



# BRITISH GRAND PRIX

FULL GUIDE INCLUDING JENSON BUTTON INTERVIEW P18

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

JULY 2 2014 ■ EVERY WEDNESDAY £3.10

## Hamilton thrills Goodwood crowd... *next stop Silverstone!*



# LEWIS

## I'LL WIN BRITISH GP FOR MY HOME FANS



By Rob Ladbrook

**Mercedes ace Lewis Hamilton says that the support of his home fans will help spur him to glory in Sunday's British Grand Prix.**

Hamilton heads to Silverstone in vital need of a victory to get his Formula One championship challenge back on track.

He is 29 points behind his team-mate Nico Rosberg.

"I'm definitely gunning for Silverstone," said Hamilton. "I'll be doing absolutely everything to make sure we're in front."

The British ace warmed up for his home race at the Goodwood Festival of Speed last weekend, thrilling the massive crowd with a series of runs in a 2013-spec Mercedes F1 car.

**Hamilton's hopes, p2-3**  
**Festival of Speed report, p24-25**

FORMULA ONE

PLUS LOEB STORMS THE FESTIVAL OF SPEED > P24

**WRC**  
**OGIER'S POLISH PERFECTION**  
RALLY POLAND THRILLER P26



**BTCC**  
**TURKINGTON DODGES THE DRAMA**  
BMW MAN WINS, RIVALRY CLASH P30



**BRC**  
**MIGHTY MCKENNA**  
SCOTTISH RALLY REPORT P34



27 >



# MOTORSPORT NEWS ISSUE JA2931 JULY 2 2014

## THE VOICE OF BRITISH MOTORSPORT

**WRITE TO US**  
Motorsport News  
Haymarket Publishing,  
Teddington Studios,  
Broom Road, Teddington,  
Middlesex, TW11 9BE

**FACEBOOK**  
Search for  
'Motorsport News'

**TWITTER**  
Rallyupdates:  
@MNRally  
Racingupdates:  
@MNewsRacing

**DIGITAL ISSUE**  
See motorsport  
-news.co.uk

**EMAIL US**  
mn.letters@  
haymarket.com

**YOUR PICS**  
email: mn.letters@  
haymarket.com  
Photographs must be of a  
good quality and please send  
no more than three images



# THIS ISSUE

**"We'll be faster at Silverstone"**

**P5**

## TURKINGTON HAS BTCC TITLE FEARS

**P6**



## M-SPORT PLOTS FORD FIESTA WRC REVAMP



# BUTTON

**"I'M IN THE BEST PLACE I CAN BE AT McLAREN"**

**P18**

## STARS SHINE AT THE FESTIVAL OF SPEED



<b>SUBSCRIBE TO MOTORSPORT NEWS</b> 10	BTCC report: Croft	30	
Historic race and rally news	11	BTCC and SRC: Scottish Rally	34
British GP preview: Button	18	Rally and racing reports	37
British GP preview: Massa	20	Karting round-up	39
British GP preview: Williams	21	Sporting Scene round-up	40
British GP preview: Essentials	23	Letters/Comment/What's On	42
Goodwood Festival of Speed report	24	Classifieds	44
WRC report: Rally Poland	26		



**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P43**

## Lewis pledges to fight back in the title

# HAMILTON HOME

**ROSBERG 165 POINTS**



Hamilton is determined to regain ground this weekend

**By Rob Ladbrook**

Lewis Hamilton says that the support of home fans can spur him on to victory in this weekend's British Grand Prix, which could prove to be a pivotal race for his title hopes.

Home success at Silverstone would be a major boost for Hamilton, who trails Mercedes AMG F1 team-mate Nico Rosberg by 29 points. Rosberg heads into the race in Northamptonshire with the most momentum, having held off Hamilton's charge in the Austrian GP after the Briton endured a testing weekend. Mistakes in both qualifying and the race cost him a shot at victory and handed the mental edge in the intra-team battle to Rosberg. Defeat at home could spell disaster for Hamilton's title ambitions.

Hamilton said he was confident of a return to form at Silverstone, and highlighted the home support as key to his fight back.

"Austria wasn't the result I wanted. It was a great result for the team but it was disappointing and damage limitation for me - but I'm definitely gunning for Silverstone this weekend," he said. "It is a special race for me and the support



# HEADLINE NEWS

Photos: LAT

## race in front of his fans

# TARGETS RECOVERY



Fan-assisted: Hamilton heralds supporters

**HAMILTON  
136 POINTS**

I have there is just incredible. The British fans are the absolute best in the world and it's humbling to see thousands of people out there cheering you on – no matter what the weather or the result.

“Positive thoughts create positive actions so I'm not even contemplating losing this race. I'm going to get up and I'm going to train and I'm going to get to the race and think only P1, P1, P1.”

Hamilton said he would draw from one of the best drives of his career, his 2008 win at Silverstone when driving for McLaren. That still stands as his sole British GP triumph and, while he has been on the podium three times, he hasn't finished in the top three since 2010. He led last year's event until a tyre failure left him fourth.

“Last year was gutting to not bring it home for the fans and the country, but it still almost felt like a win,” he added. “To come back from last into the top four, in my mind I felt I did myself proud and came away feeling like I'd won.”

“I'll be doing everything I can to ensure I'm in front this time.

“One of the best moments of my career to date was my win in the wet in 2008. I think the gap was around 60 seconds in the end and I

could never have hoped or wished for a race like that – especially at home. I lapped every car up to third place, which was just unreal.

“I loved raising that gold trophy in front of the home crowds and I'm determined to get my hands on it again this year.”

### Make or break

The British Grand Prix is likely to prove one of the most pivotal events of the year in the battle between Hamilton and Mercedes team-mate Rosberg.

The pair insist their feud from the Monaco GP is settled, but leading figures in the sport reckon the cracks run deeper between the two drivers. With the race expected to once again boil down to a straight fight between the two Mercedes, defeat by Rosberg on Hamilton's own stomping ground would be a bitter blow for the British ace's title hopes.

John Watson, the 1981 British GP winner for McLaren, told the *Daily Mail* he expected this weekend to be the most important of the year for Hamilton.

“He [Lewis] needs to win this race big time,” Watson said. “It is make or break for him in my eyes – as important a grand prix for

Lewis as any in his career has been. He needs to respond to Nico's excellent performances by dominating him in every way, in qualifying and the race.

“He needs to reassert himself. It is not an issue of speed. In Austria it was a matter of not quite doing things accurately enough. He was not quite as exact in how he got into the pit box as he could have been, whereas Nico is maxing out on his potential, in his in-lap, his out-lap, pit stops. He is nailing everything. Lewis has always relied on his natural skills. Nico is metronomic at the moment though.”

Mercedes team non-executive chairman Niki Lauda added that he expected to see a refreshed Hamilton this weekend and tipped him to put his recent string of troubled races to bed.

“Lewis will fight back, there is no worry on my part about that,” he said. “He is not in any way disturbed by the last few races and events. He will keep fighting. He will be more motivated now than ever going to Silverstone after the results and the points difference he now has to recover.”

Mercedes team chief Toto Wolff added: “Both our drivers are

particularly strong at Silverstone and we're expecting another tightly contested battle between them. Equally many of our rivals see this as their home race and will be highly motivated, so we're taking nothing for granted. It's up to us to make sure our motivation is the highest.”

### Rosberg leads

Hamilton has suffered two retirements so far this year while Rosberg has yet to finish a race outside of the top three.

A spark plug problem in Australia and brake failure in Canada has left Hamilton chasing in the points. Rosberg's win last time out in Austria brings his total for the year to three to Hamilton's four consecutive wins between Malaysia and Spain.

Hamilton is adamant that he wants to recover the gap on the track, not through misfortune for his team-mate.

He added: “I want Nico to finish every race this year, but I want to finish ahead of him. If he finishes every race but I beat him nobody can say I'm in the lead because he's had problems – it can only be because I've done a better job. That's the best way to win.”

### HAMILTON'S SILVERSTONE HISTORY

Lewis Hamilton has had mixed fortunes in the British Grand Prix. Here are some of his best and worst moments.

#### 2007: ▲

Hamilton made an instant impact by qualifying his McLaren on pole for his first home grand prix. He led the early stages but made an error during his pit stop by lurching forwards with the refuelling hose still attached. It cost him time and he finished third behind Kimi Räikkönen and team-mate Fernando Alonso



Pit stop woe struck in 2007

#### 2008: ▲

Arguably Hamilton's greatest ever drive. After losing pole to McLaren team-mate Heikki Kovalainen, he scraped past the Finn early on before going on to dominate in the soaking wet to win by a clear minute. Hamilton lapped all but two cars on his way to his first British GP victory



Landing the prize in '08

#### 2009: ▼

Hamilton slumped to 16th place, his worst ever British GP result. He had to abort his qualifying lap when Adrian Sutil crashed, leaving him starting 19th. He was stuck in traffic in the race



Tough times back in 2009

#### 2010: ▲

Having qualified fourth Hamilton took advantage of a scrap between Sebastian Vettel and Mark Webber to sneak into second



Interloper Hamilton in '10

#### 2011: ▲

McLaren was hurt badly by the ban on exhaust blown rear diffusers. Despite starting a lowly tenth and lacking in downforce, Hamilton battled to fourth place to finish behind race winner Alonso's Ferrari and the two Red Bulls



McLaren was poor in 2012

#### 2012: ▼

The second half of the 2012 season wasn't a good one for Hamilton. He suffered multiple retirements. McLaren was also notably off the pace at Silverstone, with the car lacking speed. He was eighth



Big blow: Pirelli grief in '13

#### 2013: ▼

Hamilton looked set to record his first victory for the Mercedes team in the perfect fashion as he secured pole and led the early stages of last year's race. But when his left-rear Pirelli exploded on lap nine he was forced to limp back to the pits and dropped to last place. An inspired comeback drive netted him fourth as others began to struggle with similar tyre problems



# RACING NEWS

## F1 ROUND UP



### Grosjean blow

Lotus racer Romain Grosjean has launched a stinging attack at Sergio Pérez after the Mexican's recent run of scrapes. Pérez refused to accept blame for his clash with Felipe Massa on the last lap of the Canadian GP last month. Grosjean, who was himself banned for dangerous driving after sparking a shunt at the start of the 2012 Belgian GP, said: "If you want to improve as a driver you have to accept the blame. When you have a bad day in the car you need to look at what you could have done better and reset your mind. Criticism is the only way to move forward."

### Austria boost

Red Bull Racing head Christian Horner reckons that other races could learn from the show put on by organisers of the recent Austrian GP. The race in Spielberg attracted a sell-out crowd for its return F1 event since 2003. Horner said: "It was an event for the fans. You have to applaud Dietrich Mateschitz for his commitment in bringing F1 back to the country. There was a carnival atmosphere and something going on every five minutes." That will be the same Mateschitz who pays the bills at Red Bull Racing...

### Toro Rosso go-go

Toro Rosso has been cleared of any wrongdoing over recent test allegations. The team was involved in controversy when it emerged it had conducted a rolling road test in association with Renault at the Austrian AVL facility earlier this season. The FIA investigated and Toro Rosso pointed out that the dyno use was within the rules and no current Pirelli tyres were used.

### Kimi's issue

Kimi Räikkönen reckons that the combination of harder tyres and traction problems are behind his slump in form. Räikkönen has regularly been both out-qualified and out-raced by Ferrari team-mate Fernando Alonso. The Finn has been struggling with feel from the Ferrari F14 T and its electronic brake-by-wire system. He said: "It's really about how the car handles and the way the tyres work. It's a combination of that. I hate it when there is no front-end grip on the car and right now we have a loose rear end and we're trying to balance things out."

# DRIVERS WARY ON RESTART RULING

## Racers say added danger at standing restarts will not aid the show



Drivers will now resume racing from a standing start

### By Rob Ladbrook

**Mercedes team head Toto Wolff insists that the controversial inclusion of standing restarts after safety car periods next season can be rectified if it proves unpopular or a safety risk.**

The FIA last week sanctioned the regulation change, which means all cars will reform on the grid and conduct another standing

start after a safety car period during races. The only time the standing restart will not be used is if the safety car period is used within two laps of the race start or if there are five or fewer laps remaining in the race.

The change has been made following a meeting of the F1 Strategy Group, which suggested easy ways of spicing up the show and helping the sport to appeal to a wider audience. The

change has been met with mixed reaction (*see sidebar*).

Wolff said the changes could be rectified if needed. He said: "Currently the most exciting part of a grand prix is the start and the idea is to have that drama a bit more during the race. It could work well, or it could cause problems – we don't know until we try it. The key thing is it's not an irreversible change. If the teams and drivers all agree they dislike

it we can easily put it right in the regulations for 2016."

Other tweaks include an extension to *parc fermé* rules. Teams will now have to set their car's set-up for free practice three on Saturday morning and will not be able to alter it before qualifying. The number of hours use of wind tunnel and CFD testing has also been reduced to save costs. The penalty-free spare engine allocation per driver will reduce from five to four.

### WHAT THE PADDOCK SAYS

#### Jenson Button

"It will be tricky for all of us to keep the car pointing in a straight line [restarting on worn, cold tyres] and it could cause mayhem. It will be better for TV but we perhaps need to think about a rule for tyres."

#### Daniel Ricciardo

"It's not the most fair idea [for race leaders]. It may be more exciting because there's more variability with a standing restart, but for me it's too artificial. You could drop to third or fourth with a bad restart, and it's a disadvantage for the guy in first place."

#### Romain Grosjean

"We need to improve the show but maybe in a different way. We drivers love the show and the overtaking, but we don't want dangerous things. If we don't get to change tyres for a restart then safety will be tricky."

#### Nico Rosberg

"I understand that the start is the most exciting thing for the fans, but this goes too far. I like pure racing, the way it's been for over 50 years."

#### Sebastian Vettel

"The advantage in terms of racing and show is debatable. F1 is the peak of motorsport and we want to ensure that the fastest driver is winning – so drivers need to be able to show their skills."

## Racing legends united on track at Silverstone

A total of 15 F1 legends will take part in special parades around Silverstone this weekend to mark the circuit's 50th anniversary of hosting the British Grand Prix.

British legends Nigel Mansell, Sir Jackie Stewart, Damon Hill, Johnny Herbert, Derek Warwick, Martin Brundle, David Coulthard, along with Dario Franchitti and Paul Stewart, will all drive period cars around the

track across the weekend as part of the celebrations.

Other stars include Emerson Fittipaldi, who will drive his 1974 title-winning McLaren M23, Alain Prost in Mark Webber's 2012 Red Bull, Rubens Barrichello in Clay Regazzoni's 1979 Williams FW07, Jackie Oliver in Jim Clark's 1965 Lotus 33 and David Brabham driving his father's 1960 Cooper-Climax T53.

## Boullier says Williams form will fluctuate over course of the season

McLaren's Eric Boullier reckons Williams will be a constant threat this year, but only on certain tracks.

The Martini-backed Williams team surprised with its pace in Austria, scoring a front row lockout in qualifying and finishing third and fourth in the race. Boullier said the team would struggle to keep its upswing in form up, though.

"It shows we have a little bit of a strange pecking order in some races, just because of the track layout," he said. "Williams has built a good car – they have some weaknesses but a lot of strengths on tracks like Spielberg. On a twisty track

like Monaco they weren't on form. This year is dictated by the power unit and driveability of the car."

●Boullier said McLaren is in no rush to confirm its line-up for next year amid speculation over the future of both Jenson Button and Kevin Magnussen. "We are in no rush," he said. "We are evaluating."

Williams: improving



WANT THE LATEST UPDATES? FOLLOW US ON TWITTER

@MNEWSRACING



## Supporting Britcar at Oulton Park Sat 5th July

Tel +44 (0)1929 551557 Fax +44 (0)1929 551567  
racing@aaoil.co.uk www.aaoil.co.uk





*'I like having a team-mate to push me'*  
Button on life at McLaren, p18



Red Bull Racing is aiming to bounce back in Britain

# RED BULL WANTS TOP THREE FINISH



Ricciardo has a podium as a target

Aussie ace Daniel Ricciardo says that his Red Bull Racing team will come out fighting at Silverstone this weekend after putting his disappointing outing in Austria behind him.

Both Ricciardo and his four-time world champion team-mate Sebastian Vettel struggled at the Red Bull Ring last time out as the RB10 failed to keep pace with the frontrunning Mercedes cars.

The car lost out on the point-and-squirt nature of the Spielberg layout due to the lack of grunt from the Renault V6 power unit, which was largely criticised by team bosses in the wake of the race.

Silverstone's layout is dominated by fast, flowing corners, which favour a car with a good aero balance. Ricciardo hopes that the strong chassis characteristics of the RB10

will compensate for its lack of straight line speed. "We were optimistic about being quicker in Spielberg and were eyeing the top five and maybe sneaking a podium but we simply didn't have the pace," said Ricciardo, who notched his first F1 victory in Canada last month.

"It was down to the percentage of corners to straights. This year, as most know, we're losing time on the straights and recovering it in the corners, there aren't enough corners at the Red Bull Ring. Everybody found a bit more from their cars and we couldn't claw it back.

"Silverstone should suit us much more. We've got to learn a few things from our Spielberg performance but, once we do, we'll be back fighting in the top five and trying to get onto the podium."

## THE FASTEST NEWS ROUND-UP



Single-seater rookie Max Verstappen scored a hat trick of FIA Formula Three European Championship wins at the Norisring in Germany to make it six victories in a row. The Dutchman was the last of three different race leaders in the opening chaotic encounter

which featured four safety car interruptions. Three more safety cars and a red flag were needed in race two which was disrupted by heavy rain. Verstappen claimed a lights-to-flag win in race three to head points leader Esteban Ocon and Brit Jordan King to the line. Jake Dennis suffered a big shunt, putting two wheels on the white line and colliding with team-mate Tom Blomqvist... Sergei Sirotkin and Roberto Merhi claimed maiden Formula Renault 3.5 victories at Moscow Raceway. Sauber F1 test



Verstappen: three wins

driver Sirotkin headed Zoel Amberg from pole in race one. Carlos Sainz Jr and Oliver Rowland collided, with the Brit forced to retire. Merhi dominated race two from pole to lead Pierre Gasly by over six seconds... Carlos Huertas took a shock win in the first IndyCar race at Houston. He headed Juan Pablo Montoya in a close battle which was ended when a yellow flag was needed near the finish. Simon Pagenaud dominated race two, leading Schmidt Peterson Hamilton team-mate Mikhail Aleshin... Robert Wickens benefitted from a mistake by Paul di Resta to claim a lights-to-flag DTM win at the Norisring. Di Resta, starting second, spun across the front of Jamie Green on the first lap. It enabled Wickens to sprint clear to win by almost 24 seconds...

## Pedestrians stray on to IndyCar track

IndyCar officials have vowed to avoid a repeat of an incident in which two people managed to walk on to the track during a live qualifying session in Houston last weekend.

Despite spending over a million dollars on track improvements and safety upgrades following injuries to spectators at last year's event, two men ran across the track on Sunday morning.

"We're working diligently with promoters to ensure that all track access points are properly secured," an IndyCar spokesperson told *Motorsport News's* sister publication *Autosport*.

## Renault says major power unit improvements won't be on stream until next season

Renault deputy managing director Rob White has warned that the French make faces an uphill battle to find significant performance gains before the end of the year.

After heavy criticism from leading customer team Red Bull Racing after Austria (*see above*),

Renault has vowed to make inroads into finding pace from its V6 power unit. But with the engine specifications frozen due to parts homologation rules, the biggest changes will have to be made in the winter after the championship ends.

White said: "The chance to

change the specification of the hardware is extremely limited during the season. Up until this time that hasn't been an obstacle to the progress we have been able to make. But we're progressing on a development road map that has the opportunity to deliver improvement from some

changes. At the moment the rules are explicitly clear - we cannot change spec without the FIA's permission, which wouldn't normally be given for performance improvement. We will bring further improvement, but longer-term improvement will be over the winter."

## MN'S EYES IN THE F1 PADDOCK

# TONY DODGINS

**"Silverstone has a garden party atmosphere"**



**T**he British Grand Prix at Silverstone has always had a garden party atmosphere and this weekend promises to be one of the best ever.

The circuit has put on a number of special events to commemorate the 50th GP at the former wartime bomber base since Luigi Villorosi won in 1948, two years before the inauguration of the F1 world championship!

With tickets still available ([silverstone.co.uk](http://silverstone.co.uk) or 0844 3728300), 'Fans Thursday' gives all three-day ticket holders the chance to see the F1 cars at close quarters with an open pit lane between 1000hrs-1200hrs and 1515hrs-1800hrs on a day that culminates in a separately-ticketed Kaiser Chiefs concert.

Daily parades from Friday to Sunday feature some of the sport's greats in iconic F1 cars. It was watching the fabulous '69 dice between Jochen Rindt's Lotus and Jackie Stewart's Matra that hooked an eight-year-old Yours Truly on F1 for life. JYS himself will be out in the Matra.

Anyone remember '75? The first British GP to use starting lights and the Woodcote chicane, installed after the Jody Scheckter-sparked multi-car opening lap shunt in '73. It was Emerson Fittipaldi's last F1 win, at the track on which he first drove an F1 car. Emerson will be out in a McLaren M23.

More recently of course, we had Mansell Mania in the eighties and nineties. Nobody at Silverstone in '87 will ever forget it: Nigel's relentless chase of Williams team-mate Nelson Piquet after an extra pit stop, and that fantastic dummy pass down at Stowe to win. Nigel, as well as being the driver steward this weekend, will also be out on track.

Others to look out for include Rubens Barrichello in Clay Regazzoni's Williams FW07, the car that won Frank his first GP at Silverstone in '79.

Williams will be centre stage for two reasons. As well as the compelling Hamilton-Rosberg rivalry at Mercedes, Williams had a fabulous Austrian GP when it locked out the front row for the first time in 11 years and Valtteri Bottas scored his first podium.

And, in Friday morning's first free practice, Valtteri, who is part-managed by Toto Wolff, will have to hop out and let Toto's missus in the hot seat as Susie Wolff becomes the first woman to take part in an official F1 session for 22 years.

Don't let anyone tell you it's a mere publicity stunt. Anyone who has run top 15 at the world karting championship knows what they are doing. And as long as ten years ago, Susie finished fifth and had three podiums in a Formula Renault championship in which the first three were IndyCar driver Mike Conway, Westley Barber and Paul di Resta. She scored almost four times as many points as Rodolfo Gonzalez, who drove Fridays for Marussia in Hungary and Italy last year. So give her a break, and a cheer.



