Brands Hatch (Friday, 1720-1750hrs, Motors TV).

Onto the loose; the third round of the **BTRDA Rally Series** (Friday, 2135-2205hrs, Motors TV) took place last weekend in Minehead. Would Charlie Payne and Luke Francis continue their dominance at the front of the pack?

Also from the rally world, **Circuit of Kerry** (Friday, 2100-2135hrs, Motors TV) was used by multiple crews to prepare for the Circuit of Ireland and featured interesting battles through the field.

Finally, the first instalment of Sebastien Loeb v Petter Solberg in the **World Rallycross Championship** occurred last weekend. See how the duo faired in ITV's extended highlights (Saturday, 1125-1230hrs, Motors TV).

LIVE WRC TV


WRC now heads to Argentina

Channel 5
- **Review:** Monday, 1900hrs, Channel 5

Motors TV end of day reviews
- **Day one:** Saturday 1210-1240hrs
- **Day two:** Sunday 0900-0935hrs
- **Day three:** Monday 0900-0935hrs

BT Sport

Friday
- **SS5 (super special):** 1600-1700hrs BT Sport 2
- **End of day review:** Saturday 2300-0000hrs BT Sport 2

Saturday
- **End of day review:** Saturday 2145-2215hrs BT Sport 2

Sunday
- **SS16 El Condor:** 1300-1400hrs BT ESPN
- **SS18 El Condor (power stage):** 1400-1500hrs BT ESPN
- **End of rally review:** Monday 0045-0115hrs BT Sport 2

LIVE TV


IndyCar heads to R4

World Touring Car Championship: Hungaroring
- **Qualifying:** Saturday 1815-1900hrs Eurosport 2
- **Race one:** Sunday 1300-1400hrs Eurosport 2
- **Highlights:** Monday 0010-0101hrs Eurosport 1

NASCAR Sprint Cup Series: Texas
- **Race:** Sunday 1730-2100hrs Premier Sports TV

IndyCar: Alabama
- **Race:** Sunday 2030-2300hrs BT Sport ESPN

Blancpain Endurance: Monza
- **Race:** Sunday 1330-1730hrs Motors TV

Formula 3.5 V8: Hungaroring
- **Race one:** Saturday 1230-1400hrs BT Europe
- **Race two:** Sunday 1400-1530hrs BT ESPN

European Formula 3: Hungaroring
- **Race one:** Saturday 1005-1110hrs Motors TV
- **Race two:** Saturday 1350-1500hrs Motors TV
- **Race three:** Sunday 1005-1110hrs Motors TV

LISTINGS

RACING
SATURDAY

Silverstone, Northants
VSCC meeting HGPCA, Morgans, Pre '61 Racing Cars, Frazer Nashes, 1950s Sports, Pre '31 Racing Cars, Pre-War Sports, Itala Trophy, FISCAR **Starts** racing from 1300hrs (qualifying from 0900hrs)
Admission £10 **Web** silverstone.co.uk
Contact 08704 588260

Kirkistown, N Ireland
500MRCI meeting FF1600, Legends, Saloon and GT, Road Sports
Starts racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 child free
Web kirkistown.com

SATURDAY/SUNDAY

Silverstone, Northants
BRSCC meeting FF1600, Sports 2000 Duratec, Sports 2000 Pinto, Sports 2000 Historic, Ford Fiesta, Ford Fiesta Junior, 206 GTi, Coupe Trophy, Deutsche Marques, Toyota MR2, Nippon Challenge, Tricolore Trophy, V Racing, Intermarque, Sevenesque Sports, Karts **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** £10
Web silverstone.co.uk **Contact** 08704 588260

Donington Park, Leics
MSVR meeting F3 Cup, Lotus Elise, Lotus Cup, GT Cup, Mini Challenge, VAG Trophy, Racing Saloons, Production BMW
Starts Saturday, racing from 1240hrs (qualifying from 0905hrs) Sunday, racing from 0955hrs (qualifying from 0905hrs)
Admission adult £17 **Web** Donington-park.co.uk **Contact** 01332 810048

Croft, N Yorks
BARC meeting Clubmans 2CV, MaX5, MGOC, CNC Heads Sports/Saloons, Northern Saloon & Sportscars
Starts Saturday, racing from 1330hrs (qualifying from 0930hrs) Sunday, racing from 1305hrs (qualifying from 1210hrs)
Admission adult £13, child free **Web** croftcircuit.co.uk **Contact** 01325 721815

Brands Hatch, Kent
750MC meeting Formula Vee, Locost, Toyota MR2, RGB, 750 Formula, Bike Sports, Civic Cup, Sport Specials, Classic Stock Hatch, MX-5 Cup, M3 Cup, Super Cooper
Starts Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1110hrs (qualifying from 1000hrs)
Admission adult £15, under 13 free
Web msv.com **Contact** 0843 453 9000