**AGREE/DISAGREE?**  
[mn.letters@haymarket.com](mailto:mn.letters@haymarket.com)



# RACING NEWS

Photos: Jakob Ebrey and Phil Laughton

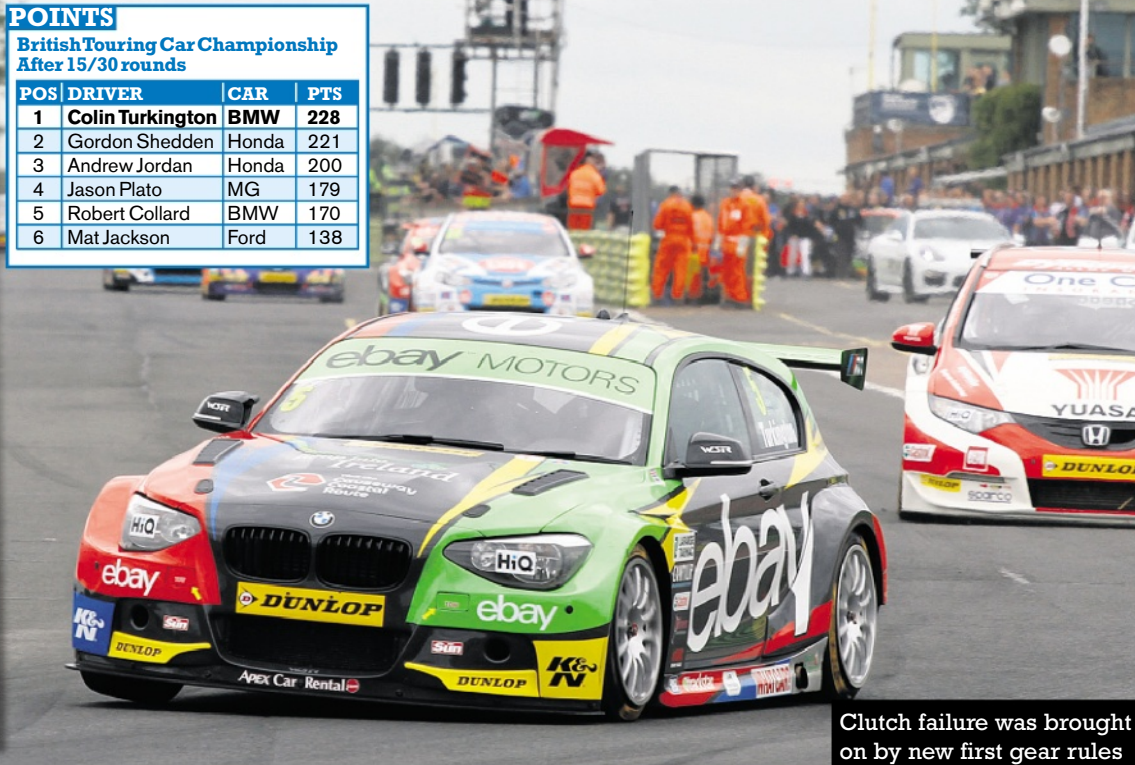
## TURKINGTON WARY OF NEW TECHNICAL ISSUES

### Clutch failure means eBay Motors BMW ace will have to adapt driving style to win



Turkington claimed two wins at Croft

POINTS			
British Touring Car Championship			
After 15/30 rounds			
POS	DRIVER	CAR	PTS
1	Colin Turkington	BMW	228
2	Gordon Shedden	Honda	221
3	Andrew Jordan	Honda	200
4	Jason Plato	MG	179
5	Robert Collard	BMW	170
6	Mat Jackson	Ford	138



Clutch failure was brought on by new first gear rules

By Matt James

**British Touring Car Championship points leader Colin Turkington says he is going to have to adapt his driving style for the rest of the season after a clutch failure at Croft on Sunday.**

The Northern Irishman had won two races for the eBay Motors BMW team but pulled out of the third with the problem. He says it has been brought about by a

new rule, which mandates a longer first gear ratio for rear-wheel-drive cars in the championship. The rule was introduced for Croft to negate the RWD car's startline advantage, but Turkington says it has an adverse effect on the machinery.

"It wasn't helped by the fact we had an aborted start in race one [when the lights failed]," he said. "My clutch was overheating after that, and I had to start the race [second time] in neutral and bang it in to first as soon as the lights

went out otherwise I would have crept forwards. Because of the longer gear, we have to slip the clutch more and it puts so much stress on the mechanical parts."

Turkington still heads the title race after his brace of wins. He said things will be tougher from now on.

He explained: "I am going to have to think about how we use the clutch and won't be able to do practice starts on the warm-up lap and things like that. It is really going to alter things for us."

Turkington's team-mate Nick Foster also reported clutch issues over the course of the weekend.

Turkington, 32, said: "We have ticked off the tracks that really suit us now, so it is going to be tough from here on in.

"We are competitive though, so that is a bonus and we just have to keep the points score ticking over and push where we see a chance of a win."

The championship now has a five-week break until Snetterton on August 2/3.



Webster leads Cup points

### Webster gets late Supercup entry

New Porsche Carrera Cup points leader Josh Webster will contest this weekend's Supercup race at Silverstone.

The 20-year-old Carrera Cup Scholarship winner completed a last-minute deal to contest the event with the Redline Racing outfit.

"A home race on the grand prix package is always a special event," said the ex-GP3 racer. "But this is similar to our outing at Le Mans last month, it's something every driver aspires to do. There are some very experienced and outstanding drivers in the Supercup but, just like at Le Mans, I want to put on a good show in front of the British fans at Silverstone."

Webster said last weekend's Carrera Cup race two win at Croft proves he has what it takes to beat reigning champion Michael Meadows to this year's title. Webster held off Meadows to move to the top of the points at the halfway stage of the season.

"That was twice I've been directly up against Michael when leading and I've beaten him on both occasions," Webster said. "I'm more confident than I've been at any point in the season."

### Meadows unhappy after Tower run-off

Reigning Porsche Carrera Cup champion Michael Meadows has criticised the condition of the run-off areas at Croft after damage to the front of his car ruled him out of race one at the circuit last weekend.

Meadows took to the grass at Tower during qualifying on Saturday. When he attempted to re-join the track, he drove into a dip in the ground where it steps back on to the Tarmac. The impact with the track heavily damaged the front of the car's chassis. Having not set a qualifying time in a replacement car, Meadows' Redline Racing squad was forced to have the 991 racer hastily repaired overnight.

He returned to claim second in Sunday's race two behind double winner Josh Webster. "It was unnecessary damage," Meadows said. "I was re-joining at 30 miles per hour. I'm not asking for a marble-smooth surface but it was a 30-centimetre drop. My weekend would have been more comfortable without that."

Croft circuit manager Mike Cantello said: "A track inspection was completed and approved on both Saturday and Sunday by the clerk of the course. I could install a crash barrier at Tower instead of run-off if Michael prefers but it would do a lot more damage."

### Neal and Austin feud over race three clash

British touring car battlers Rob Austin and Matt Neal were cleared of blame after a dramatic collision in the third race at Croft.

The pair were battling in the midfield with Warren Scott when the trio collided on the sixth lap of the race. Stewards looked hard at the accident but decided that it was a racing incident.

Despite that ruling, both drivers blamed each other for the collision.

Rob Austin, who races the Exocet Audi A4, said: "I think Matt is to blame. I have seen the replays and he got tangled up with Warren Scott on the outside of the corner. I got a clean run up the inside between turns one and two. At the point when he hit me, I was turning right to go into the corner and I got a whack



Accident occurred between Scott (left) Neal and Austin's Audi

in my rear-left corner and he put me in the wall. It's Matt Neal, isn't it, and he thinks that you're not allowed to overtake him, doesn't he?"

Factory Honda racer Neal said: "Well, Rob just drove in to me. He has driven into car

after car, and he was drilling me 100 per cent up the back going down the straight.

"He has bent panels all over his car even before the start of the race, and that's got to tell you something. It is just not on."

### Austin aids charity after accident auction

Exocet Racing's Rob Austin has raised money for charity after auctioning off parts of his damaged Audi A4, which he crashed during free practice at Croft last weekend.

The Evesham man slid wide at the opening turn and hit the barriers at Clervaux after losing control. The damage was heavy, and he even had to borrow a driver's door window from the road car of the team's engineer James Weaver to get the car ready for qualifying. Despite the 5g

impact, he returned to the circuit to line up in tenth place.

Austin said: "My team are the A Team of the BTCC [to make the repairs]. I made a right mess of things and they put it right. The workload they got through – grinding, fabricating, rebuilding – under pressure was immense."

He took the damaged parts, including two bumpers, to the public area on Sunday morning and raised cash for Croft's adopted charity, the local St Teresa's Hospice. He raised £486.



Austin auctioned off damaged parts to raise funds for hospice



**'Webster made the most of Meadows' bad luck'**  
**Carrera Cup title battle heats up, p33**



Photos: Jakob Ebrey



Jordan hopes his appeal will be upheld by stewards

## JORDAN APPEALS AGAINST SNETTERTON GRID DROP

Andrew Jordan is hoping an appeal to the stewards can rescue his chances at the next British Touring Car Championship meeting at Snetterton after being hit with a ten-spot grid penalty following his win in race three at Croft last weekend.

The reigning champion took his Pirtek Honda Civic hatchback to victory in the reversed grid encounter, but had made contact with the rear of the Airwaves Racing Ford Focus of Italian Fabrizio Giovanardi as the Italian led at the fast Barcroft corner on the opening lap. Jordan was allowed to keep the win, but

was later asked to explain the incident to the stewards. They have imposed the penalty for the August 3 meeting.

Jordan said: "I thought Fabrizio had a problem, because he slowed so much. We have looked at the data and the on-boards now and seen that I was only on 20 per cent throttle all the way through the Jim Clark Esses and Barcroft following him. I was on the brakes when we made contact and there was nothing I could do.

"I am not the sort of driver to have people off and there was nothing deliberate in this incident at all."

Giovanardi tried to continue in the race but the damage to his car was too bad. He pulled in after five laps.

Giovanardi, a former double champion, explained: "It is like a nightmare. I think that Andrew just must have had his eyes closed. There was no space to go ahead of me. He just went in my back flat out, that's it.

"I couldn't control the car and that was me in the barrier. It was finished, game over. It is not a flat corner, you have to brake there. You can brake earlier, a bit more, you can brake later, but you have to brake. I think he made a mistake, but I don't know."

### Giovanardi gets a grid drop of his own thanks to third censure

Fabrizio Giovanardi will start at the back of the grid for the next rounds of the British Touring Car Championship at Snetterton after picking up his third licence endorsement of the season.

Giovanardi was fined £500 and given three penalty points on his licence for a crash with Aron Smith during the opening race at Croft last weekend. As it was his third penalty of the season,

the censure means that the culprit must start at the back of the grid for the next available round. However, Giovanardi's Airwaves Racing team appealed the Ford Focus man's penalty and because it could not be heard until the end of the day, he was able to start the next two rounds from his usual position. He finished ninth in race two but crashed out in the finale (*see story above*).

Giovanardi said that he had been battling with Smith, who had repassed him through the chicane. "He was blocking me everywhere, and he was braking," said the Italian. "I think he had tyre problems. I tried to pass him at Tower, I went to the outside and I went on to the grass. We went side by side through the Jim Clark Esses, and he tried to take the line. I wasn't expecting that."



Croft was tough one for Gio

### Plato and Menu clash over Croft accident

Old BTCC foes Alain Menu and Jason Plato reignited their rivalry at Croft last weekend after a controversial collision during the second race of the weekend.

The pair were battling for sixth place on lap 14 of the second race when Menu got a run to pass Plato. He went down the inside of the MG man going into Clervaux but, as Plato turned in, he clipped the back of the VW CC. Menu's car veered left and in to the barrier.

The stewards later looked in to the incident and handed Plato a ten-place grid drop for the weekend's third race, in which he finished tenth.

Menu was furious about the collision. He said: "I made a clean pass, which was obvious to everyone, and I have no idea what went through Plato's head. I can't



Menu's VW CC was heavily damaged after Plato incident

understand it and I am not trying to, but it is very disappointing from someone with as much experience as he has.

"With Plato, I was racing him so fair, I couldn't have been more fair. I was just waiting for the right chance not to do anything stupid, and I got it. Why on earth did he turn? No idea."

Plato held up his hands to the incident, saying it was a

misjudgment on his behalf. He explained: "I was trying to get the undercut on him coming out of the corner. Having watched the on-board cameras, I think I could have just misjudged it and I think I probably did. Alain got to the apex and stopped as I was judging his passing speed. It was the gentlest of nudges, but he was entitled to slow the car down and I have to hold my hands up to it."

### New Masters class planned for Supercup

Ginetta GT4 Supercup bosses will introduce a new G55 Masters class to the series from next season in an effort to boost grids.

Last weekend's Supercup rounds at Croft featured 14 drivers. A number of racers have dropped out of the series so far this year. Spanish racer Pepe Massot switched to the Porsche Carrera Cup ahead of last weekend. Ginetta chiefs are yet to decide on an age limit, with 45 years old and above mooted.

"To run at the front you've got to be at a decent standard," said Ginetta championships boss Ash Gallagher. "Some gentleman drivers can get fed up racing at the back of the pack. We want to allow them to experience the touring car weekend and race with a similar standard of drivers."

THE VOICE OF NATIONAL RACING

# MATT JAMES

**"Perhaps it's time for a BTCC package rethink"**



**T**here's no getting away from it, but the British Touring Car Championship support bill is rather threadbare at the moment. There have been tough times for everyone with the troubled economy, but the booming entry list in the BTCC just serves to highlight the problems elsewhere around it.

Take Croft for example. In the Ginetta series, there were 20 Ginetta Juniors – the stand out performer on the BTCC support bill and often the best racing – while there were only 14 Ginetta GT4 Supercup machines.

There were a disappointing 12 MSA Formula Ford Championship of Great Britain cars – understandable for a series in transition, but hardly the showpiece of junior single-seater racing.

The Porsche Carrera Cup, which has the most spectacular GT-style machines around, mustered 11 cars. The Renault Clio Cup, which always used to be a mainstay for huge entry lists, introduced a new car this season and the switch has meant an alarming dip in the entry level to 13 machines. The action is still frenetic in the French hatchbacks, but it is over in barely the blink of an eye.

That means that, in total, the five supporting categories mustered 70 cars – just over double the number of touring cars alone. I know there is the old adage about only needing two cars to make a proper race, but it simply isn't what the paying public expects to see when it commits to a day out at Britain's highest profile race meetings.

The BTCC package was set in stone in the early 1990s, when there was plenty of manufacturer cash knocking about. Indeed, every support class on the original package was doffing its cap to manufacturer involvement in the top-level tin-top series with Formula Ford, Fiestas, Clios, Formula Renault, Formula Vauxhall and Vauxhall Junior.

But times have changed and motor sport has changed too. Gone are the expansive marketing budgets that underpin manufacturer campaigns in UK motor sport. They just aren't there.

That means that the support categories that are on the package are the ones that can afford to pay. Aside from Formula Ford (which only returned in 2013), all of them have been long-term supporters of the package. But now, maybe, it is time for a rethink.

Guesting championships have been part of the bill on occasion, but I would advocate much more of this type of activity. Sure, it isn't cheap to buy a slot on the BTCC weekend line-up (just ask the people behind Super Touring) but it does create a jewel in the crown for well performing lower level series. They don't have to do it every weekend.

What would that mean for the make up of the regulars on the roster? They could do eight rounds each of the BTCC bill and then make way for the guest series. More people would get the chance to buy in to the major spotlight.

I will be told I am a dreamer and I don't have a clue about commercial aspects of the sport.

That is true, but I do care about motor sport and showing the best that is has to offer to the public, who might then be persuaded to return track side.



**AGREE/DISAGREE?**  
 mn.letters@haymarket.com



# Congratulations winners!



McKenna/Keirans

Hunter/Robson



## RSAC Scottish Rally - BRC Winners 27-28th June

1. Daniel McKenna/Arthur Keirans - Citroen DS3
2. Callum Black/Paul Wakely - Citroen DS3 R3T
3. Dean Raftery/Aileen Kelly - Ford Fiesta R2

## RSAC Scottish Rally - BRC Challenge Winners 27-28th June

1. Ross Hunter/Iain Robson - Peugeot 205
2. Neil Matthews/Claire Williams - Vauxhall Nova



Next Rally: Todds Leap Ulster Rally 15-16th August

## Anglo American Oil Company Ltd

+44 (0)1929 551557 (tel) +44 (0)1929 551567 (fax) info@aaoil.co.uk www.aaoil.co.uk

# HSCC SUPERPRIX

FEATURING THE HSCC SUPER TOURING CAR TROPHY  
BRANDS HATCH GP - 12/13 JULY



KIDS 12 & UNDER GO FREE



0843 453 9000 WWW.BRANDSHATCH.CO.UK

Please note the vehicles illustrated are not guaranteed to feature at the event. \* Advance tickets available until midday Wednesday 9 July. Postage fee applies.

ONLINE ADMISSION PRICES:  
WEEKEND\* £28 SAT OR SUN\* £18  
GRANDSTAND SEAT £5



# RACING NEWS

Photos: McLaren, Jakob Ebrej and Dickon Siddall



Bell: searching for partner

## Audi man searches for new team-mate

Matt Bell is unsure of who his British GT team-mate will be for the remainder of the year after Mark Patterson scaled back his racing programme.

Bell shared his United Autosports Audi R8 LMS Ultra with Iain Dockerill at Snetterton recently after American Patterson pulled out of the event. Patterson has become dissatisfied with the racing this year after being taken out with damage in the Silverstone 500 and losing ground due to a safety car blunder at Rockingham.

"The plan is for Mark to do Spa and Donington, but he's mostly playing it by ear," said Bell. "Brands is the biggest question mark as we currently have nobody lined up."

"We've had more than our share of bad luck this year and we could have been leading the points without the incidents, which haven't been our fault."

Dockerill said: "Snetterton was a one-off outing for me but I really enjoyed driving the Audi."

## British GT chief cools talk of splitting grid

British GT Championship chiefs have played down talk that they could separate the GT3 and GT4 grids next season.

The GT4 class of British GT is enjoying its strongest season ever with a high of 13 cars entered for the Silverstone 500 last month, and there are reports organiser SRO is aiming to split the grids.

The total grid has averaged more than 30 cars so far this year and some GT3 drivers have called for a split in grids at the smaller tracks to ease traffic and qualifying concerns.

British GT manager Benjamin Franassovici said: "It's something we're keeping an eye on but we'd need 25 cars or more in each class to make it work."

"Splitting the grid now would detract from the hard work we've done to boost the grid because we'd be left with a mid-20s GT3 grid and a ten-car GT4 grid."

"GT4 is growing a lot, without question, and if we did get 25 for next year then yes, we'd look to split. But it's not a consideration until we do."

# McLAREN'S NEW GT3 CHARGER

## British marque unveils stunning new 650S sportscar challenger



McLaren's new GT3 racer sports upgraded bodywork

### TECH SPEC

#### McLaren 650S GT3

**Chassis:** Carbon fibre MonoCell with aluminium front and rear subframes

**Engine:** McLaren M838T 3.8L V8 twin turbo

**Power:** 500bhp

**Transmission:** Six-speed Xtrac sequential pneumatically actuated from wheel paddles

**Suspension:** Double wishbone adjustable for camber, ride height and toe with four-way adjustable dampers and coil-over springs

**Brakes:** Front: 6-piston monoblock calipers with 380x35mm ventilated discs. Rear: 4-piston with 355x32mm

**Price:** £330,000 plus VAT

By Rob Ladbrook

**McLaren has renewed its factory GT3 racing programme for 2015 and will base its effort around the new 650S GT3, which was unveiled at Goodwood last week.**

The new machine follows the successful 12C GT3 racer, which was launched back in 2010. The 650S is based on the underpinnings from the current race car, but with key

650S will run in GT3 class



updates. The carbon fibre Monocell is the same as used in the 12C but there is new lightweight carbon fibre bodywork, which has more downforce and better cooling.

The 650S GT3 also uses McLaren's 3.8-litre twin turbo V8, capable of producing 500bhp, and a new-generation six-speed sequential gearbox. The car's suspension has also been fully redesigned with the

new footprint sitting 52mm wider than the old GT3. The 650S GT3 also runs larger wheels and

tyres at the front to aid turn-in and steering feel.

McLaren is producing 15 cars to start the season, with its works effort likely to centre on the Blancpain GT Series. The car will also be available for customer teams and will cost £330,000 plus VAT. Current 12C GT3 teams will also be able to upgrade their existing chassis to 650S spec via an update kit.

McLaren GT managing director Andrew Kirkaldy said: "The 650S GT3 is a natural progression on an already successful racecar, but we've looked at key areas where we can make even the slightest

improvements. We've increased the cooling without affecting aero performance and a lot of effort has gone in to making the car easier to service, which is often the difference between winning and losing in sportscar racing."

Test driver Chris Goodwin said: "The 12C GT3 was the first iteration of McLaren GT3. The 650S is our second generation model and is built on the lessons we've learned. It's up against established manufacturers on their third or fourth generation. This car should make McLaren the brand to beat."

**MG unveiled its new prototype MG3 Trophy club racing machine at Silverstone recently. The car features a 201bhp 1.5-litre turbocharged VTI engine and has been built by the MG factory to showcase the sporting potential of the 3 Hatchback. The MG3 model has already been written into the regulations for the MG Trophy Championship. MG stated the concept has been produced to gauge interest, ahead of a possible production run. MG BTCC drivers Sam Tordoff and Jason Plato gave the car its first demo laps**



## IN BRIEF

### Toyota returns

The GPRM-developed Toyota GT86 GT4 will return to action in the next British GT round at Spa in Belgium. The machine, which is raced by Stefan Hodgetts and James Fletcher, had a difficult debut at Silverstone last month when a terminal engine failure ruled it out during free practice. The team has now rectified the engine issue and it is expected to make its first race appearance in Belgium on July 11/12.

### Mallory entries

Entries have now opened for the Classic Sports Car Club's race meeting at Mallory Park on Sunday, July 20. The meeting is likely to be the sole car racing event at the track this season and will feature races for Special Saloons and Modsports, Sports and Saloons, Monoposto and Sevens-type sports cars. For details visit [classicsportscarclub.co.uk](http://classicsportscarclub.co.uk) or call 0844 884 3260.

### Ginetta summer

Ginetta will hold a new event at Rockingham on Sunday August 17. The Ginetta Summer Motorsport Festival is designed to give prospective junior racers the chance to sample the firm's G40 Junior cars. The event includes funfair rides, karting, and a track day where drivers born between Jan 1, 1999 and March 21, 2001 can learn the basics with a qualified instructor. The day costs £200 plus VAT for a family of four. To book call 0113 385 3850.

### Bentley success

The M-Sport Bentley of Guy Smith, Andy Meyrick and Steven Kane moved to the top of the Blancpain Endurance Series standings after claiming victory at Paul Ricard. Smith battled his way through the pack from his seventh place start, with the polesitting ART McLaren keeping its lead. During the second stint though, Meyrick charged to the front and Kane held on to take a narrow win. The next round of the series is the Spa 24 Hours on July 23-27.

### Robertson to return

Ginetta GT4 Supercup racer Fraser Robertson says an engine failure on his series debut at Croft will not stop him from completing the season. The 40-year-old raced a G50-class car he recently bought from Spain. It was his first competitive outing with the car. "The engine had done many more miles than what the Spaniards had told us," Robertson said. "Four valves came out of the engine. We found them rattling in the air box. But I've loved every minute of it and we'll definitely be back for Snetterton. I've also got my eye on the invitational G55 machine. It's got air conditioning."

## THE BRITS TO CHEER ON AT SILVERSTONE THIS WEEKEND

## PAGE 23

Insurance for:

- Public & Employers Liability
- Motorsport Motor Trade
- Motorsport Personal Accident & Travel
- Storage & Transit
- Rally Car/Competition Vehicle
- Track Day

Now quoting for Rally On Event Damage policies

[www.competition-car-insurance.co.uk](http://www.competition-car-insurance.co.uk)

Competition Car Insurance is a trading name of Towergate Underwriting Group Limited who are Authorised and Regulated by the Financial Conduct Authority

Competition Car Insurance

0844 892 1966



# RACING NEWS

## Classic club fields modern machines

The Classic Sports Car Club will introduce a new race series this year dedicated to modern sportscars.

The CSCC has scheduled two 40-minute New Millennium races at events later this year with a view to attracting enough cars to make the class a stand-alone race series for 2015.

The class will cater for any production-based or race-bred sports car manufactured from the year 2000 onwards. There will be four classes split by engine capacity with an up to 2000cc entry category and an over 3500cc top level. Cars are allowed non-standard aerodynamics provided the wheel arches remain standard and sequential gearboxes will be accepted.

A CSCC spokesperson said: "We've had a lot of enquiries from racers wanting to join us with cars that don't quite fit our existing series, mostly because they are just too new. Our Modern Classics class mainly caters for cars produced in the 1990s. This new class allows things like Renault Clio Cup cars or Ginetta G50s to take part."

The first race will be held at Donington Park on August 30 and the second at Oulton Park on September 20.

# MINI CHALLENGE BOOST

## New more powerful 275bhp car to lead the way in revamped one-make championship

The F56 will form the headline Mini class



Upgraded car will cost around £30,000



The F56 is longer and wider than the old car

By Rob Ladbroke

**Mini Challenge bosses have released the first images of the new F56 Cooper S machine, which is the first Challenge car to be developed with support of the British manufacturer.**

The new machine is being built by series organiser Total Track with technical and development support from Mini UK's base in Oxford.

The first batch of 35 cars is already in build ahead of its competitive debut in 2015.

The car will form the new premiere S275 Class of the British championship, which will supersede the current R56 JCW category.

The F56 runs a turbocharged two-litre engine producing 275bhp and 430Nm of torque. It is coupled to a six-speed stick-shift sequential gearbox and motorsport ECU. The F56 is 100mm longer and 100mm wider in race trim than the older 1.6-litre R56 and series organisers expect a drop in lap time of around two seconds. It

is expected to cost in the region of £30,000.

"The new car is a big step forwards over the current R56 machine," said series promoter Antony Williams.

"We've invested in a new premises in Norfolk for the project and have full access to the Mini factory, which is a very important factor for us.

"The F56 is a more pure-bred race car than its predecessors. The R56s run road ECUs and we've had some fragility from that, but this car will only run a third of the amount of sensors the older one does. The budgets will increase, but we've limited that by using control parts and tyre limits.

"The torque is huge. It's running reliably on the rolling road in that configuration but we may dial it back slightly just to improve driveability. We've had 15 enquiries and interest from major teams outside of the series too."

The car is expected to be displayed later this year before a testing programme in the Autumn.

# 13 ISSUES FOR £29.99



## FREE MERCEDES AMG PETRONAS TEAM PEN



WHEN YOU SUBSCRIBE TO **MOTORSPORT NEWS**

## BENEFITS OF SUBSCRIBING

- SAVE 26% on the cover price
- NEVER miss an issue
- FREE delivery direct to your door
- PLUS subscriber-only offers and discounts

## HERE'S SHOW...

SUBSCRIBE ONLINE  
[www.themagazineshop.com/mnew-m0714p](http://www.themagazineshop.com/mnew-m0714p)

OR CALL 08448 488 834

When ordering by phone please have your bank details ready and quote the promotional code **M0714P**. Offer ends 6th August 2014

the **magazineshop.com**

CALLING FROM ABROAD?

Save money on international subscriptions. For more information on rates call +44 (0) 1795 592 984 or visit [www.themagazineshop.com](http://www.themagazineshop.com)

This offer is open to UK residents only. If you require any assistance following the purchase of your subscription, then you can speak to a member of our customer service team on 01795 592 984, calls are charged at local rate. Overseas rates are available on +44 (0) 1795592 984. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift - there is no cash alternative. Direct Debit rates are valid for one year after which they are subject to change - should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period, however, you will still have the right to cancel your Direct Debit in accordance with Direct Debit Guarantee. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.10. Offer ends 6th August 2014. Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website [www.haymarket.com/privacy](http://www.haymarket.com/privacy) or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about



# HISTORICS

'Kirby and Nixon will get a £240 cheque'  
R.A.C. prize refund, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

### ROBERT BREMNER

Age: 47 Lives: Comrie, Perthshire  
Newcomer in AC Cobra

#### He started on two wheels

"I've always been keen on the sport and rode trials motorbikes in classic competition. I had a brief foray into circuit racing in my early twenties, very unsuccessfully, in a Westfield 7 I built as an impoverished student and then destroyed at Inghlston."

#### He acquired an AC Cobra

"I always wanted to race again, but the usual things like kids and business got in the way. Two years ago the opportunity came up and I thought it was 'now or never'. The Cobra came on the market and after six months we did a deal and we've never looked back since. I bought it from John Bradburn."

#### He's a Cobra fan

"I built a kit Cobra in my early twenties and I've always liked them. I think it probably suits my driving style, because I'm not the neatest of drivers. This is my second season back racing and we did ten races last year, all south of the border with the HSCC or CSCC. I hillclimbed it for a year before going racing as I thought I'd get used to it on the hills before I started racing."

#### The car is self-prepared

"It's a lovely car to drive and had been very well put together. We then did quite a bit to it over the winter. I'm still learning, very much. We look after the car ourselves: being a mean Scot I don't want to pay anybody! But I enjoy the whole thing of preparing and racing the car. For me, driving is part of setting the car up and getting it the way you want it to be."

#### He has also a Connaught

"I bought an A series Connaught Grand Prix car last year as well, and I'm starting to try and learn that. It's a very, very different car and I'm racing it with the HGPCA. It was a 1953 works car raced by people like Roy Salvadori, so it's got a good history."

#### His son is about to start competing

"Away from racing, business and family keep me busy, but I've got less time since I started racing. The family love it and my boys both want to race and we're building a Hillman Imp for Daniel to start hillclimbing with, as he's now 16. It's good that they all enjoy it because from where we live, it would be very difficult otherwise."



Bremner is a bike convert



Turkington will handle this monstrous seven-litre Ford

# TURKINGTON SET TO TACKLE GALAXIE

## Current touring car leader is ready for Silverstone Classic debut

By Paul Lawrence

**British Touring Car Championship leader Colin Turkington says his historic racing debut at the Silverstone Classic later this month will be a complete step into the unknown.**

eBay Motors BMW racer Turkington will handle a vast seven-litre Ford Galaxie in the

Juky 25-27 event and admits it will be a big learning curve.

Turkington, the 2009 BTCC champion, is the latest touring car ace to be tempted into historic racing and will forsake his regular BMW 125i for the huge 1960s leviathan. The Galaxie is owned by Robert Milligan from Turkington's home town of Portadown in Northern Ireland.

"He asked me if I fancied a go and I said it would be a good laugh," said Turkington. "I've not driven it yet and I've never raced anything like it. But I did have a Ford Cortina road car and I'm hoping it's a bit like that," said the 32-year-old.

Turkington has never been to a classic race meeting before, but says he is looking forward to: "It sounds like a great event and

I just want to go and enjoy it. I've no idea how competitive we'll be, but I'd like to do more historic racing if I can.

"It's also a good way of keeping my eye in during the BTCC mid-season break."

There are also plans for Turkington to share a BMW CSL in the Super Touring Trophy. Both cars are prepared by Sam Thomas Racing.

## Members Meeting set to return in 2015

Lord March has given a clear indication that the Goodwood Members' Meeting, run for the first time in March, will be repeated next season.

The 72nd Members' Meeting continued a tradition from the former years of the Sussex track and, for the first time, used the option to have two race meetings a year at Goodwood.

Lord March told *Motorsport News* that the event is set to run again next year. "We would be very surprised if we didn't see it in 2015," said Lord March. "We all want to do it. It was the first time we've done it so there are a lot of things to sort out but I think everyone enjoyed it."



The Elva Mk7 was a champion in American racing in the 1960s

## Bernberg revives a classic American Elva Mk7

Porsche racer Robi Bernberg has switched to a sports-racing car this season in a 1963 Elva Mk7 that was successful in the USA in period.

Bernberg, who also races a TVR Grantura, is fielding the Elva in Guards Trophy races after acquiring a chassis and a

box of bits 18 months ago.

Chassis three of 29 went to the US from new and won an SCCA title in the mid-1960s.

"It's very different and I love it," said Bernberg. The chassis came back to the UK a decade ago and has been rebuilt by TTP Performance.

## Biggest ever Formula Three grid for Classic

What is believed to be the biggest grid in the history of Formula Three in Britain will line up at the Silverstone Classic on July 25-27 with 40 cars from the category's 1600cc and two-litre eras between 1971 and 1984.

The event, which marks 50 years since the creation of the modern F3 class, brings together drivers from the HSCC's Classic F3 Championship and the corresponding French series.

Famous cars will run in period livery, including the ex-Derek Warwick Chevron B38 of Hugh Price, the ex-Kenny Acheson March 793 of Jamie Brashaw and the ex-Tommy Byrne Ralt RT3 of Matthew Sturmer.

## Medical training confirmed for historic competitors after racer's successful campaign

First aid training for competitors in historic racing is going to be provided through the British Motor Sports Training Trust following a suggestion by Mini racer Jonathan Lewis.

Lewis and fellow Mini racer

Nick Swift recently came across a racer collapsed with a heart attack and did all they could to help him before professional support arrived. The driver survived, but it made Lewis think about similar incidents in

a branch of the sport where many older drivers are active.

"Most of us are unfit and like the odd drink or ten, so why didn't we set up a life saving course system for all historic race competitors?" said Lewis.

His suggestion was picked up by MSA chairman Alan Gow and routed to the BMSTT, which is funded by MSA donations.

"I hope we can help more people until the correct medical help can arrive," said Lewis.

## IN BRIEF

### Charity Rally Nite

The Cheltenham-based 'Rally Nite' will be repeated this December, with a focus on the Ford Escort as it raises funds for the Midlands Air Ambulance. The date is Monday, December 1, and more details are available from Andy Sutton on 07780 794178. A number of Escort aces are expected on the panel.

### Kirby's cash in

Ford Escort Mk1 crew David Kirby and Chris Nixon will receive a cheque for £240 from Holton Homes after their number came out in the draw for a refund of 50 per cent of the event entry fee on the Carlisle Stages, the fifth round of the R.A.C. Rally Championship. Kirby just finished repairing the car in time for the rally after rolling out of the previous round.

### MSA open day

More than 70 people attended the recent MSA open day for historic racing and rallying at Silverstone. The meeting allowed competitors, preparers and other interested parties the chance to present views and comments direct to decision makers from the MSA historic committee.

### VSCC's big meeting

The annual VSCC hillclimb at Prescott will extend to three days this summer to mark the club's 80th anniversary season. On Friday, August 1, will be a special one-day event for 140 cars. The weekend, August 2/3, will have a capacity 260-car entry for practice on Saturday and timed runs on Sunday at the famous Gloucestershire hillclimb venue.

### Martini racers join

Five F3 cars from the French Martini marque will race at the Silverstone Classic, headed by Martin Stretton in the MK39 of Grant Tromans. Former category champion Ian Jacobs will race an ex-Gerhard Berger Martini MK37 he has been rebuilding for the last couple of years with more MK37s for Robert Tusting, Eric Martin and Michel Ghio.

### Masters to Brno

Masters Historic Racing will make its debut at the Czech Republic circuit at Brno next weekend as part of the Brno Grand Prix Revival. Three Masters grids will feature at the first-running of the GP Revival event, with races for Historic Formula One, Historic Sports Car Championship and a combined Gentlemen Drivers and Masers Pre-66 Touring Car race.

### Pistons and Props

This autumn, the 'Pistons and Props' event will be held for the second time at Sywell Aerodrome near Brackley on September 27/28. Classic race cars will be demonstrated on the 'racing runway' and entries are now being invited from owners of suitable cars built up to the 1960s. The event includes action for period motorbikes and aeroplanes.



Pistons and Props returns



# RALLY NEWS



Photos: mcklein-imagedatabase.com

M-Sport plans to climb to the top of the WRC field

# M-SPORT TARGETS BIG STEP FOR 2015

## British team plans to push on with development for its world-beating Ford Fiesta

By David Evans

**M-Sport team principal Malcolm Wilson has revealed details of the 2015 Fiesta RS WRC which he is confident will keep the car and the team at the forefront of the World Rally Championship.**

Wilson has run M-Sport as a private team since Ford pulled out of the championship at the end of 2011 and he's adamant he will remain there next season.

While M-Sport doesn't have the backing of a major manufacturer, the Cumbrian company is by far the biggest supplier of cars to the World Rally Championship. Last week's Rally Poland was M-Sport's busiest event yet, with 55 per cent of the cars entered in Mikolajki built at Dovenby Hall.

"We are working as though we will still be here and, obviously, that's very much the plan," said Wilson. "There are some people we're talking to about title sponsorship next season, but we're pressing ahead anyway."

### Planning for 2015

Next year brings a new homologation cycle for World Rally Cars, allowing the teams to build

new cars for the 2015 season. "We're working hard on developments for the Fiesta next year," said Wilson. "I'm not going to tell you too much, but we've got a lot coming on the engine. It's not that there's anything lacking right now, but with rules allowing the new car, we know what the other teams will be doing and we have to match that."

"The new developments won't be in time for Monte Carlo, they won't be there for the first three rounds, but after that, if everything goes according to plan, then we will have made the biggest step with the Fiesta since the start of 2011."

Wilson underlined the importance of remaining at the top of the WRC for M-Sport as a company. "This is my marketing tool," he said.

"I don't spend money on conventional marketing, instead we invest the money in running two works cars in the WRC and we need those cars to be running at the front to keep people knocking on our door. We could just carry on with the current car, but if you stand still then you're dead. That's why it's vital to keep pushing ahead."

Wilson: pushing ahead

Welshman Elfyn Evans is retained for next season, but Mikko Hirvonen's agreement is for this season only. On the subject of next year, Hirvonen said: "It's the same with all the teams, the development has to go forward to fight with VW, that is very important. We didn't start talking yet, but I like it here and that's important. And I would like to bring the results here."

### Finnish facelift

In the short-term Wilson confirmed the facelifted Fiesta will be deployed in time for the next WRC round of the season in Finland.

"There's not really any performance advantage with that," said Wilson, "it just brings the car up to date."

The facelifted car had been expected to run earlier in the year, but the team delayed it after discovering issues in testing. Wilson's M-Sport outfit is comfortably the team with the longest-running history in the World Rally Championship. The company took over Ford's WRC participation in 1997 and hasn't missed a season since. Last week's Rally Poland was M-Sport's 247th consecutive event in the championship and the 177th consecutive point-scoring finish.

### Citroën pledges future - and upgrades

Citroën underlined its commitment to the WRC at last week's Rally Poland - but team boss Yves Matton wouldn't be drawn on who would be driving the DS3 WRCs next season.

Matton had first talked of Citroën's future earlier this season, but further detail was given at a press conference in Mikolajki. The plan remains for the Versailles-based team to run three factory cars on selected rounds of the WRC and two cars on all the rounds. Next season is the final year in its contract with backer Abu Dhabi, but there is believed to be an option to extend the deal to 2017. "We are working for next year," said Matton. "We always said we'd be doing this

once the WTCC programme was up and running."

Matton said the team had identified areas where it would be focusing its attention ahead of the 2015 season. He said: "We know we want to work on three specific areas."

Next year's homologation cycle allows more freedom for change and that's not lost on Citroën. "These will be the biggest changes since we came with the DS3 (in 2011)," added Matton.

The three areas are likely to be transmission - to include the return of hydraulically operated paddle gearshifts - engine and suspension. All the teams are working on engine upgrades. The suspension on the DS3 has been an area of concern for the drivers, including Seb Loeb.

Citroën: work



▶ ALL THE STARS OF THE GOODWOOD FESTIVAL OF SPEED

▶▶▶ PAGE 24



The Strength of Experience

speedline



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

Corse

e-mail: [info@speedlinecorse.co.uk](mailto:info@speedlinecorse.co.uk) | website: [www.speedlinecorse.co.uk](http://www.speedlinecorse.co.uk)



'Had Mikkelsen been up against anybody but Ogier...?'  
Volkswagen ace's Polish gamble, p26



Photos: mcklein

# LITHUANIA SET FOR WRC AXE NEXT YEAR

Crews only completed 18 of the 55 scheduled miles

Lithuania's stay in the World Rally Championship looks to be over after significant problems on its cross-border day of Rally Poland last week.

The longest stage in Lithuania had to be shortened on the eve of the start due to the high speed and condition of the road surface. Friday's afternoon loop of stages were also canned after rumours of cancellation meant spectators began walking out of the Kapciamiestis test. The road surface was also reported to be unpassable for some runners.

That meant just 18 of the 55 intended competitive miles were completed in Lithuania, but the

crews still completed the 250-mile round trip to get there.

Kris Meeke's comments were typical of all the drivers. He said: "What pisses me off is the people who went to inspect the stages in Lithuania; what did they do? Go for a night's holiday? All they needed to do was tap a metal rod into the ground to know it wasn't suitable, but they ruined it for us, the spectators and for the people of Lithuania who paid the money to get the rally."

The rally organisers were quick to point out that Lithuania was only included on the say of the FIA and WRC Promoter – it was part of the event's three-

year deal to be included in the series. Lithuania did not contribute to the event's finances, according to clerk of the course Jaroslaw Noworól. "The decision whether we go back to Lithuania is for the FIA and the promoter," explained Noworól.

WRC Promoter's Oliver Ciesla told MN: "The return we were looking for, most likely, cannot be found in Lithuania. It has to be re-evaluated."

Lithuania aside, the only other gripe about Rally Poland was the long days involved.

Volkswagen team principal Jost Capito said: "The itinerary

is crap. To be back next year, they need to work on this – having three days where the guys are working from six in the morning until after midnight is not really necessary."

Beyond the route issues, Meeke enjoyed the event. "This is a mega rally when it's in Poland," he said.

Noworól pointed out the long days were due to a day in Lithuania and a midday final stage on Sunday. Friday was long because the Lithuanian border is a long way away and Saturday was long because not many miles could be completed on Sunday morning.

## Capito praises Latvala's fightback effort

Despite missing out on a podium clean sweep, Volkswagen team principal Jost Capito praised Jari-Matti Latvala's recovery drive on last week's Rally Poland.

The Finn struggled to find any speed early in the event and then suffered a broken damper just as he'd moved into third place. That suspension problem dropped him to seventh, but fastest times on five of the remaining nine stages hauled him back to fifth.

Capito said Latvala's improved mental strength was clear to see: "We are very pleased with the way Jari-Matti came back here.

The team is pushing him and getting him his confidence back. He is doing fantastic work with Christoph [Trier, mental coach]. He is completely different from before. His driving ability shines because he is so much stronger in his mind."

Capito added, however, that missing the podium lock-out was frustrating.

He said: "The top three is the thing we didn't have so far and we have thrown this away a couple of times, so it would have been great to have that. It was always going to be very tough for Jari-Matti – the other guys were really quick and fighting like hell."

## Hyundai proud of podium earned on pace

Hyundai team principal Michel Nandan has talked of his pride at the team's second World Rally Championship podium on last week's Rally Poland.

Belgian Thierry Neuville took the Korean firm's second top three in 2015, but in different circumstances to the Mexico result, where the i20 WRC had been a long way from the pace at the front of the field. Neuville edged M-Sport's Mikko Hirvonen and Volkswagen star Jari-Matti Latvala for the result.

Nandan said: "We set the objective of getting all three cars to the finish and we have done that – and all the drivers showed great pace. I'm really proud of what we have done on only our seventh start in the WRC; given the comparative infancy of our team, it's really encouraging."



Neuville (left) finished third

Neuville recovered from a major brake fire on Friday night to move from tenth to third over the weekend.

"It's been a good rally," he said. "It was hard and the first day was not so nice, but once we got to the stages back in Poland things improved and we were able to set two fastest times along the way."



Meeke made steps with DS3

## Meeke buoyed by Rally Poland pace despite his troubled outing

Kris Meeke said he took his biggest step yet with the Citroën DS3 WRC in Poland last week.

The Northern Irishman finished the event seventh, but would have been in the fight for a podium spot had it not been for a puncture on the second day.

Meeke said: "I have learned so

much about the car and the finer details of the car in Poland. I am starting to feel the car is part of me now, I'm really feeling the small changes.

"This event has been a big step, more than any other event. From the start, we were in the mix, we were in the fight at the

front. I hadn't done that before. OK, Australia last year, but that was more because I won qualifying and got a good place on the road to start from. It's just a shame we lost out running in the ruts on Friday and then got the puncture, it would have been a nice podium here."