Pembrey, S Wales
BARC meeting Trucks, Clio Cup, Welsh Sports and Saloons, Junior Saloons, Legends
Starts Saturday, racing from 1240hrs (qualifying from 0930hrs) Sunday, racing from 1025hrs (qualifying from 0930hrs)
Admission adult £15, child free
Web barc.net **Contact** 01264 882200

RALLYING
SATURDAY

Elgin, Scotland
McDonald & Munro Speyside Stages
Starts 0858hrs **Admission** Free
Web speyside-stages.co.uk

Ebrington, Londonderry, Northern Ireland
Lark in the Park Stages Rally
Starts 0930hrs **Admission** tba
Web maidencitymotorclub.com

MIRA, Leicestershire
Horiba D'Isis Stages Rally
Starts 0930hrs **Admission** TBA
Web disis-stages.org.uk

SUNDAY

Hillgrove Hotel, Monaghan, Ireland
Monaghan Stages Rally
Starts 1030hrs **Admission** free
Web monaghanmotorclub.net

SPORTING SCENE
SATURDAY

Northampton International Raceway
BriSCA F1 and National Hot Rods
Starts 1830hrs **Admission** tba **Web** spedeworth.co.uk

SATURDAY/SUNDAY

Prescott Speed Hill Climb
MSA British Hillclimb Championship
Starts tba **Admission** £12 (Saturday), £15 (Sunday) **Web** prescott-hillclimb.com

SUNDAY

Buxton Raceway
BriSCA F1
Starts 1300hrs **Admission** tba
Web buxtonraceway.com

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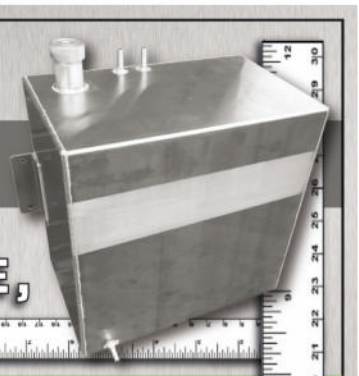
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Wilwood brakes kit, 265x10, Powerlite caliper		£266.20	£319.44
Wilwood brakes kit, 247x20, Midilite caliper		£427.13	£512.56
Wilwood brakes kit, 285x21, Midilite caliper		£525.14	£630.17
Balance bar pedal box, cable clutch		£189.50	£227.40
Balance bar pedal box, hydraulic clutch		£215.00	£258.00
Blackline 'swaged' stainless brake lines, 3-line		£29.74	£35.69
Minilite style wheels	6x13	£64.00	£76.80
	7x13	£71.00	£85.20
	8x13	£82.50	£99.00
	8x15	£94.00	£112.80



Minilite style wheels from £64.00 £76.80

'Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£33.80	£40.56
Escort RS front springs, 145-220lbs	pair	£33.80	£40.56
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£89.50	£107.40
	RH 2:4 ratio	£109.50	£131.40
	LH 2:4 ratio	£119.50	£143.40



H/duty quick steering racks	RH 2:4 ratio	£149.50	£179.40
	RH 2:2 ratio	£179.50	£215.40
	LH 2:4 ratio	£159.50	£191.40
	LH 2:2 ratio	£189.50	£227.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing,	each	£59.50	£71.40
Roller bearing top mount - roller bearing,	each	£59.50	£71.40

OEM TCA's £59.50 £71.40



TCA's 'Pattern' style	pair	£34.50	£41.40
TCA's 'OEM' style	pair	£59.50	£71.40
Twin cam anti-roll bar		£59.50	£71.40
Anti-dive kit		£29.50	£35.40
World cup X-member		£99.50	£119.40
Worls cup mounts	pair	£25.00	£30.00
RS2000 track rod ends	each	£9.50	£11.40
Group 4 style all steel U/J coupling		£19.80	£23.76
4-link kit		£109.50	£131.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
Group 4 spec. front RS struts	each	£128.00	£153.60
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£42.50	£51.00
Stub axle hardware kit		£9.90	£11.88
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£43.50	£52.20
Work style 60mm oval tube strut brace		£49.50	£59.40
Rear lamp protectors	pair	£12.50	£15.00
Chassis mounted sump guard, wet sump		£125.00	£150.00
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Silicone hose kit, Mexico or RS2000 (available blue, black or red)		£62.34	£74.81
Propshaft, type 9 - English/Atlas axle		£89.50	£107.40



English CWP's 3.5, 3.9, 4.4, 4.7, 4.9, 5.1, 5.3		£215.00	£258.00
Atlas CWP's 3.4, 3.7, 4.6, 5.1		£230.00	£276.00
4-speed heavy duty gearlever		£36.50	£43.80
5-speed heavy duty gearlever		£38.50	£46.20
M10 ally 'Pro' gearknob		£14.50	£17.40
M10 white/black nylon gearknob		£11.50	£13.80