## VIEW FROM THE WORLD STAGE

# JERRY WILLIAMS

"The BRC has changed hugely 20 years"



Osian Pryce is one of the BRC's few star names

**I** can't tell you what a joy it was to spend last weekend 1000 miles from the angst-shrouded WRC.

No four-hour drive from the airport to Rally Poland's base in Mikołajki; no five days forcing down pierogis (horrible little dumplings) in that gigantic, tasteless Golebiewski Hotel. Been there; done that. Don't want to again.

Instead, I took the missus for a few days in the Lake District, followed by a low-stress visit to the Scottish Rally.

The Lakes were magical as ever. We borrowed Skoda's latest Octavia vRS diesel and its 380 torques muscled the winding Cumbrian roads with relish. Overall, we seemed to get over 50 mpg: amazing, considering my heavy right foot! (Incidentally, today's vRS has moved on from my own ageing example. It now passes my key test of an upmarket car – spring-loaded grab handles!)

Many places brought back vivid memories from RAC Rallies of yesteryear – Wythop, Greystoke, Newby Bridge, Whinlatter... Grizedale, where I once had a memorable parking contretemps with an angry northern plod.

During the row my nervous driver accidentally took his foot off the brake on our huge, automatic Ford Scorpio estate. As a wheel rolled across his police boot the red-faced cop yelled: "And now you've run over me \*\*\*\*\* foot!" We left, fast.

Last week, with her indoors I also drove the daunting Wrynose and Hardknott passes; surely a night-time training ground for young rally drivers past and present, eh, Malcolm?"

Amazingly, I hadn't been to the Scottish since Alister McRae and Dave Senior won for VW in 1998. For over 20 years previously this rally had been a must-see. How things have changed!

It's that long since I was in the forests off the B723. And what I saw there this year told me:

1. As I suspected, there are too few top-notch BRC entries. Osian Pryce, Dan McKenna and possibly Garry Pearson are a class apart.

2. The Historics – bellowing Escorts, snarling Lotus-Sunbeams and Porsches – are twice as exciting as BRC cars.

3. BRC spectator numbers have dwindled shockingly. Twiglees and Castle O'er used to teem with fans. This year there were maybe 50 or 60 at either of our locations.

That said the MSA's solution – shut everything down until 2016 – seems a touch brutalist.

Of course they'll want to revert to four-wheel-drive; probably R5. Why not? There's not a price gulf between an R3T Citroën and an R5 Fiesta.

But to take a whole year out! Are they sure there will be anything left to re-start? And might it not have been politic to tell the rally organisers first?



**AGREE/DISAGREE?**  
mn.letters@haymarket.com



# RALLY NEWS BRC REACTION LATEST

## IN BRIEF

### Fee kept frozen

The entry fee for this year's Old Forge Garage Mewla Rally has been held at £345. The Epynt Ranges event will run on August 24 and will include 80 miles over 14 stages. The rally is a round of the REIS MSA Asphalt Rally Championship.

### August rally date

The Gareth Hall Memorial Rally will run at Trawsfynydd Ranges in Gwynedd in Wales on August 10. It will be a round of the ANWCC Rally Championship and will include 22 stages. The entry fee is £145, with details at [balmotorclub.co.uk](http://balmotorclub.co.uk).

### Hammer time

The former Driffield RAF airbase will return to rallying for the first time since 2008 when the Thor Hammer Stages runs at the venue on September 21. The MoD has invested in resurfacing much of the venue, and work will continue in the next couple of months. Entry details are at the De Lacy Motor Club website.

### Rally cancelled

The Centenary Stages, that was due to run on August 17, has been cancelled due to a lack of a suitable venue. The Sheffield and Hallamshire Motor Club-organised event could return next year and might run as a multi-venue rally. The club also runs the Hallamshire Stages in May.

### Huge entry set for County Meath event

This weekend's ALMC Stages will benefit from its strongest ever UK entry.

The County Meath event is a round of the REISMSA Asphalt Rally Championship and that has helped to boost the number of crews that have signed up to the rally.

"We go to events in Britain and try to raise awareness of the rally and that works well for us," said deputy clerk of the course Joe Downey. "When the locals see the guys coming over it galvanises them to put in an entry too."

The rally has moved from Dunboyne to Trim for this year. "It's only three quarters of an hour from Dublin, which is good for spectators," said Downey. "Moving there has allowed us to open up more new territory for the drivers. We have three stages, which are repeated three times. Two are new and the other uses pieces of an old stage from the Circuit of Ireland that we haven't used before. We're on the look out for new stages, that's part of the reason for the move. But there's a big horse race meeting near the old rally HQ and some of the roads around it are closed."

The rally will cover 75 miles and the first stage starts at 1000hrs on Sunday.

By James Bolton

**Southern Car Club officials have told *Motorsport News* that the Motor Sport Association's decision to not run the British Rally Championship next year could result in this season's Rallye Dorset not running.**

Club members had recently concluded a significant sponsorship deal for the event, which was formerly known as Rallye Sunseeker. That is now under threat because it was contingent on the event being a British championship round long-term and could result in the rally being cancelled.

*Motorsport News* has gathered reaction following last week's announcement that the MSA would take the BRC in-house. While that decision has been broadly welcomed, the fact the championship won't run in 2015 has rocked the sport. The MSA says it will use 2015 to decide the format of the new-look BRC.

### Event worries

Organisers of the seven events that make up this year's calendar are believed to be discussing options to run an interim series for next year. But that may not be enough to save events from having to cancel.

Leading the dissenting voices was Southern Car Club, which operates Rallye Dorset. The event is due to close this year's BRC on October 17/18.

Rick Smith, the event director and vice president of SCC, said: "Over the years the MSA has been accused in some quarters of being out of touch and of making irrational decisions. Generally I have not been of that viewpoint. Being an MSA international clerk of the course, as well as a senior MSA steward, I have seen how much good the MSA has done for our sport."

"However, I'm baffled as to how this decision could possibly have been reached without any consultation with those in charge of current BRC events. My senior officials and the club have been treated shabbily by those supposed to work to our benefit."

"We read that the MSA spoke to lots of people in the sport. They certainly didn't talk to SCC officials or, to my knowledge, any of the other BRC event organisers. So how can they possibly know what we believe is needed?"

A statement from the SCC read: "The recent decision by the MSA to not run the British Rally Championship in 2015 beggars belief. It is totally irrational and, we believe, has been made by people who are 'out of touch' with the realities of organising major national rallies."

"What is more, the manner of

# CONCERN AT BRC CANCELLATION



The BRC needs a rethink, say the sport's insiders

the announcement showed total disregard for the existing events: a carefully-orchestrated PR campaign, with no effort made by the MSA to contact existing event organisers to explain the reasoning in detail."

### Manufacturer ire

At the RSAC Scottish Rally last weekend Raymond Moore, who co-ordinates the Irish and UK Citroën Racing Trophy series, told *MN*: "I think I understand why they [the MSA] have done it, but I'm disappointed in the way they have done it. I have had no direct contact with anyone from the MSA. Ben Taylor approached me last year and introduced himself, but since then I have heard nothing. This is quite disappointing."

"This year Citroën Racing has invested £70,000 in prizes and support for the Citroën Racing Trophy series. Last year and the year before it was £100,000. That's over a quarter of a million pounds that we have invested in the series. That makes us a major stakeholder. Motorsport Ireland is supportive and I would like the MSA to get behind it more."

Moore said that the Citroën Racing Trophy UK, which has run as part of the BRC, will continue in some form next year.

"I have already spoken to Citroën Racing and they have confirmed that we need to do something next year. I understand there are moves afoot to create some sort of series. We would support that."

### MSA's task

Former rally driver Jon Ingram says the BRC needed to be run by the MSA rather than by an individual.

Ingram was expected to submit a proposal to run the championship himself, but backed out after considering the direction the championship should go.

"It needed to go to a body, which is why it's right that the MSA has taken it," he said. "The MSA needs to look at the sport as a whole. They should ban WR Cars from single venues. If you buy a WR Car it should be used in the right forum, not poncing around an airfield."

"If you have Rally North Wales in February they should clear the calendar. If you're going to do a rally in February you go and do North Wales. Do a Clubman part [of the event] and an International part. Then the pinnacle gets entries."

Ingram also said the MSA should build a young driver programme: "Italy, Belgium, Denmark, Germany – they all have young drivers that are doing the ERC. The UK is the only jurisdiction in Europe that doesn't support young drivers. It's crazy."

Ingram said the danger of taking a year out is that drivers that would have competed in the BRC will look at other series, including the ERC: "That's the place to go now; the PR, the coverage, and the value for money is excellent."

### Entrants reactions

Other figures in national rallying have supported the MSA's move to bring the BRC in-house. Former BTRDA champion Steve Perez said it was logical to sit the BRC alongside the organisers of Wales Rally GB.

"It's a natural progression for IMS to run the British championship," he said. "They've got time to think about it now. If they invest then they can reap the rewards. We also need to look at rallying in France. It's thriving there and we need to see if there are lessons that we can learn."

Perez's point about marketing the BRC was echoed by Max Utting, who has competed in the Fiesta Sporting Trophy: "It's the best thing ever. It's a chance for British rallying. They need a good marketing department that builds on the heritage. Look at the British Rally champions: Mark Higgins, Colin McRae, Russell Brookes, Ari Vatanen. You need to build on that."

"I'd consider the BRC for 2016, but get everything prepared I'd need to know the MSA's plan for the championship by next May."

Meanwhile Steve Perez's co-driver Paul Spooner said the series needed change, especially after only 12 cars were entered into last weekend's Scottish Rally: "When the pinnacle only has ten cars, which are all the same, it doesn't do any good for the sport. That's nothing against the boys – they were committed but the spectacle wasn't there."

### THE SOUTHERN CAR CLUB STATEMENT IN FULL

"The MSA says it wants 'a clean sheet of paper to work with' rather than work with 'what is already in place'. From the countless messages Southern Car Club has received in recent days, we are only too aware of the incalculable damage done to the morale of all BRC organising clubs and their volunteers, not trusted enough by their ruling body to be part of the decision-making process, yet charged with risking their club's and their members' money to run an MSA championship round this year. How hypocritical is that?"

"This decision has far-reaching implications, which seem not to have been considered. Take the commercial relationships each event has with local authorities, landowners, the Forestry Commission, host towns and their tourism stakeholders. The BRC brings considerable value to the communities in which it is staged – research shows between £1.25 to £2.75 million from each event into the local economy – but that is not a one-way street. Events work in trusted partnership with those communities, something now under threat if events have no path for the future."

"Our own event, known for many years as Rallye Sunseeker, is on the verge of signing a first-time sponsor for motorsport, in conjunction with our rebrand as Rallye Dorset. A multi-year deal worth many thousands of pounds is now in jeopardy: with no BRC in 2015 and no guarantee which events will form the 'new' 2016 championship, the MSA's decision has effectively made it impossible to proceed with this deal."

"This astonishing decision has shaken our organising team to the core. We believe this move may have sounded the death knell of arguably one of the best organised, promoted and funded events in the UK – not just in the future, but for this year as well. No new sponsor means no budget, which may well mean no Rallye Dorset 2014."

"Our Club will be taking stock after members have finished running the Rally Stage at the Goodwood Festival of Speed and making a decision within seven days, after consulting stakeholders – something the MSA failed to do."

# REIS.co.uk

## What REIS can do for you...

- Rally cars, service vehicles, classic and sports cars for the road and competition use.
- Motorhomes, trailers, tools and spares insurance, for the road and storage and transit.
- Motorsport motortrade, motortrade, combined commercial, public liability for teams, preparation companies, promoters, clubs and individuals.
- Personal accident cover for the whole season or for a one off event.

- Stand alone trackday cover for all types of vehicles and venues.
- Corporate events, TV and filming insurance.
- Motorsport photographers liability insurance - UK, EU and worldwide cover available.
- Special vehicle and prototype insurance for the road and track.
- Road section insurance for events, clubs and organisers large and small.

Contact us on  
**0115 965 1020**  
Monday to Saturday  
or visit [reis.co.uk](http://reis.co.uk) for  
more information

Like us on [facebook](https://www.facebook.com/reis) Follow us on [Twitter](https://www.twitter.com/reis)

REIS is a trading name of Chaucer Insurance Services Limited authorised and regulated by the Financial Conduct Authority.



Photos: LAT and Jakob Ebrej

## Meeke: Manufacturer support is crucial

Citroën WRC ace Kris Meeke says the MSA's decision to not run the BRC next year shows the governing body is taking the headline championship seriously.

But he warned that attracting manufacturers back into the pinnacle of British rallying was vital if the BRC is to return to its former glory.

"How do we recapture the years of the late 1990s, with mega manufacturer interest?" he said. "That was all UK importer money and maybe R5 gives the chance to do that for the likes of Citroën UK, Peugeot UK and the like. The platform needs to be right and the good thing is that the MSA has given itself a window to sort it out. The decision to stop it next year is the right one, but I don't know what they do from here."

Meeke won the IRC title with Peugeot and he said that manufacturers need to see a return on any investment: "Peugeot and Skoda both supported the IRC because

they wanted international exposure. Maybe they should be involved, a move to R5 would probably help that and R5 would be a good enough level. The DS3 R3 is probably costing £100,000 and for £180,000 you can get an R5 and build a proper series off the back of it with some manufacturer support.

"The BRC needs to be a proving ground with an R3 championship in there, but with R5 at the top. You look at guys like Osian Pryce, what can he do? He's got potential and he's winning rallies, but you never know where you are unless you throw yourself in against better drivers."

Meeke also questioned the events that make up the championship. "So many have been lost. The Scottish used to be one of the best events in the world and it's not what it was. You need events like the Jim Clark, the Ulster and something in Wales – why not go to the Swansea Bay in the south and the Bulldog in the north. These are proper events."



Wilson's M-Sport team would support changes

# WILSON: BRITAIN NEEDS A REVAMP

M-Sport World Rally Team boss Malcolm Wilson has backed the MSA's decision to run the British Rally Championship in house, and has also said not running the series in 2015 was the right move.

But he cautioned that the format of the championship in 2016 must be correct if the decision to not run next year is to be worthwhile.

"The BRC does need a complete revamp, but for the purist it's hard to take," he said. "For God's sake, the British Championship used to be the best in the world. But, having said that, if this is short-term pain for long-term gain and that end game is

worth it then sometimes you have to do something like this. It needed something doing.

Everybody was suffering, some of the events said they were losing £1000 for every BRC entry, so it probably wasn't a sustainable business model as it was. It is disappointing, but I fully appreciate the commercial realities that have brought about this decision."

Wilson said that every aspect of the championship should be reviewed. "This is a clean sheet of paper – it offers the MSA the chance to look at the rallies, everything. For me, it needs to be the premier series with the premier cars. It used to be the championship for the

best of everything. Does that mean World cars? It's a chance to review everything."

Wilson, whose M-Sport firm makes the Ford Fiesta R5, said R5 cars are a logical choice for the new-look BRC. "My feeling is that R5 is the right way. I've made no secret of the fact that we're the only real rally manufacturer left in the UK and our second tier car – which we've sold in 24 countries – can't be used in the UK!"

He also said that the cost of R5 cars was realistic, especially when compared with the cost of running a WR Car. "You would get a season of BRC rallying out of an R5 car without needing to rebuild the car," he explained. "If you

were doing re-preparation work yourself, you could do it on £5000 to £10,000 for the maintenance of the car. That includes things like cleaning the wheel bearings, taking the steering rack out and making sure there's no dirt getting in there – you don't need parts, it's just labour. If you were paying for labour, it would be a lot more. It would only need routine parts like discs and pads. The dampers, engine and gearbox would do a year.

"We would run a [funded] R5 car in the BRC. With R5s coming, you've got Skoda and Peugeot, and you've got Citroën investing in the BRC in R3. The BRC would make a good home for those R5s."

Taylor said the BRC had been moving in the right direction



## UK Rally head Taylor is left 'bemused'

British Rally Championship managing director Mark Taylor says he's bemused by the MSA's decision to take the series in house next year.

Taylor heads the UK Rally company that has organised the championship for most of the past decade.

"Our proposal provided a vision to evolve the sport which included a new era partnership with the MSA and IMS," he said. "It was an all-encompassing strategy for new sponsors, to retain the talent pool and develop young drivers, a gradual reinstating of four-wheel-drive and an eventual return

to International status. After all of the hard work, this course of action is confusing, particularly as we offered to carry out a caretaker role during a period of review, irrespective of the promoter."

Taylor said his time in charge of the series had been a success, with young drivers rising up the ranks and costs for competitors falling: "Our strategy has created some of the best up-and-coming young talent around. Costs have been reduced.

"We were the first to introduce high street brands such as Tesco, JML and Dulux to motorsport."

## Evans says R5 should be the way ahead to rejuvenate the British Rally Championship

M-Sport World Rally Championship star Elfyn Evans says the decision to not run the MSA British Rally Championship next year reflects the state of the series.

"It can't be good for British rallying that this has had to happen," he said. "I'm not saying this is right or wrong, just that it's not good to be in a place where we have to can it for a year to figure out what to do."

The Ford Fiesta WRC driver said nobody was to blame for the situation. "It's become almost a one-make series. I'm not sure that's anybody's fault, it's just the way the market has gone. But the Citroën DS3 was no less expensive to run than the Group N cars, which had been used before them. Entries deteriorated with Group N though and, at the time the decision [to go front-wheel

drive] was probably the right one. It just seems to have gone downhill since the year 2000 and it's sorry to see it as it is."

Evans was clear that there are positives to the BRC and that the series could be rejuvenated: "R5 is a possible way forward, but we need commitment from manufacturers that they will bring two-car entries – without that there's a danger it could become a wealthy man's game

again. The manufacturers would be more inclined to do this with the TV coverage of the BRC, which hasn't been bad.

"I'd say there's more problems with the television coverage of the WRC than there is with BRC right now. The BRC has provided a decent programme which is relatively interesting to watch and is, by comparison with what we've had in recent times in WRC, a lot better."

## Korhonen says that new R3 Clio has plenty of promise after his Scottish Rally test outing

MSA British Rally champion Jukka Korhonen gave a debut to the new Renault Clio R3 on last weekend's RSAC Scottish Rally and said he was impressed with the car.

Finn Korhonen completed a one-and-a-half-day test in the French machine ahead of the rally. He was run by

Autosport Technology, the team that guided him to the championship last year, but didn't hand in time cards.

"We have about 20 horsepower more than the Citroën," he told *Motorsport News*. "And the brakes are very good. The car is perfect. It was a really exciting rally

with the new car. It was rough, and the dust made the roads slippery. They were good roads and we tried a few different suspension set-ups. The car is almost ready."

FIA European Junior Rally Championship frontrunner Chris Ingram also sampled the car at the test day.

"Compared to the Twingo, it was amazing to drive," he said. "The Twingo is really physical, you have to grab it by the scruff of the neck. It was my first go in a turbo car so it took a bit of getting used to. It was awesome – my thanks to Renault for making it happen."



Korhonen sampled the new Renault Clio R3 on Scottish event





RACING

**BALANCED BRAKING PERFORMANCE**

**All the way to the APEX**

**B**ITE

**D**ECELERATION

**M**ODULATION

THE DRIVER'S  
PAD

**R**ELEASE

**FERODO RACING BRAKE PADS**

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.



**Circuit Supplies (UK) Ltd**, Unit 8, Eden Court,  
Eden Way, Leighton Buzzard, Beds LU7 4FY  
Tel: 01525 385 888 • Fax: 01525 385 898  
info@circuitssupplies.com  
www.circuitssupplies.com

[www.ferodoracing.com](http://www.ferodoracing.com)

SELECTED RANGE NOW AVAILABLE  
THERMALLY BEDDED



*'Jennings powered his Subaru to Lurgan victory'*  
Northern Irish rallying in the Park, p37

Photos: Writtle Photographic



# WRC RULES RETHINK TO BOOST SCOTTISH SERIES



Scottish Rally organisers have relaxed car age rules

The ARR Craib MSA Scottish Rally Championship will be open to all World Rally specification cars next year, regardless of the car's age. Since 2011 the series had restricted WR cars to those built before 2003. But that rule has been dropped.

"We've had discussions with competitors who use 2001 and '02 World Rally Cars and they've told us how difficult it is to find

the cars and components," said series chairman Dave Robson. "Euan Thorburn had to go to Romania to get his Focus WRC. So we want to make it easier for competitors to run the cars. It's also important to freshen up the rule before it gets stale, the WR Cars in the championship are now over ten years old. Doing this helps the championship to move forwards, and we don't want too many restrictions."

Robson added that the rule will continue to be monitored: "We've gathered opinions from competitors. There were arguments from both sides. We always said we'd give competitors six months heads up. Beyond '01 and '02 there's quite a big step in technology. But modern machinery should be embraced.

"Most people compete in the sport as a hobby so we need to

keep the profile high and relevant so that people continue to want to compete. We've run a very competitive championship in recent years, with people pushing hard. It's raising the pace and they can compete at the front of any UK event."

R5 cars can compete in the series, and five-time champ David Bogie took the first R5 win in the SRC on the RSAC Scottish Rally last weekend.

## THE STRAIGHT-TALKING SCOT

# JOHN FIFE

**"The case could have altered British rallying"**



**B**ritish justice is the envy of the world, so it has been said. But if this is truly the case, then the rest of the world must be in a dire legal state.

Based on what happened to a friend, experience has provided me with a much more cynical personal view. Not just a friend of mine, but a friend of British motorsport.

Eight years ago a rally driver raised a case against Bill Sturrock of Scotmaps, following an accident he had on a rally while using Bill's Route Notes. Using a 'no win, no fee' legal team, the action sought to sue for damages in the region of £2.5m. The Scotmaps insurance was limited to £1m. In other words, Bill had to fight it.

If he had lost the case this could have had a considerable impact right across all forms of motorised sport throughout the UK. It could have established a precedent whereby officials, organisers, promoters and competitors would have been at the mercy of 'compensation culture'. It could have done the sport lasting damage, and perhaps even stopped many forms of amateur motorsport completely.

After two years of proceedings, Bill won the initial court case. An appeal was mounted by the pursuer three years ago, and Bill won that too last year. He was proved to be innocent of all charges twice, but it has cost him dear.

The court then had to determine what level of costs should be awarded to Scotmaps. As a matter of rule, the court will not re-imburse the defendant for the full cost of his/her defence, even when declared innocent. The court awarded a sum that came nowhere near the total spent.

An action could then have been raised against the pursuer for costs, but apparently he had no assets thus leaving Bill with an outstanding six figure bill and a house and business premises mortgaged to the hilt and beyond.

Friends and colleagues thought this cruel and unfair and have mounted a campaign to help Bill. It's called RallySOS and it needs our help.

Please donate whatever you can afford. We need to raise at least £37,000 pretty damn quickly to save the family home and then as much as we can after that to get him out of trouble.

A bank account has been set up in the name of RallySOS in the Royal Bank of Scotland, Main Street, Cleland. The Sort Code is: 83 17 09 and the account number is 00191493. A website is under construction with more details and more methods of making payments, so please keep an eye out for that.

Given his demeanour, few would believe the stress and strain that Bill has been under these past nine years. But desperate times require desperate measures and in such cases pride is no longer something that Bill can afford.

We owe him big time, and so does the sport. Please give what you can.



Photo: Dawn Caroline Photography

**BTRDA Rally Series Morris 1400 competitors Mat Smith and Amanda Cornforth were married on June 21. The pair had their Ford Ka rally cars at the ceremony (Mat used his to get to the church on time...). Smith has won two events in the Morris 1400 Championship in 2014. The series continues with the Nicky Grist Stages on July 12**

## Winkworth family ready for rally runs

Father and son rally duo Nigel and Jacob Winkworth are completing a Dimma 205 ready for a graduation to stage rallying.

Nigel has been involved in club motorsport as a marshal and the pair started competing in the sport this year after Jacob turned 14, the age at which co-drivers can enter special stage events.

"We've run a Peugeot 205 GTi and finished 36th on the Three Counties last month," said Nigel. "It wasn't a bad start, and Jacob is now hooked."

"We were in the top 30 when an electrical fault put us out of the event on stage nine. But we'll be back out at Smeatharpe in September. Jacob will complete his BARS tests once he's old enough. In the meantime we're both involved in club motorsport in the south west."

## ROAD RALLY ROUND-UP

Arwel Hughes-Jones/Dylan John Williams took their second Welsh Championship victory of the year when they followed up their Rali Llyn success with a win on the **PK Memorial Rally** on Saturday night. The pair were second fastest on the opening test and then moved into a lead they weren't to lose as soon as the road sections began. They cantered home to win by almost a minute.

Ian 'Dude' Roberts/Gwawr Hughes were slowed by overheating problems – a malady caused by a faulty radiator cap – but still repeated their second

position of last year and grabbed a large chunk of Championship points.

Further back, sixth place had to be decided on a tie break; Andy Davies/Lee Taylor took the place as they had been fastest of all competitors on the first test.

Iwan Jones, winning navigator for the last five years, was partnering Stefan 'DR' Davies but they failed to make the finish of the event.

Ross Butterworth/Andy Pullan had to work hard to take victory on the **Lake District Classic Rally**. The recent dry weather meant dust was a

hazard on most of the tests, making cone spotting difficult at times for the navigators. Several fancied crews fell foul of the fog-like conditions including former winner Archie Simmonds (RS2000) and Tot and Maureen Dixon (Cooper S). The Reghed test caught out several crews and Andy Beaumont (Sunbeam HS129) was lucky to survive a lurid spin while Stephen Byrne's Lancia Fulvia clouted a grass bank heavily but was able to continue.

**Ian Mills and David Agnew**  
**Results**  
**PK Memorial Rally**

1 Arwel Hughes-Jones/Dylan John Williams (Ford Escort) 6m18s; 2 Ian 'Dude' Roberts/Gwawr Hughes (VW Golf GTI) +45s; 3 Andrew Jones/Max Freeman (Ford Escort); 4 Steven John Williams/Lowri Davies (Ford Escort); 5 Kevin Kerr/Huw Rhys Manion (Ford Escort); 6 Andy Davies/Lee Taylor (Subaru Impreza); 7 Mark 'GT' Roberts/Dylan Jenkins (VW Golf GTI); 8 John Davies/Nick Bloxham (Peugeot 205); 9 Wyn Owens/Jenny Evans (Ford Escort); 10 Howard Price/Steve Griffith (Ford Escort). Classes: Semi-Experts: Gareth Williams/Gareth Roberts (Citroen Saxo VTR); Novices: Gethin Povey/Daniel Jones (Peugeot 106 GTI).  
**Lake District Classic**  
1 Ross Butterworth/Andy Pullan (Escort Mk1) 1161 marks; 2 John Bertram/Andrew Fish (Escort Mk1) +10; 3 John Ruddock/Abbi Ruddock (Escort Mk1); 4 Archie Simmonds/Ralph Millar (RS2000); 5 David Ruddock/Kevin Carruthers (Vauxhall Viva).



**AGREE/DISAGREE?**  
mn.letters@haymarket.com



# PREVIEW: BRITISH GP



Former champ Button is in his fifth season as a McLaren driver



Button lost his dad earlier this year

# “I’M IN THE I’VE EVER

## McLaren has struggled in 2014, but

**T**he weekend after the British Grand Prix will mark six months to the day since John Button was found dead in his Monaco home from a heart attack.

From the moment his son Jenson entered Formula One, he had been an ever present by his side, and the absence of one of the more colourful figures in the sport has been noticeably felt in the McLaren motorhome.

At Silverstone, his son has been plotting a fitting tribute to his father with a plan to turn Silverstone pink with a series of PinkforPapa T-shirts. It's all part of the ongoing grieving process.

“Most of the time it's ok and you carry on as usual but sometimes when you're on your own it just hits you and you can't breathe,” he says.

Button would dearly love to win at the Northamptonshire circuit this weekend as a fitting tribute to his father but he knows the reality will be tough with McLaren some way off the pace.

“Winning a race is going to be very difficult but not impossible,” he admits. “Mercedes are just so far ahead right now it's going to be hard for anyone. Who knows what's going to happen this year? You always live in hope. I've been here before, I was there last year.”

Button can only look enviously up the grid at former team-mate Lewis Hamilton, whose decision to switch his McLaren for a Mercedes last season has been exonerated in terms of Mercedes' pace over McLaren – and every team on the grid.

At 34, the elder statesman in the paddock along with Kimi Räikkönen, Button would dearly love to have that car but there is also the sense that he misses having Hamilton continually haranguing him and pushing him to the extremities in terms of his capabilities behind the wheel.

Sergio Pérez failed to do that consistently enough last season and, while Kevin Magnussen has shown glimpses, the Danish rookie isn't doing so either.

“I love the pressure of a good team-

mate as it helps you in your driving and it helps you out of the car as you both push each other in terms of set-up,” explains Button. “I loved the challenge of a quick and experienced team-mate – it was great with Lewis. Over one lap and over a season, yeah, he's quicker than me but in a race things change. We'd have good fights over a race weekend but he's left and you have to fight him from a different team.”

It was getting the edge on Hamilton on numerous occasions – mostly notably the 2011 season when he finished runner-up to Sebastian Vettel – that arguably helped his reputation soar

more than it had in winning the world title two seasons previously with the dominant Brawn GP team.

Ironically, Brawn subsequently became the Mercedes squad that Hamilton now drives for.

The clock is ticking for Button to add a second world title. He is not ashamed to admit that were his career to end now he would be satisfied with his statistics of 15 race wins and 50 podiums. But there is also a lingering belief that McLaren – now winless in 26 grands prix – can get back to the top.

Much of that rests on the 67-year-old shoulders of Ron Dennis, who oversaw

McLaren's golden years in F1 as team principal from 1981 until March 2009 when he announced he was stepping down and handing over the reins to Martin Whitmarsh.

Dennis, though, was always hovering in the distance before seeing his chance to step in as the team's fortunes wavered and perform a bloodless coup by replacing Whitmarsh, from whom not a peep has been heard since.

Dennis is notoriously demanding, describing the physical pain he feels when the team lose and barking that the team must get back to winning ways, an approach his senior driver welcomes.

“His involvement is big and it's good having him around,” says Button.

“We've had some good talks on where the team is and where it needs to go in the future, and the longer term future of the team. He's very open with me, which is good. I like that about Ron.”

“He's very straightforward and everyone here is very happy he's a lot more involved now. He gives people confidence within the team that there is a direction and I think there is. He's

“Winning is hard, but not impossible”  
**BUTTON**



## THE 50TH BRITISH GRAND PRIX AT SILVERSTONE

Silverstone is celebrating another landmark this season as the classic Northamptonshire circuit hosts its 50th grand prix. Here, *Motorsport News* looks back at some of the highlights that have taken place in the first 49 races at the venue.

Britain was given the honour of hosting the first ever round of the new world championship, and it started with the European Grand Prix at Silverstone on May 13, 1950. A pay dispute kept Ferrari away, but Alfa Romeo made the trip and dominated. It took the top four slots on the grid and the top three places in the race when Giuseppe Farina led home Luigi Fagioli. Brit Reg Parnell, making a guest appearance, was third

# 1950







This year's car has been tricky



Button greets his many supporters

# BEST POSITION BEEN IN!



Button and team-mate Magnussen

## Jenson Button is in a happy place. By Matt Majendie

been around many years and been through tough times before.

"He knows how to get out of it and manage of people. At the start of the season, the mechanics said they're much more on their toes with Ron around, but they don't care as long as they get the job done and win races and that's what we're here for."

The problem for Button is there is not necessarily a quick fix as Dennis sets about recruiting the key personnel he wants to get back to the top.

A new title sponsor is looming, the team is still sniffing around Fernando Alonso as a possibility for 2015 and McLaren is switching engine supplier from Mercedes to Honda.

Honda's bosses have admitted that next year will be a transition season for them, not a position that Button, whose current contract reaches its conclusion at the end of this season, wants to be in.

"There's a lot going on and it's all very exciting for the future," he says. "Next year is a big year for the team and it's all going in the right direction but it takes time. You always want to be

quick immediately. We're not in a position to be winning the championship right now but our goal is about building the team over the next few months, as well as developing the car and the management structure."

The question is will Button be there to see it reach fruition? He is into his fifth season at the team but is well aware that the next contract – and he is adamant there will be a next contract – he signs could be the last of a career that is into its 15th season.

He hints there could well be life in F1 beyond the confines of McLaren: "My next decision, it's an important one, very important. I want to be somewhere competitive as I don't know how many races I will do but also I want to end my career on a high."

Tentative discussions with McLaren have only just begun. "I'm not worried about my contract coming to an end – I'm not a person in a position to worry about a contract for next year," he says. "I'm in a happy place in terms of my confidence in myself, which is good but I'm in a position in my career where I

have a lot of experience and speed and I'm still young and fit. I'm in the best position I've ever been in. I bring a lot to a team so I never have fears of not having a drive for next season."

Button has no idea quite how long he will race for. He says he could call it quits at the end of 2015 or similarly drive for another few seasons.

The one issue that might eventually force his decision is not so much suitors as family life. Button is engaged to his girlfriend, the model Jessica Michibata. No date has been set for the big day but Button says he does not, unlike Felipe Massa and Romain Grosjean, want to be a family man while still an F1 driver.

"I can't imagine having a child right now," says Button. "Formula One is a sport where you have to be so selfish and you can't be selfish if you have a family. It would be unfair on them and me."

Button would dearly love to have a family, the issue brought even more poignantly clear following his father's death but, having had his private life dissected from his so-called playboy days to life with Michibata, he is

understandably guarded. "I don't want my kids walking around with cameras in their face all day long," he says. "I understand with a fiancé, we're going to get pictured as I want her here to support me but I'll try to keep my family private."

Button still has things left on the to-do list, not least of all victory at his home race, which has been something of a *bête noire* for the Briton. Even a podium finish has so far eluded him in the British Grand Prix. His best result so far is fourth while there have been a litany of mishaps around Silverstone despite his love of the circuit's fast, flowing nature.

He used to joke with Mark Webber that he would relish swapping his results at Silverstone – where Webber won twice – with his own in Australia, where Button is a three-time winner but a place where Webber habitually struggled.

Webber has since moved on, quitting F1 to focus on endurance racing. It has left Button, Räikkönen aside, as the old man of the grid but the fire and desire burns as bright as ever. ■

### BUTTON AT McLAREN

Jenson Button joined McLaren in 2010, the year after winning the world championship with Brawn GP. Here is how he's fared in each season

#### 2010

**Wins: two**

**Podiums: seven**

**Championship: fifth**

Button joined McLaren as team-mate to 2008

world champ Lewis

Hamilton. There were

fears he couldn't match Hamilton's pace, but Button won in his second race for the squad in Australia, adding another victory in China. He finished one spot behind Hamilton in the championship



Fifth in 2010



Button sealed victory in Canada

#### 2011

**Wins: three**

**Podiums: 12**

**Championship: second**

Arguably Button's finest season at McLaren. While Sebastian Vettel had a clear edge for Red Bull, McLaren was best of the rest and Button capitalised on Hamilton's problems to lead the chase. He took three wins, including his incredible charge to deny Vettel in Canada, and ended nearly 50 points clear of Hamilton

#### 2012

**Wins: three**

**Podiums: six**

**Championship: fifth**

Another strong year

started with a victory

in the Australian

season-opener. But a poor run mid-season hampered his progress before he bounced back to dominate in Belgium. He also won the season-closer in Brazil



Winner in Oz

#### 2013

**Wins: none**

**Podiums: none**

**Championship: ninth**

With Hamilton leaving for

Merc, Button became

McLaren's team leader.

The team's bold design

for the MP4-28 didn't

pay off and both Button and new team-mate Sergio Pérez struggled. The team failed to take a podium finish for the first time since 1980



Struggle in '13

#### 2014 (to date)

**Wins: none**

**Podiums: one**

**Championship: seventh**

A double podium for Button and new team-mate Kevin Magnussen in Australia proved a false dawn. Despite

having Merc power

units, the team has

slipped down the

field. While the team

has shown better

form than in 2013,

Button looks unlikely

to add to his win tally



The MP4-29

### THE 50TH BRITISH GRAND PRIX AT SILVERSTONE

On his way to his first title after winning four of the opening five races, Matra driver Jackie Stewart played a supporting role to Jochen Rindt's Lotus. The pair fought until the rear wing endplate of the Austrian's car came adrift, forcing him to pit, leaving Stewart to win



## 1969

One of the most famous accidents in grand prix racing happened at the end of the first lap. Jody Scheckter spun at Woodcote in front of the pack. Eleven cars retired as a result, but fortunately Andrea de Adamich was the only injury with a broken ankle. Peter Revson won in a McLaren



## 1973



# PREVIEW: BRITISH GP

Photos: LAT



# A CHANGE FOR THE BETTER

Felipe Massa has been rejuvenated with a Williams seat.  
By **Matt Majendie**

**"It is a team famous for winning"**  
**Felipe Massa**



Massa has found a happy new home with Williams

**E**ven eight races into the 2014 Formula One season, it seems strange seeing Felipe Massa in the white overalls of Williams. More to the point, it's unsettling on the eye seeing him bereft of the red overalls of the Ferrari team that he adorned for the previous eight seasons. Axed by the biggest team in the sport, his move to Williams was understandably initially seen as a step back. The team's early season form allied to Ferrari's struggles, which led to the departure of team principal Stefano Domenicali, would suggest the opposite.

Not that it's been a perfect season. With Williams running potent Mercedes engines, Massa's spot of ninth in the championship, with a best finish of fourth, has to be considered a bit disappointing. Among the problems that have hampered his season, he was taken out of the Australian season-opener and had a controversial clash with Sergio Pérez in Canada when on course for a strong finish.

Had luck gone Massa's way, it is entirely possible he could have been above former team-mate Fernando Alonso in the drivers' standings. Whatever the case, he is relaxed at Williams, relieved of the shackles of the constant goldfish bowl of being a Ferrari driver, and it seems the right fit.

He does, though, admit the change of colours has taken some getting used to. "It's different but thankfully I like white," he says with a smile. "It's a good feeling here. It's a good colour; a beautiful car; a great team and nice people. I'm happy. It's been good for

me – it's a change but it's like another chance at life, of my professional life. It makes you feel young."

The change in regulations for the 2014 season not to mention the change in personnel at Williams – including the arrival of Massa's former race engineer Rob Smedley – gave the 33-year-old hope of a bright future in his twilight F1 years. But he confesses, initially at least, he had his own doubts. "When you change of course you don't know how it's going to be," he recalls. "But then I started working there and saw the team and enjoyed it. People give you a lot of respect, it's a good feeling."

He won't admit it publicly but the respect was not quite there to the same degree at Ferrari. During his time it was Michael Schumacher's team and then Alonso's, Massa playing the role of number two for most of his tenure bar, realistically, the 2008 season when he came within a point of the world title. But more of that later.

There have been question marks about his ability behind the wheel since his accident in Hungary in 2009, which he dispelled to a certain degree with some sterling performances towards the end of last season.

But was there a sense that he went stale in his latter years at Maranello? "I think you just get used to the team. But change is difficult. You're not 100 per cent sure about the change whether it will be good or not. It's the biggest team in F1 so you think when you change it's a step back maybe, but you have life after Ferrari. I don't feel that I did a step back. I did a good step for my career. I feel motivated and that I'm together with people that are very good."

The podiums have so far eluded Massa although that might well have been different had luck not been against him in the early part of the season. Driven off the track by Kamui Kobayashi at the season opener in Australia, a safety car then denied him a podium shot in Bahrain before a botched pit stop in China once again left him feeling frustrated and deflated.

There was the first glimmer of light with a shock pole and a fourth placed finish in Austria ten days ago – but even then, he was beaten to the flag by team-mate Valtteri Bottas.

Despite earlier setbacks, Massa oozes a positivity about his and the team's chances that was lacking from his psyche in the latter years at Ferrari.

"My luck will change, I know," he

says. "Some strange things have happened from being pushed out of the first corner by another driver when I had everything in that race to finish on the podium. I lost a lot of points there and in other places but it's not removed my motivation for fighting."

"We need to keep improving and fighting or else we go back. Ok, the chance of the championship has gone I think. Mercedes is too far in front. A victory? You can never say it is not realistic as something may happen to Mercedes so you need to fight but it's tough. A podium is realistic – we need to fight for that."

The championship may be gone for this season but Massa has not given up on the notion in future seasons, dismissing the suggestion that after the final lap at the Brazilian GP in 2008 – his last race win in F1 – when he was denied the title by Hamilton by a solitary point, his best chance of being world champion has gone.

"You just need the chance to be in the right car at the right time so you never know," he adds. "You have to still believe and keep fighting. That's what I believe, what I wish for. This year, we won't be fighting for the championship because there's a big difference

between us and Mercedes but next season maybe, who knows?"

Despite just one race victory – Pastor Maldonado's at the 2012 Spanish GP – in the past decade, Williams has a winning mentality born from the era when it was the dominant, almost untouchable, force in F1.

It was a winning formula that Massa grew up watching at home in São Paulo. "My earliest memories of Williams were of Nelson Piquet. It was a famous team in Brazil, famous for that but also for Ayrton Senna, who was with the team when he died."

"But in Brazil it's not famous for that. It's a team famous for winning and its incredible history. The 'W' of Williams also stands for winning. I want to bring that back. And it's possible. We went from last year and maybe the worst year in Williams' history to this year."

Massa gives off a belief he can add to his 11 victories. He knows that's unlikely to happen at Silverstone this weekend, a race he relishes but one he is yet to win. "To win at Silverstone would be special," he says. "The race is an important one to Williams. I like Silverstone, it's old style, I like that."

The same could be said of Williams. There, Massa has the right fit. ■



The Brazilian spent eight years at Ferrari



Massa crashed out in Canada

## THE 50TH BRITISH GRAND PRIX AT SILVERSTONE

England expected. And the crowd's hero, Nigel Mansell, delivered in spectacular style. It was lap 63, and Mansell had hunted down Williams-Honda team-mate Nelson Piquet after an earlier pit stop for a wheel vibration. The Englishman sent the home fans into raptures with a beautiful dummy and then a pass at the ultra-quick Stowe corner. It was the second of five wins on home soil for Red Five, who would go on to win the 1992 world title.

# 1987





# PREVIEW: BRITISH GP

Photos: LAT

BY MATT JAMES  
DEPUTY EDITOR



**I**t had been a ten-year struggle for the plucky Brit Frank Williams to reach the pinnacle of Formula One and his incredible ingenuity and tenacity had finally put him on top of the world. Thirty-five years ago this month, his world was about to change.

Williams had only been a constructor in its own right for 18 months but it had initially produced an effective car. The 1978 FW06 was the first brainchild of Patrick Head and, although left behind by the ground effect genius of Lotus, it was still strong enough for future world champion Alan Jones to finish second at Watkins Glen towards the end of the season.

Williams Grand Prix Engineering caught up in 1979. Head's second car followed the ground effect principals and it was a gorgeous Cosworth DFV-powered creation. It took a while to understand and, while that learning was going on, Ferrari and Ligier stole a march. But then the circus came to Silverstone... and a breakthrough.

But what was the magic ingredient that pushed Williams from being competent midfielders to consistent frontrunners? Well, it wasn't really a breakthrough, more of an oversight.

There was new aerodynamic cowling at Silverstone to clean up the airflow around the base of the engine. It had been used at the pre-grand prix tyre test and it had produced stunning results. Designer Patrick Head explains: "The so-called trick was just sealing off a low pressure area where the undersides of the car came up and sort of wandered around close to the engine. There was a big gap in an area where there was low pressure, which meant there was a lot of air leaking through this gap. It had always been intended to panel that bit in, but we didn't get around to it. There was no trick to it. I don't think we realised how important it would be."

"When we went to the Silverstone test before the race, Jonesy took 1.2s off his time. He said: 'I've just got to persuade my mind to go into Copse and Stowe. I go in there and I'm halfway round the corner thinking f\*cking hell, Alan, why are you going so slowly? It is a question of persuading my foot not to come off!'"

Team boss Williams himself recalls the occasion of unlocking the pace. For him, it was divine intervention at just the right time to push for a rousing home triumph.

"Suddenly life was 100 per cent in another direction. I'll never forget that feeling. I was checking the opposition



Regazzoni took team's first win



Regazzoni celebrates



Eventual winner Regazzoni (centre) at British GP start

to make sure they weren't doing those times. Loads of other people were looking at their stopwatches; I will never forget the despair on their faces. It was like God had given us a miracle, except it wasn't – it was something they had found in the wind tunnel."

The writing was on the wall for the other teams as soon as Thursday and Friday practice took place – that year's race was held on a Saturday.