Mk2 Front Wing £72.10 £86.52

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

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



X-Flow ally radiator		£169.60	£203.52
RS2000 (Pinto) ally radiator		£169.60	£203.52
13/235 oil cooler		£45.50	£54.60

X-Flow ally radiator £169.60 £203.52

WCP Interupter pump £29.00 £34.80



WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless		£5.00	£6.00
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20



M16 calipers to fit standard discs,	pair	£79.00	£94.80
M16 calipers to fit vented discs (no spacers needed),	pair	£93.00	£111.60
Group 1 vented discs (247x20,	pair	£39.00	£46.80

Escort Laminated Windscreens

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

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£5.90	£7.08
Bonnet rail bump stop, set of 4		£9.90	£11.88
Bonnet bump stop, centre-rear		£4.90	£5.88
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£4.90	£5.88
Steering column bulkhead grommet		£6.90	£8.28
Handbrake backplate dust boots	pair	£6.90	£8.28
Spedo cable bulkhead grommet		£4.90	£5.88
Throttle pedal pad		£4.90	£5.88
Brake and clutch pedal pads	pair	£7.80	£9.36

Mk2 Rubber Parts - NEW 2015

Shock absorber top caps	pair	£12.90	£15.48
Rear bumper side plugs, set of 4		£8.90	£10.68
Oil line bulkhead grommet		£4.90	£5.88
Brake servo rod bellows		£6.90	£8.28

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Ratchet tap Wrenches

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



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NEW!

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7 piece SAE set, 5/16 - 3/4 £23.70 £28.44

Wire twisting pliers, 7"	£9.92	£11.90
10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
Spare tips for circlip pliers	£4.90	£5.88
Pocket brake fluid tester, LED readout	£5.83	£6.99
Bralle piston wind back tool	£9.98	£11.98
'Pro' brake piston wind back tool	£17.69	£21.23
Windscreen removal tool	£4.98	£5.97
13 piece impact screwdriver kit	£7.49	£8.98
Magnetic wing protector cover	£7.36	£8.83
Coil spring compressors pair	£11.90	£14.28
Bralle bleeder vacuum tester	£17.69	£21.23
16 piece oil filter removal sockets	£18.73	£22.48
Motorcycle chain breaker	£15.63	£18.76
Heavy duty crimper set	£24.90	£29.88
1/2" drive 3 piece wheel nut socket	£12.64	£15.17
17 piece clutch alignment kit	£10.11	£12.13
125mm piston ring compressor	£4.55	£5.46
46 piece multi-purpose puller kit	£8.25	£9.90
10 piece bearing race driver kit	£23.69	£19.89
96 piece drain plug repair kit	£25.76	£29.90



Pro Riveter Kit £39.90 £47.88

99 Pc Socket/Tool set £55.90 £67.08

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

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88



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

SET UP EQUIPMENT - Suspension

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Trackace from £58.00 £69.60



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

Digital Caster-Camber Gauge £67.27 £80.72



NEW!

Blackline digital caster/camber gauge, magnetic mount		£67.27	£80.72
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Digital tyre pressure gauge		£3.80	£4.56
Digital tyre depth gauge		£4.80	£5.76

TESTING EQUIPMENT

Cylinder Leak Detector £21.83 £26.80



NEW!

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

LED LIGHTS

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

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Natural Carbon from £159.50 £191.40

Black spokes, suede rim	£39.50	£47.40
Black spokes, black leather rim	£43.50	£52.20
Carbon look spokes, suede rim	£52.50	£63.00

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp £39.00 £46.80



Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

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MIG 200 amp £194.48 £233.38



NEW!

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£194.48	£233.38
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4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
1.5Ah Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
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Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
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Polisher, 800-3000rpm, 180mm pad	£39.83	£47.80
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170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68



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

JACKING EQUIPMENT

Torin BIG RED JACKS

2.0 Ton Nascar Quick jack £141.25 £169.50



3.0 ton Trolley jack	£36.50	£43.80
2.0 ton, loin profile 'Pro' garage jack	£136.65	£163.98
3.0 ton, loin profile 'Pro' garage jack	£186.40	£223.68
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.58	£59.50
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
1500lb flodable engine stand	£58.05	£69.66
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
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Workshop 'Button' seat, pneumatic	£23.50	£28.20

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(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

NEW!

Tyre Carrier, handle & lock £39.80 £47.76

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Prices from £29.50 £35.40



Double cylinder air pump, max 150psi (60ltrs/min)	£29.50	£35.40
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Sealey direct drive, 3hp, 100ltr tank, 12.6cfm	£246.97	£296.36
15 piece 1/2" Impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
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TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat
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