Jones had an off on Thursday causing slight damage and, later in the session, he buzzed the DFV. It took the edge off the engine for Friday, he said. Nevertheless, in Friday running, the no-nonsense Australian set a 1m 11.88s (146.84mph) to bag pole. "We'd got a slight problem with the fuel pick up, so we were running with seven gallons rather than two or three," he said.



Swiss driver could cruise to end

"With a slightly better engine, I reckon we could have done an 1m 11.4s..."

With team-mate and veteran Clay Regazzoni, very much a number two in the team, fourth on the grid it all looked good. It hadn't all been plain sailing. Concerned about the oil consumption of the high-revving development motor that Cosworth had supplied for the race, the mechanics pulled a late night stint to change the powerplant. When that was done and they fired it up in the early hours just to check it out, the oil pump failed. They started again and finally finished at 0530hrs. There was no point going to bed after that.

Regazzoni took the lead after a fantastic start. He went around the outside of Jones and Renault's Jean-Pierre Jabouille. Jones dived back past his team-mate going in to Stowe and that move allowed Jabouille through on the run out of the corner. The top three were released when Nelson Piquet spun at Woodcote and caused those behind to slam on the anchors so it was the lone French motor against the best of British.

Motoring News's Alan Henry thought there was only going to be one winner. He wrote: "Alan was driving with

brilliant forceful flair looking utterly relaxed and not desperately worried about the Renault's presence in his mirrors. Sure enough, with only half a dozen laps completed, Jabouille began easing off slightly as his left front began to blister badly. The Renault challenge was effectively finished, and by lap 12, he was some ten seconds behind the leading Williams."

Panic in the Renault pits cemented Williams a one-two when Jabouille came in for fresh tyres on lap 17. A mechanic accidentally wrapped an airline around the front spoiler, which was ripped off. The French driver was forced to return to the pits.

Jones was free and clear, and the stars had aligned. Sadly, his water pump wasn't aligned and heartbreak was just around the corner. Henry: "At the end of lap 39, the leading Williams came staggering in to the pits trailing a plume of expensive white smoke which erupted in a phoenix-like memorial to Jones's chances as the bitterly disappointed Australian coasted to a halt in the pit lane. He'd not revved over 11,000rpm, all the pressures and temperatures seemed OK; apparently a leak from the specially positioned

water pump was to blame.

"Alan, putting a brave face on it, departed for home before the race was over. For the Australian driver, who'd done so much to help the Williams team's fortunes over the past two years, what was to follow was irony at its most cruel. Regazzoni, the team's number two driver, was going to win Frank's first-ever grand prix. Provided, of course, his car lasted the distance."

When Jones was later asked by Head why he didn't then ease up and drop the pace to a 1m 15s, he replied: "Ease up? I was running easily," he responded. "I had got a second lap in hand for most of the time anyway..."

Williams was on the pit wall, lap charting, and took the blow with not a flicker of emotion. He just carried on checking off the cars and the next one through was his anyway. The old stager Regazzoni was leading the pack.

He went on to lead home René Arnoux's Renault RS01 by 14 seconds after 68 laps. It was the start of a journey that would take Williams to seven drivers' championships and nine constructors' trophies. And, given the team's recent upturn in form, it is still a huge threat some 35 years later. ■

## THE 50TH BRITISH GRAND PRIX AT SILVERSTONE

The British weather had done its best to spoil the big day, but the 1998 race had a subplot all of its own. McLaren's Mika Häkkinen was the dominant driver but was caught out by the slippery surface and skated off the circuit. Michael Schumacher's Ferrari took up the charge but there was drama to unfold in the stewards room. The German was penalised for overtaking under yellows but took his penalty on the last lap, meaning he crossed the line in the pit road. It was unprecedented, but he ultimately was allowed to keep the win.

# 1998





## THE ABU DHABI FANZONE

Brought to  
you by



It's more than just a campsite, the Abu Dhabi Fanzone at Whittlebury Park is the place to enjoy the atmosphere around the British Grand Prix. You don't even need a campsite plot, everyone is welcome to join the party!

### HERITAGE VILLAGE

Experience Abu Dhabi hospitality – falconry, henna painting, calligraphy

### FREE WI-FI

Keep connected with free wi-fi

### F1 SIMULATOR

Can you beat the fastest lap?

### BIG SCREEN

Movies, F1, World Cup & more!

### WIN! WIN! WIN!

A VIP trip to the  
2014 ETIHAD AIRWAYS ABU DHABI GRAND PRIX

### ALSO AT THE FAN VILLAGE

**LIVE MUSIC** Listen to great bands

**F1 QUIZ** With 'Crofty' of Sky Sports F1

**BEER TENT** Refuel after the race

**SPECIAL GUESTS** Who will you bump into this year?



It's not too late to book a plot!

[f1racingfanvillage.com](http://f1racingfanvillage.com)



# TITAN RACE

LUBRICATION **EVOLVED.**

**ABSOLUTE  
PERFORMANCE**  
at the  
**ABSOLUTE LIMIT**



Race & Rally Proven Oils.

[www.710oil.com](http://www.710oil.com)

email: [info@710oil.co.uk](mailto:info@710oil.co.uk)

tel office: +44 (0) 1253 640612

tel mobile: 07889 769641



## WHEN IT COMES TO MAKING POWER - MAKE IT VP POWER!



### FUELLING:

ROLEX 24 HOURS | MARK HIGGINS SETS CAR LAP RECORD AT THE ISLE OF MAN TT | GUY MARTIN SUCCESS WITH TYCO SUZUKI AT ISLE OF MAN TT | SANTA POD RACEWAY

### NOT FAMILIAR WITH VP?

In North America and around the globe, VP provides control fuel for series of all types as racers can rely on us for consistent, top quality performance blends, litre after litre. More importantly, when it comes to Making Power, with or without control fuel restrictions, VP stands tall. If you have not tried the appropriate VP fuel, give one of these suppliers or tuning centres a call.

MSA, FIA, FIM or ACU unleaded blends or specialist fuels for Historics, they are only a call and usually only a day away!

### LA Racing Parts

Phone: +44.01803.391.740 or +44.07771.590.176 | E.Mail: [child.lee@laracingparts.com](mailto:child.lee@laracingparts.com)

**Santa Pod Raceway:** Phone: +44.1234.782828 | E.Mail: [info@santapod.com](mailto:info@santapod.com)

**Advanced Dyno Tuning:** Phone: +44.01327.857.577 | E.Mail: [sales@advancedme.co.uk](mailto:sales@advancedme.co.uk)

**Vital Equipment UK:** Phone: +44.1981.240326 | E.Mail: [alistair@vitalequipment.co.uk](mailto:alistair@vitalequipment.co.uk)

### OFFICIAL FUEL SUPPLIER



VP Racing Fuels.com/Europe | Roger Allen: [Eurosales@vpracingfuels.com](mailto:Eurosales@vpracingfuels.com) +44 7889 858175 | VP Corporate: [Jimkelly@vpracingfuels.com](mailto:Jimkelly@vpracingfuels.com) +1.302.368.1500 | Auto Tech Line: [Fturza@vpracingfuels.com](mailto:Fturza@vpracingfuels.com) +1.302.521.1767  
Moto Tech Line: [Motorcycletech@vpracingfuels.com](mailto:Motorcycletech@vpracingfuels.com) +1.812.878.2420



# PREVIEW- BRITISH GP

Photos: LAT

# AIMING TO STEAL THE SHOW

There are lots of British drivers to cheer on in the supporting classes this weekend. By **Russell Hayes**

## GP2 SERIES

The numbers of British drivers taking part in this year's GP2 Series is down on previous years, but Jolyon Palmer is in prime position to give the home fans something to cheer about at Silverstone this weekend.

Briton Palmer, who switched to the French DAMS squad for this year, has scored five podiums from eight races so far this year, including two victories. He currently leads the standings, a clear 33 points ahead of former Carlin team-mate Felipe Nasr. "After a pretty strong 2012, it didn't go right in the first half of 2013 but I came on strong at the end of the year," says Palmer. "I've continued that on. My experience and qualifying pace has been key to being at the front. DAMS has a good

approach, very methodical and scientific. But Felipe is demonstrating the strength of Carlin."

Palmer now has five wins in his four-year GP2 career, including two at Monaco, but he's so far been out of luck on home ground. His best finish at Silverstone is a third place in the Feature Race in 2012.

Nasr has two wins so far this year. Johnny Cecotto has also taken a pair of victories, and has shown real driving progress after being involved in a spate of incidents last year.

The big new star of the year is McLaren protégé Stoffel Vandoorne. He made a big introduction to the series with the ART GP squad, winning the season

opener in Bahrain. But he's since struggled to repeat his success. A second place in the feature race in Austria was his best result since.

"We've had some bad luck during the last races," he says. "We didn't really show our true performance every time. In GP2, if you don't qualify well then you have a very difficult first race. It's [then] very difficult to score points over the weekend."

Stefano Coletti, who won three times last year, struggled at the start of the season. But after taking his first podium of the year in race two in Austria, he believes he has now turned a corner: "It's been too long. We've had too much bad luck since the beginning of the season."

Adrian Quaife-Hobbs is the other full-time Brit on the grid. He is currently 17th in the standings after struggling badly at the last event in Austria.



Briton has two wins in 2014

### CHAMPIONSHIP POINTS

After eight of 22 rounds

POS	DRIVER	PTS
1	Jolyon Palmer (GBR)	117
2	Felipe Nasr (BRA)	84
3	Johnny Cecotto (SPA)	76
4	Julian Leal (COL)	50
5	Stoffel Vandoorne (BEL)	43
6	Stefano Coletti (MON)	41

Palmer: big points lead



## GP3 SERIES

It's been a whirlwind few months for Alex Lynn. Having finished third in last year's FIA Formula Three European Championship, he won the prestigious F3 Macau Grand Prix and secured a place on the Red Bull Junior Team.

That energy drink backing led to him moving into the GP3 Series this year. And, after two wins from four races, he sits top of the points heading into the first home grand prix weekend of his career. He's out to delight the home fans, too.

"To be honest no matter what category I've raced in, I've always put a marker down that Silverstone is going to be my race," says Lynn. "It's my favourite track and when I knew I was going to be racing in GP3, I set my target to win the races at my home grand prix.

"This season has started just as I'd hoped. My goal for the first feature race each weekend is a top three finish."

Despite his two feature race wins, Lynn had been out of luck in Sunday morning's sprint races, failing to score in either.

"It's frustrating," he admits. "Our pace is strong but race two in Barcelona was completely my fault. In Austria, I had contact and a puncture so had to pit. It was going to be a struggle from there on. To lose out is annoying. If I'm going to win the title, I need to string together

Lynn leads the points

finishes in both weekend races."

There are plenty of other Brits to look out for this weekend – in fact, British drivers have won all four races held so far this year.

Lynn's Carlin team-mate Emil Bernstorff is fourth in the points after taking his first win in race two in Austria. Dean Stoneman won at the opening weekend in Spain. He'll team up with Marussia Manor Racing team-mate Ryan Cullen. Bristol's Dino Zamparelli, driving for top squad ART GP, and is eighth in the points.

Nissan PlayStation GT Academy winner Jann Mardenborough and Nick Yelloly, who has scored points in every race so far this year.



Bernstorff is fourth in points

### CHAMPIONSHIP POINTS

After four of 18 rounds

POS	DRIVER	PTS
1	Alex Lynn (GBR)	62
2	Jimmy Eriksson (SWE)	49
3	Richie Stanaway (NZL)	45
4	Emil Bernstorff (GBR)	36
5	Marvin Kirchhofer (GER)	26
6	Matheo Tuscher (SWI)	24



The Red Arrows will once again fly high above Silverstone this weekend



The British spectators will be out in force

## PORSCHE MOBIL 1 SUPERCUP

Ben Barker is one of four Brits competing at Silverstone this weekend and goes into the race in solid form.

Oxford-born Barker is into his second year in the series, and took a podium at the opening weekend in Spain. He has since scored points in the two other races held this year.

That was after taking a brace of wins in the Porsche Carrera Cup GB at Brands Hatch. He returned to Carrera Cup racing at the recent support race to the Le Mans 24 Hours, and headed up a mighty 61-car grid made up of British and French series cars.

In his fifth Supercup season, Polish racer Kuba Giermaziak struggled in the Spanish season-opener but then won the next two races to open up an 11-point lead in the standings. But it's mightily close behind him:

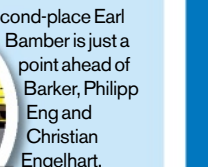
second-place Earl Bamber is just a point ahead of Barker, Philipp Eng and Christian Engelhart.

New Zealand driver Bamber won the season-opener in Spain and is the reigning Carrera Cup Asia champion.

Carrera Cup GB points leader Josh Webster has experience of a grand prix weekend. The Briton raced in the GP3 Series last season.



Giermaziak leads the points race



Bamber has good form

### CHAMPIONSHIP POINTS

After three of ten rounds

POS	DRIVER	PTS
1	Kuba Giermaziak (POL)	48
2	Earl Bamber (NZL)	37
3	Philipp Eng (AUT)	36
=	Ben Barker (GBR)	36
=	Christian Engelhart (GER)	36
6	Sven Muller (GER)	32



Barker has good form

### TIMETABLE

Santander British Grand Prix

TIME	ACTIVITY
<b>Friday, July 4</b>	
1000-1130	Formula One free practice one
1200-1245	GP2 Series free practice
1250-1305	50th Grand Prix parade lap
1400-1530	Formula One free practice two
1555-1625	GP2 Series qualifying
1645-1730	Porsche Mobil 1 Supercup practice
1750-1835	GP3 Series practice
<b>Saturday, July 5</b>	
0845-0915	GP3 Series qualifying
1000-1100	Formula One free practice three
1125-1155	Porsche Mobil 1 Supercup qualifying
1205-1220	50th Grand Prix parade lap
1300-1400	Formula One qualifying
1440-1545	GP2 Series race one (29 laps)
1620-1655	GP3 Series race one (15 laps)
<b>Sunday, July 6</b>	
0810-0845	GP3 Series race two (15 laps)
0920-1010	GP2 Series race two (21 laps)
1030-1105	Porsche Mobil 1 Supercup race (13 laps)
1110-1125	F1 legends parade lap
1130	Formula One drivers parade
1300	Formula One British Grand Prix (52 laps)

## THE 50TH BRITISH GRAND PRIX AT SILVERSTONE

After finishing third during his debut season at McLaren, the home fans were desperate for Lewis Hamilton to get a result at Silverstone. It seemed his bubble was burst when team-mate Heikki Kovalainen grabbed pole. In a wet race, Lewis was supreme. He survived a clash with Kovalainen to pass him on lap five for the lead and won by more than a minute.



2008

Lewis Hamilton looked like a shoo-in for his first victory since joining Mercedes until his left-rear Pirelli exploded on the Wellington Straight on lap eight. It was the first of a spate of punctures that nearly stopped the race. Nico Rosberg went on to win for Mercedes.



2013



# REPORT: FESTIVAL OF SPEED

The World Rally legend thrilled spectators on the rally stage and the hillclimb. By James Bolton

## IN BRIEF

### Busy Button

Former Formula One world champion Jenson Button said the Goodwood Festival of Speed is his busiest weekend of the year. "It's awesome, and a stunning setting," said the McLaren driver, who drove his 2011 car up the Hill. "I love it, all these beautiful supercars and Formula One cars. This year's [1.6-litre turbocharged] Formula One cars are a little quieter than we're used to so I decided to drive my old race car. I had the biggest smile on my face when I heard that screaming V8 behind my head!"

### French flies

The winner of the LMP2 category at Le Mans two weeks ago, Harry Tincknell, drove his Jota Sport Zytek up the hill. The car was complete with all the dirt accumulated at the 24 hour classic. "I've been celebrating for a week," said Tincknell. "After the race I had to go to bed at 2200hrs, I was just so tired. We're such a small team, and it was an all-British win. To be able to show the car off here is fantastic, and it's still as it was when it crossed the line, as is the tradition."

### Steve's Stratos

National rally frontrunner Steve Perez drove his always stunning Lancia Stratos around the Forest Rally Stage: "It's rougher than Kenya out there! It suits the Stratos actually, because it's so tight. I can't really follow in Sébastien Loeb's wheeltracks because there's only one groove in the road but it's fun pushing the car and showing the spectators what it can do." Rally fans were particularly drawn to the sound of the 2.4-litre V6-engined car.

### Typhoon thrills

The RAF Typhoon Rally Team timed a Forest Rally Stage run to coincide with the Eurofighter Typhoon flying overhead. Driver Chris Daykin is a Typhoon engineer, and his boss, Squadron Leader Rowden, is the son of Southern Car Club's Andy Rowden, the deputy secretary of the meeting. As Southern Car Club's Rick Smith explained: "This shows how diverse the Club is. The only one who isn't a member yet is the pilot!" The ever-ebullient Smith probably would have persuaded him to sign up to the club, had the pilot not been a bit busy flying a £64million plane...

### Real speed

GP3 and sportscar racer Jann Mardenborough was rapid in the Nissan GT-R Nismo Time Attack car. "It was pretty close to the edge," he said. "The Flint Wall comes up so quick, but I'm competing with Anthony Reid and he's pushing hard. The GT-R has four-wheel-drive so it's fast off the line, it's quicker than a GT3 car. You get one chance to do a time and everything is cold, so it's a real drivers challenge."



Mardenborough flew in GT-R

# LOEB'S DOUBLE



Loeb stunned in awesome 208 T16 – but missed out on record

**T**he theme for last weekend's Goodwood Festival of Speed was 'Addicted to Winning – The Unbeatable Champions of Motorsport' and so it was fitting one of the star attractions was Sébastien Loeb.

The nine-time FIA World Rally Champion dominated his branch of the sport for a decade, scoring 78 WRC victories and taking 900 stage wins. He's now switched full-time to the World Touring Car Championship but at Goodwood he was reunited with his Citroën DS3 WRC for perhaps the final time. And he was absolutely spectacular on the Forest Rally Stage.

The Frenchman drove two cars over the weekend. When he wasn't flat-out on the testing forest stage, he was chasing a significant milestone. The Goodwood Hillclimb record has stood since 1999 when former Formula One driver Nick Heidfeld climbed the 1.16 miles in 41.6 seconds. F1 cars are no longer timed on the hill, and Loeb thought he had a shot at breaking the 15-year-old marker.

Loeb had a special weapon too: his Peugeot 208 T16 Pikes Peak car. In 2013 he shattered the hill record of the fearsome Colorado hillclimb in the machine, which has more than 800bhp and acceleration that can easily match an F1 car. While Loeb was under

Heidfeld's record time at the first split, he was unable to beat Heidfeld's time, with his best effort 44.60s. While some drivers struggle to learn the nuances of the Goodwood track he had no such difficulties. "I have great memories of the Pikes Peak car," said Loeb. "So it was special to drive it again. Before the weekend I had no idea what time we could do. I just had fun."

The onboard footage from Loeb's T16 was truly spectacular: he was totally committed. Only GP3 driver Jann Mardenborough, driving a Nissan GT-R GT3, came close for precision and carrying speed through the corners.

The Festival is organised each year by Lord March and his team, and this year they raised the bar ever higher. "We're celebrating 120 years of Mercedes in motorsport," said Lord March. "Mercedes have so many great racing cars and it's wonderful to celebrate their achievements."

The central feature, the huge sculpture that towered over Goodwood House, was dedicated to the marque. Positioned on it was the 2013 Mercedes F1 car that Lewis Hamilton drove to victory in last year's Hungarian Grand Prix and the 1934 W25 that won on its first outing on the Nürburgring Eifelrennen in the hands of Manfred von Brauchitsch. For the first time the sculpture went right over the House and into the grounds behind it.

Lord March drove a Mercedes W196 Streamliner from 1954 up the hill

alongside Sir Stirling Moss, who was in a standard version of the machine. "It's the most beautiful car ever conceived," said Lord March. "I was just thinking about keeping it on the road, I'd never sat in it before today." Multiple DTM champion Bernd Schneider also drove the Streamliner. "I enjoyed that very much," he said. "You have to rev it quite high, and the clutch is not very comfortable. But it's fun and you appreciate what the drivers that raced it had to work with. The view out of it is good."

The depth of history that Mercedes has in motorsport was starkly illustrated by the presence of a trio of 1914 Mercedes Grand Prix cars that finished first, second and third 100 years ago in the 1914 French Grand Prix. That event was held just days

before the First World War broke out. It was the last grand prix to run until 1919. One of the cars at Goodwood was the one that won the race, and the other two were from the six cars originally built. Lined up in the Formula One Paddock, they were a stirring sight.

Bringing the Mercedes story up to date was current F1 title hopeful Lewis Hamilton. The British ace thrilled the crowds on Sunday with demo runs up the hill in a 2013 car.

Another collection that drew crowds was a line-up of Michael Schumacher's Benetton F1 cars. Only the 1995 car was missing but the four cars present, including his '94 title-winner, looked spectacular.

In 1996 Schumacher drove for Ferrari and that opened the door for Damon Hill to emulate his father Graham in



Hamilton helped Mercedes to star in Festival of Speed



'Neuville was cool and quick enough for the podium'

Hyundai ace impressed in Poland, p26

Photos: LAT, Peugeot and Gary Hawkins



# DUTY



John Surtees and Kimi Räikkönen paraded up hill in Ferraris



Sir Jackie Stewart blasted up hill in a classic Mercedes W165

## RESULTS

2014 Goodwood Festival of Speed, July 26-29

POS	DRIVER	CAR	TIME
1	Sébastien Loeb	Peugeot Pikes Peak T16	44.60s
2	Michael Bartels	Maserati MC12	45.82s
3	Kenny Bräck	McLaren F1 GTR Long Tail	47.52s
4	Jann Mardenborough	Nissan GT-R NISMO GT3	48.05s
5	Didier Sirgue	Jordan-Ford 191	48.30s
6	Joe Twyman	LEC-Cosworth CRP1	49.81s

winning the Formula One World championship. The Englishman was back behind the wheel of the Williams-Renault FW18 that he clinched the championship in at the 1996 Japanese Grand Prix. "I last drove it five years ago so it's not something I get the chance to do often," said Hill. "It's something I lived in for a year so it fits like a glove, although I've had to loosen the overalls a little." Because of a fuel leak the Williams team had built a new fuel tank on Saturday and installed it ready for Hill's run on Sunday.

F1 cars are always a fan favourite at Goodwood and seeing Bruno Senna in his uncle's McLaren Honda MP4/4 was always going to be a highlight. Seven-time grand prix winner René Arnoux drove a Renault RE40 and current McLaren F1 driver Jenson Button was in an MP4/2 from 1984. The history lessons just kept on coming.

At the top of the Hill, the Forest Rally Stage gets bigger each year. This time around it included more than 70 cars. They spanned the history of rallying,

with everything from the 1964 Morris Mini Cooper S to the Ford Fiesta R5 kicking up plenty of dust.

Among the head-turners was Neil Maynard's 1972 Lotus Esprit, which has a Rover V8 engine and a Hewland IndyCar gearbox. There was also a Fiat 124 Abarth, and a beautiful 131 version. The Porsche 911 ST that finished fourth on the 1978 1000 Lakes has been restored and it slid around the rough and chalky stage. In terms of outright pace it was Dani Sordo, in the new Hyundai i20 WRC, and Loeb who stole the show.

Goodwood is all about legends of the sport coming together with the fans to celebrate the past as well as the present. It was former Formula One commentator Murray Walker who summed up last weekend's action best: "There are fabulous cars and bikes here and they are all in such superb condition. What always strikes me is the lovely people, it's such an enormous, enthusiastic and knowledgeable crowd. Superb." ■

## Mikkola fires up the quattro to thrill the crowds

Former World Rally champion Hannu Mikkola bounced up to the Michelin stand on Saturday morning in a way that would make you doubt his 72 years.

The Finn had a 31-year rally career, which began in 1963 in a Volvo PV544. He won the World Rally Championship in 1983 and the RAC Rally four times, twice in an Escort and twice in an Audi quattro.

"The quattros were the best rally cars I drove," he said. "I was doing development work on the car in 1980 before its debut and we weren't clear what worked. It was a new tyre company, a new car, a new team. At the end of 1980 we went to Portugal with the quattro. We went as the zero car and I was one minute faster than everything else. It was then that I knew I was sitting in the right car.

"Then it went a little too far with Group B. The Audi was always based on a production car, the engine in front of the front axle. But others, like Peugeot, made special cars with mid-mounted engines. They were sort of racing cars for rallying."

Mikkola drove a quattro S1 up the Hill at Goodwood last weekend, and regaled a few more of his tales to the crowd. "I'm proud of my championship but it should have been two. I was robbed by the Monte Carlo Police in 1979," he quipped. "They stopped me and it ended up in me getting a five-minute penalty. I



Mikkola still has lots of passion

lost the championship by one point. I was quite annoyed...

"It's a different sport now. They drive fast in the World championship but it's much safer. The cars are so well behaved so it doesn't look so exciting. We had to throw the car around the corner, my Escort used to oversteer all the time. Now it's like they could have dinner while they are rallying. It's a little too nice to drive. And spectators could talk to us all the time, but now they have to have a special pass to go anywhere."



Damon Hill was back behind the wheel of his 1996 F1 title-winner



A trio of rorty 1914 Mercedes cars thundered up Goodwood

## IN BRIEF

### Surtees and Kimi

It's 50 years since John Surtees won the Formula One championship and a variety of the motorsport legend's cars and motorbikes were at Goodwood last weekend. Surtees drove his 1964 title-winning Ferrari 158 up the hill, followed by Ferrari's more recent world champion. The 2007 title Kimi Räikkönen made his first appearance at the Festival and entertained in his title-winning car.



Audi R18 proudly sported dirt

### Dirty Audi

The 2014 Le Mans 24 Hours winning Audi R18 e-tron quattro was nestled in a corner of the paddock – or so it seemed. The number two car still sported the dirt accumulated over a day of racing in France two weeks ago gave away the significance of the machine, and it was a popular draw when it ran up the hill. Except it wasn't actually the number two car: that machine is still needed in France for scrutineering. The car at Goodwood was actually the number one machine that finished second, with a new set of race numbers on. The Toyota TS040 was also at the Festival.

### Perfect Porsches

While Porsche's 919 Hybrid Le Mans car wasn't in action at Goodwood (although it was on show near the paddock), a collection of Porsche sports cars were. The 1998 GT1 98 was driven by former F1 racer Mark Webber, while team-mate Brendon Hartley drove the RS Spyder from 2005-10. The marque also wheeled out a 917/30 Can-Am car.

### Gabriele's Music

Former British Touring Car champion Gabriele Tarquini drove a Honda R272 Formula One car and loved piloting the 1965 Mexican Grand Prix winner. "It was like music in my ears," said the Italian. "It was built 50 years ago but it's still an unbelievable machine. I dream of driving it on a circuit. To take it to Monza would be special."

### Road to track

McLaren is a frontrunner in modern GT racing. A collection of McLaren F1 GTs graced the Goodwood Hill last weekend, including the Harrods-liveried car that was built in 1996. Owner David Clark has the car registered to drive on the road.

### Audi Great

The Audi R8 is a sportscar legend and the 2004 Le Mans-winning Team Goh International car was at Goodwood alongside its 2014 Le Mans winning cousin. It illustrated the development that has taken place in sportscars since Audi began its Le Mans domination in 2000.

### King on the hill

A number of NASCAR machines took to the hill, including a modern Sprint Cup car and a Toyota Tundra truck. But the star attraction was seven-time champ Richard Petty, driving a 1967 Plymouth Belvedere.







*'Unlikely to be holidaying in Lithuania any time soon...'*  
**Kris Meeke's difficult rally, p29**

Photos: mcklein-imagedatabase.com



# MES ON



Ingrassia (l) and Ogier celebrate Rally Poland win



mp through SS15 before  
 the Volkswagen's

f the podium were  
 as the cars arrived at  
 bottom step was wide  
 st 15.7s behind his  
 while Hirvonen was a

f holding on to third  
 olem with his i20's  
 car needing 90 degrees  
 ight. The Finn was a lamb  
 is rivals passed him  
 n of stages.

it's OK," said Hämmnen,  
 ners, I have to be slow to  
 wheels straight."  
 ay 10.7s up on Hirvonen  
 p the leaderboard from  
 lamant he wasn't about  
 w. Hirvonen, however,  
 all night in an effort to  
 what had been a cloudy

Rally Poland for him. "We have already done all of the final day's stages," said Hirvonen, "so I'm ready to stay up all night watching the videos and getting the notes right for tomorrow. I want a big battle, I want something positive from this event."

Question was, how far could Latvala climb? Four-tenths off Hämmnen, could he power his way into the fight for third? A stunning run through SS19, taking 12.6s out of Neuville, indicated there might be a chance.

Kubica was now struggling for positives from his home rally. He retired from sixth when he ripped a right-rear wheel off in SS17. Hayden Paddon and Henning Solberg were seventh and eighth, but coming under pressure from a hard-charging Meeke.

**Positions after day two**

- 1 Ogier/Ingrassia 2h 08m 47.3s; 2 Mikkelsen/Floene +1m 01.8s; 3 Neuville/Gilsoul +2m 23.5s; 4 Hirvonen/Lehtinen +2m 31.2s; 5 Hämmnen/Tuominen +2m 45.2s; 6 Latvala/Anttila +2m 45.6s.

Continued on page 28



Neuville bagged a podium for Hyundai

**STAGE TIMES**

- SS1 Milki 1 (9.03 miles)**  
 Fastest: Ogier 6m 54.0s  
 Leader: Ogier
- SS2 Kruklanki 1 (11.01 miles)**  
 Fastest: Hämmnen 9m 05.1s  
 Leader: Mikkelsen
- SS3 Mikołajki superspecial 1 (1.55 miles)**  
 Fastest: Ogier 1m 48.4s  
 Leader: Ogier
- SS4 Wieliczki 1 (8.01 miles)**  
 Fastest: Mikkelsen 5m 48.3s  
 Leader: Mikkelsen
- SS5 Kapciamiestis-Lithuania 1 (8.02 miles)**  
 Fastest: Ostberg 6m 21.5s  
 Leader: Mikkelsen
- SS6 Margionys-Lithuania 1 (11.16 miles)**  
 Fastest: Ogier 9m 51.3s  
 Leader: Ogier
- SS7 Kapciamiestis-Lithuania 2 (8.02 miles)**  
 Cancelled - road condition
- SS8 Margionys-Lithuania 2 (11.16 miles)**  
 Cancelled - road condition
- SS9 Wieliczki 2 (8.01 miles)**  
 Fastest: Mikkelsen 5m 39.0s  
 Leader: Mikkelsen
- SS10 Mikołajki superspecial 2 (1.55 miles)**  
 Fastest: Ogier 1m 46.9s  
 Leader: Ogier
- SS11 Chmielewo 1 (4.19 miles)**  
 Fastest: Mikkelsen 3m 21.7s  
 Leader: Ogier
- SS12 Stare Juchy 1 (8.95 miles)**  
 Fastest: Ostberg 7m 31.1s  
 Leader: Ogier
- SS13 Babki 1 (9.79 miles)**  
 Fastest: Ogier 7m 43.8s  
 Leader: Ogier
- SS14 Goldap 1 (21.85 miles)**  
 Fastest: Ogier 17m 21.7s  
 Leader: Ogier
- SS15 Baranowo 1 (9.25 miles)**  
 Fastest: Ogier 7m 35.9s  
 Leader: Ogier
- SS16 Chmielewo 2 (4.19 miles)**  
 Fastest: Ogier 3m 20.2s  
 Leader: Ogier
- SS17 Stare Juchy 2 (8.95 miles)**  
 Fastest: Neuville 7m 24.8s  
 Leader: Ogier
- SS18 Babki 2 (9.79 miles)**  
 Fastest: Latvala 7m 40.1s  
 Leader: Ogier
- SS19 Goldap 2 (21.85 miles)**  
 Fastest: Latvala 7m 40.1s  
 Leader: Ogier
- SS20 Mikołajki superspecial 3 (1.55 miles)**  
 Fastest: Ogier 1m 48.8s  
 Leader: Ogier
- SS21 Milki 2 (9.03 miles)**  
 Fastest: Latvala 6m 53.4s  
 Leader: Ogier
- SS22 Kruklanki 2 (11.01 miles)**  
 Fastest: Latvala 8m 57.0s  
 Leader: Ogier
- SS23 Mikołajki superspecial 4 (1.55 miles)**  
 Fastest: Latvala 1m 47.2s  
 Leader: Ogier
- SS24 Powerstage Baranowo (9.25 miles)**  
 Fastest: Ogier 7m 22.3s  
 Leader: Ogier

# DAVID EVANS

**"Rally Poland put a smile on the drivers' faces"**



**C**offee Inn was a very nice coffee shop. The latte was lovely, the brownie even better. But Lithuania was a long, long way to go for a cup of coffee last Friday.

That's maybe a bit harsh; we did see two stages in the largest of the three Baltic countries. Unfortunately one of them had to be chopped in half to get rid of a stretch of road Elfyn Evans described as "bonkers" because it was so fast. The Welshman's not known for exaggeration.

The cross-border trip from Poland to Lithuania was not the best of starts for Mikołajki's return to the WRC. And when the drivers started venting varying degrees of fury about the roads, it looked like the writing was on the wall. There's no doubt, running roads which offered similar levels of resistance to rubber as already melting butter did to a hot knife was not clever.

But, once the drivers got back to Poland and back onto what will likely rank as the fastest roads of the season, the smiles returned. Lithuania forgotten, Poland forgiven.

Ahead of the event, I had my reservations. Stinking traffic coming out of Warsaw wasn't the best reintroduction to the event, but walking into the service park at the weekend highlighted the value this event brings.

OK, it's not the Acropolis, but it's not Poland's fault that one of the most iconic events in the world remains wide of WRC Promoter's cash-counting radar (don't forget Poland has committed a whole heap of zloty for a three-year deal). The Acropolis should be back next year, but a fairytale Greek return shouldn't necessarily come back at the expense of Poland - there are considerably weaker rallies.

Once it was back across the border, Rally Poland didn't do much wrong. The days were long, but that's what you get when the FIA wanted a day in Lithuania and the promoter wanted a stage-ending powerstage at midday on Sunday; Saturday became the big one.

But the superspecial was fantastic. Yes, it was late and yes it was dark, but that only served to add to the atmosphere. And the service park was pretty good too. It was gravel and it did get muddy... so wear your wellies.

Even the monstrously big (700 rooms) Hotel Golebiewski, in whose grounds the whole event sits, has had a revamp. Granted, you and I might not choose to put that frightening carpet with that mind-bending wallpaper, but the place was clean, tidy, comfortable and convenient. The only downside here was that prices weren't exactly in keeping with the communist regime under which the place was built. Then again, with money the mouthpiece of the championship, perhaps this was fitting...



# WRC ROUND SEVEN: POLAND

Photos: mcklein-imagedatabase.com

## KRIS MEEKE

CITROEN TOTAL ABU DHABI WRT STAR



**U**nbelievable. That's the word to describe most of last week's Rally Poland. The roads were so fast, at times it really was unbelievable. And fantastic.

Unfortunately, our chance of a podium was spoiled by the trip to Lithuania on Friday, where the stages were also unbelievable – but in a bad way. The ruts across the border were shocking. We were running seventh car on the road and it was insane how much the six cars ahead had dug in and created two deep tramlines.

We left Poland in the middle of a real close fight; there were five of us within ten seconds of the lead. Two stages later, the condition of the road had cost me half a minute and my hopes of a third podium this season had gone. I was so disappointed and so frustrated at what to me was a pretty stupid choice of stages. It simply wasn't possible to push when the ruts were so deep. Sometimes your place on the road can work for you, but, on Friday, ours certainly worked against us.

I'm sure there are great roads in Lithuania, but the ones we were on last week were not suitable.

I was pretty fed-up driving the 120-mile road section back to Poland, but straight away the Polish roads put a big smile back on my face.

We were running fifth after Friday and, with the Saturday problems for Jari-Matti [Latvala] and my team-mate Mads [Østberg], we would have been back into third, until we had a puncture in SS13.

We got the puncture through a big compression. The car was thrown off line and I had to make a split-second decision: field or trees? I made the right call and dropped 20s getting out of the field. Unfortunately, the radiator was blocked with grass and sent the water temperature up, so we had to stop for Paul [Nagle, co-driver] to jump out and shift the grass. Then we got a radio message telling us Jari was close behind and would be wanting past, so we sat and waited for 20s. As soon as he went by, he got his own damper problem so we sat in his dust to the finish! What is it they say about the number 13?

From then on, we were about reeling in places. We got back to seventh, which meant points for me and the Citroën Total Abu Dhabi team which was some consolation from a rally which had looked really promising until we travelled east.



Local hero Robert Kubica finished despite a roll



Hirvonen pushed for fourth

Continued from page 27

### Leg three

Distance: 30.61 miles Weather: overcast – ambient temperature range on stages 14-20 Celsius

The Polo pair at the front of the field was a done deal. The final-day focus was all about who would join Ogier and Mikkelsen on the podium. There was just over 20s between Neuville and sixth-placed Latvala. The Finn appeared to be the only driver who looked unsure when asked about landing third. His boss

was more than confident as team boss Jost Capito said: "I told him don't worry about the car – hammer it and show them who is the boss."

His rivals weren't to be outdone, with Hirvonen's usual sledging accompanied by [M-Sport's] Rich Millener's thoughts: "We've got a trailer. We're not afraid to use it." Neuville said little, but smiled, went out and shattered the hopes and dreams of those following behind him. He started third and

stayed third. Latvala set a string of fastest times, but could only climb to fifth – an agonising 0.7s behind Hirvonen. Hänninen was demoted to sixth.

Meeke impressed with his pace, elevating himself to seventh ahead of Paddon and Solberg.

Nobody was happier than Ogier. "I wanted to keep a gap of 25 points, but now I have 50. That's two rallies in the pocket with five left to run. It's been a good weekend!" ■

## Tänak: Domination is not the word

Finally, it happened. Finally the Drive DMACK team delivered the WRC2 crushing result it had threatened all season, with Ott Tänak first from Jari Ketomaa.

Just as on previous rounds, this result was on the cards from the outset, but this time nothing derailed the Cumbrian-based team from the result it deserved. Dominant doesn't really do this one justice. After just three stages on Thursday, the nearest pursuer was more than half a minute down on them. Karl Kruuda was the best of the rest initially, until the Estonian rolled heavily on SS9. Martin Kangur had stepped up with an impressive run in his Fiesta S2000, but ripping a wheel off on Saturday stopped him. There was more disappointment for the French R5 machinery when Sébastien Chardonnet's DS3 R5 stopped at the end of SS12 with broken suspension.

Fiesta RRC driver Yazeed Al-Rajhi eventually took third,

albeit four minutes down on Tänak's R5.

"It's a good result," said the winner, whose only real issue came on SS12, where his co-driver started reading the wrong pacenotes. "Nothing special, no drama, just sensible driving."

It worked a treat. And Ketomaa's result moved him up the WRC2 standings to third.

Stéphane Lefebvre took his second WRC3 and Junior WRC win in as many starts aboard his Citroën DS3 R3. The Frenchman enjoyed a straightforward run through the Polish stages to head off Northern Irishman Alastair Fisher. After dominating much of the opening Junior event – before retirement – in Portugal, Fisher knew he had to finish the Mikołajki rally and he did just that.

He delivered a sensible drive, survived a puncture on Saturday and put valuable points on the board on an event where just four of the DS3s survived.



Tänak completed a perfect Rally Poland for the Drive DMACK team

Fisher said: "It was important to build the confidence here, especially with Finland coming. I was a wee bit cautious at the start, but the speed came and we could stay with the leaders. I'm happy with second."

The result in the Drive DMACK Fiesta Trophy was a repeat of Portugal, Sander Pärn taking his

second win, half a minute ahead of Welshman Tom Cave. Like his fellow Fiesta R2 drivers Cave struggled in the ruts in Lithuania, but otherwise he was happy. Second in the championship, Cave said: "I'm happy with this result – it's important to be consistent. Sander was quick here, but I'm happy we were able to fight." ■



*'McKenna was able to relax over the last stages'*  
BRC action from Scotland, p34



# DRIVER ANALYSIS

BY DAVID EVANS



## SEBASTIEN OGIER

VOLKSWAGEN

Enjoyed fight with his team-mate Mikkelsen and admitted he was fortunate to escape a sixth-gear moment on Saturday morning, but once his lead moved north of ten seconds he didn't look back. Brilliant. Again.



10/10

## JARI-MATTI LATVALA

VOLKSWAGEN

His rally was spoiled before it began, taking a set-up too hard from the pre-event test left him nervous and cost him 23s through Thursday penning stages. Bust suspension didn't help much either, but awesome fightback to finish fifth.



8/10

## KRIS MEEKE

CITROEN

The podium beckoned for Meeke and he would have been there were it not for the ruts on Friday or a puncture on Saturday. Awesome job avoiding the trees when he went off in SS13, this was his most assured run in a DS3 by some distance.



8/10

## MADS ØSTBERG

CITROEN

Caught out by the same rock which ended Evans' Saturday, albeit with more dramatic consequences for the Norwegian. Before that, he was on it and looked capable of carrying the fight to the Polos in the first half of the event. Finland can't come soon enough for him.



6/10

## MIKKO HIRVONEN

M-SPORT

Lost five points for being away with the fairies during the recce. Maybe he was wondering how Liverpool will cope without Suarez for the first part of next season. Recovered to challenge for what had looked like an unlikely podium spot.



5/10

## ELFYN EVANS

M-SPORT

Tricky to score these events for the Welshman as he continues to level his WRC learning curve. Didn't set the world alight early doors – that was never the plan; removing a wheel against a rock wasn't in the script either. An indifferent event for the M-Sport man.



4/10

## THIERRY NEUVILLE

HYUNDAI

Watching the fire marshal tackle the rear brakes of his i20 WRC on SS9, Neuville was staring down a superally Saturday. Fast forward 24 hours and the Belgian was third. He was then cool enough to stay on the bottom step despite pressure.



10/10

## JUHO HANNINEN

HYUNDAI

Bounced back from a massive Sardinian shunt brilliantly in Poland. Briefly ran in a podium slot, but lost his chance of a career-best when the steering wheel went wonky on Saturday. Keeping in a straight line meant applying 90 degrees of lock. Not easy.



10/10



Fisher was the WRC3 runner-up

VOLKSWAGEN

## ANDREAS MIKKELSEN

9/10

Eyeing this one as a bit more of a level playing field, Mikkelsen fancied a shot at the champion. For half the event, he had Ogier on the ropes. But he couldn't finish him. Instead, he slipped up to a masterful combination from the Frenchman...

HYUNDAI

## HAYDEN PADDON

7/10

An oil-thirsty i20 couldn't halt the Kiwi's charge to some exceptional day one times. He then spent the weekend trying to find a smoother, more efficient driving style. Scored his best ever WRC result with seventh.

M-SPORT

## ROBERT KUBICA

10/10

Have I just undermined the credibility of my own scoring system? Don't care. Kubica gets ten for turning up and turning dreams into reality for his countrymen. He was pretty quick too, especially when his Fiesta wasn't a) on its side and b) a wheel down.

M-SPORT

## HENNING SOLBERG

8/10

Huge entertainment value as ever; the WRC needs characters and there's no bigger than Henning. Here's the deal: let's offer him a minimum of 8/10 every time he turns up and makes us laugh. And, don't forget, he chose WRC over World RX...

## RESULTS

FIA World Rally Championship, round seven of 13, Lotus Rally Poland, June 26-29

POS	DRIVER / CO-DRIVER	CAR	TIME
1	Sébastien Ogier (FRA)/Julien Ingrassia (FRA)	Volkswagen Polo R WRC	2h 34m 02.0s
2	Andreas Mikkelsen (NOR)/Ola Floene (NOR)	Volkswagen Polo R WRC	+1m 07.7s
3	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 WRC	+2m 13.5s
4	Mikko Hirvonen (FIN)/Jarmo Lehtinen (FIN)	Ford Fiesta RS WRC	+2m 32.4s
5	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Volkswagen Polo R WRC	+2m 33.1s
6	Juho Hänninen (FIN)/Tomi Tuominen (FIN)	Hyundai i20 WRC	+2m 49.9s
7	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroën DS3 WRC	+4m 27.9s
8	Hayden Paddon (NZL)/John Kennard (NZL)	Hyundai i20 WRC	+4m 32.1s
9	Henning Solberg (NOR)/Ilka Minor (AUT)	Ford Fiesta RS WRC	+4m 59.0s
10	Martin Prokop (CZE)/Jan Tománek (CZE)	Ford Fiesta RS WRC	+6m 11.3s
11	Ott Tänak (EST)/Raigo Molder (EST)	Ford Fiesta R5	+8m 10.3s
12	Jari Ketomaa (FIN)/Kaj Lindstrom (FIN)	Ford Fiesta R5	+9m 48.5s
13	Yazeed Al Rajhi (SAU)/Michael Orr (GBR)	Ford Fiesta RRC	+12m 21.5s
14	Bryan Bouffier (FRA)/Xavier Panzeri (FRA)	Ford Fiesta R5	+12m 30.3s
15	Valeriy Gorban (UKR)/Volodymyr Korsia (UKR)	Mini JCW RRC	+13m 40.3s

Other notable finishers: 20 Robert Kubica (POL)/Maciej Szczepaniak (POL), Ford Fiesta RC WRC, +25m 02.3s; 22 Alastair Fisher (GBR)/Gordon Noble (GBR), Citroën DS3 R3, +27m 49.2s; 26 Sander Pärn (EST)/James Morgan (GBR), Ford Fiesta R2, +31m 19.5s; 27 Tom Cave (GBR)/Craig Parry (GBR), Ford Fiesta R2, +31m 49.5s; 35 Elfyn Evans (GBR)/Daniel Barritt (GBR), Ford Fiesta RS WRC, +37m 09.2s; 45 Molly Taylor (AUS)/Seb Marshall (GBR), Citroën DS3 R3, +1h 02m 33.6s.

WRC2: 1 Tänak/Molder 2h 42m 12.3s; 2 Ketomaa/Lindstrom +1m 38.2s; 3 Al Rajhi/Orr; 4 Gorban/Korsia; 5 Bernardo Sousa (POR)/Hugo Magalhães (POR), Fiesta RRC; 6 Nicolas Fuchs (PER)/Fernando Mussano (ARG), Fiesta R5.

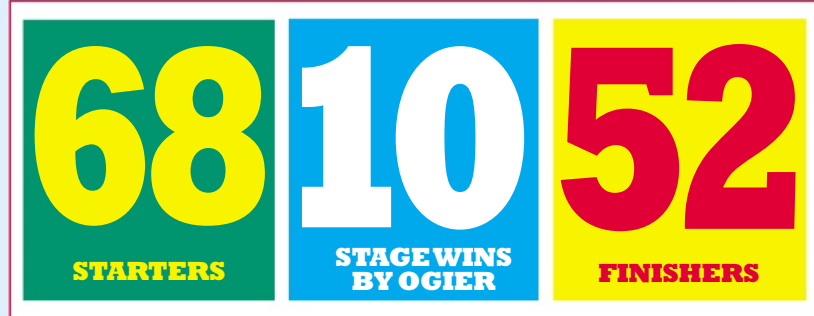
WRC2 standings: 1 Lorenzo Bertelli 81pts; 2 Yuriy Protasov 75; 3 Ketomaa 54; 4 Nasser Al-Attiyah 50; 5 Karl Kruuda 49; 6 Ott Tänak 45; etc.

Junior WRC/WRC3 (all Citroën DS3 R3): 1 Stéphane Lefebvre (FRA)/Thomas Dubois (FRA) 2h 58m 25.3s; 2 Fisher/Noble +2m 13.3s; 3 Quentin Giordano (FRA)/Guillaume Duval (FRA); 4 Martin Koci (SVK)/Lukas Kostka (CZE); 5 Christian Riedeman (GER)/Lara Vannešta (BEL); 6 Kornél Lukács (HUN)/Mark Mesterházi (HUN).

Junior WRC standings: 1 Lefebvre 50pts; 2 Riedemann 28; 3 Koci 27; 4 Fisher 18; 5 Giordano 16; 6 Della Casa 14; etc.

Drive DMACK Cup (all Ford Fiesta R2): 1 Pärn/Morgan 3h 05m 21.5s; 2 Cave/Parry +30.0s; 3 Yeray Lemas (ESP)/Rogelio Penate Lopez (ESP); 4 Max Vatanen (FIN)/Mikko Luikka (FIN); 5 Szymon Korniicki (POL)/Przemysław Mazur (POL); 6 Nicolas Amiouini (LBN)/Joseph Matar (LBN).

## RALLY BY NUMBERS



## CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Sébastien Ogier	166
2	Jari-Matti Latvala	116
3	Andreas Mikkelsen	83
4	Mads Østberg	66
5	Mikko Hirvonen	52
6	Thierry Neuville	46
7	Kris Meeke	38
8	Elfyn Evans	36
9	Martin Prokop	31
10	Henning Solberg	24



Pärn lifted the DMACK Fiesta Trophy victory

## MANUFACTURERS

POS	TEAMS	PTS
1	Volkswagen Motorsport	262
2	Citroën Total Abu Dhabi WRT	115
3	M-Sport WRT	90
4	Volkswagen Motorsport 2	82
5	Hyundai Shell WRT	80
6	Jipocar Czech National Team	34
7	RKM-Sport WRT	19
8	Hyundai Motorsport N	8

## STAGE WINS IN 2014

POS	DRIVERS	WINS
1	Sébastien Ogier	57
2	Jari-Matti Latvala	30
3	Mads Østberg	12
4	Andreas Mikkelsen	9
5	Mikko Hirvonen	5
6	Thierry Neuville	4
7	Dani Sordo	2
=	Juho Hänninen	2
=	Bryan Bouffier	2
=	Robert Kubica	2
10	Kris Meeke	1
=	Ott Tänak	1
=	Henning Solberg	1



Paddon finished in the points-paying positions

**NEXT RALLY**

Can Latvala hit back when the WRC visits his home country?

**RALLY FINLAND**  
JULY 31-AUGUST 3



# BTCC REPORT: CROFT

The BMW man claimed a double while his rivals were getting in trouble. By Matt James

# TURKINGTON KEEPS CLEAR OF THE CHAOS



BMW man has won four of the last six BTCC outings

Turkington stayed away from the chaos in the first two races

**C**olin Turkington, Croft and the MSA British Touring Car Championship. They are made for each other and last weekend, he hammered his opposition for the fourth time in six races to maintain his championship charge in the eBay Motors BMW.

However, a cruel clutch failure in race three meant he is only just keeping the rest at bay as factory Honda driver Gordon Shedden, who took two podiums and a fourth place in Yorkshire, is less than ten points behind in the title chase.

Andrew Jordan (Pirtek Honda Civic) was just relieved to find his way back to the winner's rostrum during race three as the only other former champion (aside from Turkington) to have won a round in June. It came at a price though because he is staring at a ten-place grid drop for Snetterton in August. It was the legacy of an early collision and predictably, it is under appeal.

After three quiet race races by BTCC standards at Oulton Park, the series was back to its bumper-crunching best at Croft – although a couple of incidents were a bit beyond the mark. The action was frenetic but it meant for a long night in the officials' bus on Sunday.

## Race one

The new mandated ratio for first gear was meant to stop the rear-wheel-drive cars' domination of the starts, but the cars still have an inherent dynamic

advantage anyway, so polesitter Turkington was odds on to reach Clervaux first – and so it proved.

Jason Plato's initial getaway was strong, which was helped by a poor getaway from Turkington, but Plato got too much wheelspin as he hit second gear and that dropped him two places. Before they'd reached Clervaux, it was Shedden and Rob Collard (BMW) ahead, then the MG man.

Collard was the cork in the bottle, which caused confusion behind. As he headed for the apex at Hawthorn, that caused Matt Neal (Honda) behind to tighten his line and that left Jordan with nowhere to go and he tapped the back of Neal's Tourer. Neal floored it to get it straight again, but couldn't avoid dropping back to eighth place.

That bunching up caused a concertina effect, and Adam Morgan (Mercedes), Nick Foster (BMW), Jack Goff (Vauxhall) and Rob Austin (Audi) collided behind on the entry to the chicane. Two were ruled out but Austin and Goff continued at the back.

None of that bothered Turkington as he powered the eBay car clear. He was 1.5 seconds ahead by the end of three laps (helped by a huge slide from Shedden in to the left-hander at the Complex at the end of the opening tour), and the big action was happened to their rear.

Plato, running third, was forced into a huge defensive mode from Collard, with the BMW man tapping the rear of the MG at Tower and in to the hairpin most laps. Whenever Collard got too close, he would be delayed and that would leave him prey to the

following Jordan, who was right in their wheel tracks.

The positions didn't ultimately change, but it had been a tough job for all concerned to maintain their positions throughout.

Behind them, Neal had climbed ahead of Alain Menu (VW) and Sam Tordoff (MG) in the early running to zero in on the train contesting third position but he was unable to make an impact on the roadblock ahead.

Plato, meanwhile, had been the brick wall that the others couldn't pass and he explained that he was in crisis management from the opening stages of the race. He said: "I had no grip at the front, and was getting mid-corner understeer in the crucial places. I was slowing the car down early into the vital corners, trying to be kind to the tyres so that they didn't drop off a cliff later on. I was backing Collard up a bit, but I was just playing the game. It is what you have to do when the car is like that and it was an enjoyable race."

Behind Menu in seventh, Mat Jackson (Ford) worked his way ahead of an ailing Tordoff by the flag and the second MG driver looked vulnerable over the closing stages and was almost overhauled by the soft-tyred AlcoSense-backed Audi A4 of Hunter Abbott.

But all of them were left well in the shadow of the black BMW. "I was managing the gap towards the end," said Turkington, who crossed the line some 7.4 seconds ahead of Shedden. "With the full success ballast on the car, it just settles it down a bit and sometimes it can be an advantage. I am not losing weight for the next race

so I am hoping it can be more of the same."

Shedden reported that his second place was as much as he could have asked for given the machinery at his disposal. Plato was looking for set-up tweaks. There was a sting in the tail for fifth-placed Jordan, who was pushed back to sixth afterwards by stewards who had deemed him responsible for the first-lap clash with Neal.

Despite the post-race problems, none of them worried Turkington, who hand landed another pole start. It seemed race two would follow a similar script to the opener:

## Race two

As soon as Turkington got to Clervaux first once more, the script looked very similar. Indeed, when the eBay Motors man powered across the line after 15 laps to bank win two – his tenth at the North Yorkshire venue – it was just as everyone had feared.

"No win is ever easy, but I will admit that I have had to work harder than I did in that one," said the points leader. "We had made some changes to the set-up between races one and two, and that really worked. Three out of three?" He pondered. "It depends where the reverse grid is drawn at."

Prophetic words indeed, because when the number ten was pulled out, his heart sank.

Behind Turkington in the race, Shedden was the only man who could hold a candle to the rear-wheel-drive hatchback of the leader. The gaps ebbed and flowed, but Turkington was able to hammer home his advantage when the

superior tyre wear of the BMW proved decisive over the latter few laps.

Collard ran in third place in the tweaked BMW 125i M Sport in no-man's land, with a handling afflicted Plato behind. Following him was Neal, who had started fifth but dropped behind Jordan by running wide at the chicane exit on the opening lap. He then battled back past Jordan at Sunny on lap two and set off after Plato. The MG man offered little resistance as Neal swept ahead into Sunny In on lap four. Collard was his next prey, and Neal chopped ahead of him on the exit of Barcroft on lap ten to complete a fantastic drive to the podium.

"The car has been fantastic through the really fast corners," said Neal. "We were chewing our tyres a bit towards the end, but we have made progress with it across the weekend and we are just lacking a little bit to the BMWs."

Or so he thought. When Neal got to the technical check area at the end of the race, the car failed the ride height test. The team appealed, but the Honda Yuasa Racing man was ultimately disqualified.

Collard was well clear of Jordan, but the reigning champion was pretty depressed about his plight in the Pirtek Honda. "We are just pi\*\*ing in the wind this weekend," said Jordan, still smarting from his race one penalty. "We can't keep up with the others, because we are missing something compared to them in set-up. I got used to the winning feeling at the start of the season, and now I am not winning, I don't like it. I want to get back to the front."



'Stilp won both Clio Cup races at Croft'  
BTCC supports reports, p33



# ROUNDS



Jordan battled through to take win in the third race



Abbott, Neal and Austin clashed in crazy race three

There was action behind. As Plato tried to fend off the resurgent Menu for sixth, the pair entered a drag race along the start finish straight to begin lap 14. Menu collected the place on the inside but Plato, on the outside line, turned in and contact was made with the left-rear corner of the VW. Menu was spat in to the wall, and was furious with his assailant.

The stewards looked hard at the incident, and determined that Plato was to blame. They let him keep the position on the circuit, but demoted him ten places for the third race of the weekend, which frustrated Menu.

That promoted Mat Jackson to sixth from Tordoff, who was pursued by the soft-tyre shod Toyota of Tom Ingram and Fabrizio Giovanardi (Ford), who had been racing under appeal after an earlier accident – his third of the season, which means a driver should be banished to the back. There was no time to hear the appeal, which meant that he got to keep his front row start. It was all to play for.

### Race three

Giovanardi's front row start didn't seem as if it would pay off when the group reached the opening corner. The Italian was already demoted to third place by Goff and Ingram, but the two young lions had more than a hefty swipe at each other as they raced side by side into Hawthorn. Contact was made and Ingram's Toyota was terminally damaged, as he speared off the circuit a corner later.

Goff had been slowed too, and that allowed a surprised Jordan into second place, right on the bootlid of Giovanardi. That didn't last either. As the pair went in to the super-quick Barcroft

right-hander, there was slight contact on the back of the Focus and the former double champion speared in to the outside wall.

Jordan was a bit miffed: "I am not sure if Gio had a car problem or something going in to the corner, but he slowed way more than you would normally and there was nothing I could do."

Giovanardi was incensed with his rival, saying that he thought he must have been driving with his eyes shut. The arguments raged long and hard in the officials' bus afterwards and they decided that there was blame on Jordan's part. He was handed a ten-place grid penalty for Snetterton (see *Racing news*).

The safety car was out by the time that they reached the line at the end of the lap for a four-lap hiatus to clear up Ingram's machine.

Jordan lead the charge at the restart from Goff and the rapid Collard, with Mat Jackson, Tordoff, Turkington and Shedden following.

Jordan could escape because Goff was proving tough for Collard to unseat. He eventually managed to get by with a bump at Sunny on lap 11 which bulked the Vauxhall – for which he was given a five-place grid penalty for Snetterton's opener in August. The pacy Shedden followed him through two laps later, and then performed a tap-and-run move at Hawthorn to nab an eventual third position from Jackson. However, there was more paperwork flying in the officials' bus and Shedden was the one on the losing side, earning a four-second penalty which demoted him back behind Jackson in fourth place.

Morgan climbed up to fifth in a much improved showing for the Mercedes, ahead of Goff and Foster.

Menu rose from the back to seventh to rescue something from the race and he led home team-mate Aron Smith in ninth place.

Plato, who had started 16th, limped home in tenth. If understeer problems afflicted the car when the rubber was hard, the soft stuff really didn't suit it at all and he was on a damage limitation exercise.

Double winner Turkington retired with a clutch problem after nine laps to puncture his dream weekend. "It is a legacy of the longer first gear that we are being forced to run. It is gutting." If it was for him, it was also for Neal. He was charging from the back when, on lap six, Warren Scott (Vauxhall), Neal and Austin went three abreast in to Hawthorn. Austin was on the inside, Neal in the middle and Scott on the outside but three into one didn't go and, for the second meeting in a row, Neal took nothing from race three.

Neal said: "Rob started that race with every panel on his car dented, and he's been driving into car after car. He hit me in the back on the way in to the corner too. It's just not on."

Stewards looked at the incident and decided to take no action, which incensed Austin. "I was almost fully ahead when we got to the right hander, and Matt drove in to me," said Austin. "Still, it's Matt Neal, and no one is allowed to hit Matt Neal, are they?"

His anger summed up the bad temper felt by all but Turkington on a dramatic weekend. ■

## RACE FACTS

Photos: Jakob Ebrey



### CROFT

**Where:** Darlington, North Yorkshire  
**First BTCC round:** 1968  
**Lap length:** 2.25 miles  
**Qualifying lap record:** Colin Turkington 1m 24.465s (2013)  
**Race lap record:** Colin Turkington 1m 25.290s (2013)

## RESULTS

Round: 13 Laps: 15

Weather: warm and dry

POS	Q	DRIVER	CAR	TIME
1	1	Colin Turkington	eBay Motors BMW 125i M Sport <sup>1</sup>	20m 08.824s
2	3	Gordon Shedden	Honda Yuasa Racing Civic Tourer <sup>2</sup>	+7.478s
3	2	Jason Plato	MG KX Clubcard Fuel Save MG6 <sup>4</sup>	+13.890s
4	6	Rob Collard	eBay Motors BMW 125i M Sport <sup>5</sup>	+14.153s
5	4	Matt Neal	Honda Yuasa Racing Civic Tourer	+15.054s
6	5	Andrew Jordan	Pirtek Racing Honda Civic <sup>3</sup>	+14.692s*
7	9	Alain Menu	Chrome Edition Restart Racing VW CC	+15.693s
8	15	Mat Jackson	Airwaves Racing Ford Focus	+19.173
9	7	Sam Tordoff	MG KX Clubcard Fuel Save MG6	+20.905s
10	17	Hunter Abbott	AlcoSense Audi A4 (S)	+21.361s

11 (16) Dave Newsham (AmD Tuning.com Ford Focus) +22.038s; 12 (18) Fabrizio Giovanardi (Airwaves Racing Ford Focus) +31.159s; 13 (10) Rob Austin (Exocet Racing Audi A4) +33.990s; 14 (24) Martin Depper (Pirtek Racing Honda Civic) +38.463s; 15 (14) Tom Ingram (Speedworks Toyota Avensis) +38.504s; 16 (12) Marc Hynes (Quantel BiFold Racing MG6) +40.556s; 17 (23) Jack Clarke (Crabbie's Racing Ford Focus) +44.342s; 18 (25) Lea Wood (Houseman Racing Toyota Avensis) +46.239s; 19 (19) Jack Goff (RCIB Insurance Vauxhall Insignia) +46.567s; 20 (26) Aiden Moffat (Laser Tools Racing Chevrolet Cruze) +54.186s; 21 (21) James Cole (United Autosport Toyota Avensis) +1m 00.014s; 22 (27) Ollie Jackson (Welch Motorsport Proton Gen-2) +1m 00.052s; 23 (11) Aron Smith (Chrome Edition Restart Racing VW CC) +1m 03.623s; 24 (29) Dan Welch (Welch Motorsport Proton Gen-2) +1m 04.310s; 25 (22) Warren Scott (Chrome Edition Restart Racing Vauxhall Insignia) +1m 04.924s; 26 (30) Simon Belcher (Handy Motorsport Toyota Avensis) +1m 11.282s; 27 (20) Glynn Geddie (United Autosport Toyota Avensis) +1 lap; 28 (28) Robb Holland (Rotek Racing Audi S3) +2 laps; R (8) Adam Morgan (Wix Filters Mercedes A Class) 0 laps/damage; R (13) Nick Foster (eBay Motors 125i M Sport) 0 laps/damage. \*one second penalty for contact.

Pole position: Turkington 1m 23.246s (91.89mph). Winner's average speed: 88.59mph. Fastest lap: Turkington 1m 24.815s (90.19mph). Lap leaders: Turkington 1-15.

Round: 14 Laps: 15

Weather: warm and muggie

POS	Q	DRIVER	TIME
1	1	Turkington <sup>1</sup>	21m 32.413s
2	2	Shedden <sup>2</sup>	+6.243s
4	4	Collard <sup>4</sup>	+10.430s
5	6	Jordan <sup>5</sup>	+18.455s
6	3	Plato <sup>3</sup>	+23.220s
7	8	M Jackson	+24.716s
8	9	Tordoff	+27.835s
9	15	Ingram(S)	+30.011s
10	12	Giovanardi	+31.998s
11	19	Goff	+32.864s

11 (29) Morgan +33.801s; 12 (17) Clarke +34.426s; 13 (30) Foster +34.608s; 14 (23) Smith +42.553s; 15 (16) Hynes +42.594s; 16 (18) Wood +43.135s; 17 (14) Depper (S) 43.745s; 18 (21) Cole +50.475s; 19 (22) O Jackson +54.167s; 20 (28) Holland +1m 07.351s; 21 (24) Welch +1m 08.516s; 22 (26) Belcher + lap; 23 (27) Geddie +2 laps; R (7) Menu 13 laps/accident; R (25) Scott 8 laps/crashed; R (10) Abbott 5 laps/accident; R (11) Newsham 2 laps/damage; R (13) Austin 0 laps/accident; R (20) Moffat 0 laps/pulled off. EXC Neal.

Winner's average speed: 88.78mph. Fastest lap: Turkington 1m 24.542s (90.48mph). Laps led: Turkington 1-15.

Round: 15 Laps: 18

Weather: mostly dry, with spots of rain

POS	Q	DRIVER	TIME
1	6	Jordan (S) <sup>5</sup>	28m 24.822s
2	7	Collard (S) <sup>4</sup>	+3.492s
4	5	M Jackson (S)	+18.517s
3	8	Shedden (S) <sup>2</sup>	+18.940s*
5	10	Morgan (S)	+19.179s
6	1	Goff	+19.180s
7	12	Foster (S)	+19.382s
8	24	Menu (S)	+19.751s
9	13	Smith (S)	+20.397s
10	16	Plato (S)	+21.370s

11 (26) Abbott +29.334s; 12 (4) Tordoff (S) +32.087s; 13 (17) Depper +32.252s\*\*; 14 (15) Wood (S) +33.467s; 15 (18) Cole (S) +34.295s; 16 (27) Newsham (S) +38.948s; 17 (25) Scott (S) +46.649s; 18 (22) Belcher (S) +52.523s; 19 (19) O Jackson (S) +51.666s; 20 (29) Moffat (S) +1m 19.750s; R (11) Clarke (S) 10 laps/damage; R (23) Geddie (S) 9 laps/damage; R (14) Hynes (S) 8 laps/crash; R (21) Welch (S) 8 laps/contact; R (9) Turkington (S) (45kgs) 7 laps/clutch; R (30) Neal (S) (27kgs) 6 laps/contact; R (28) Austin (S) 5 laps/damage; R (2) Giovanardi (S) 5 laps/damage; R (20) Holland (S) 4 laps/damage; R (3) Ingram 0 laps/damage. \*four-second penalty for contact. \*\*three-second penalty for contact.

Winner's average speed: 80.77mph. Fastest lap: A Smith 1m 25.306s (89.67mph). Laps led: Jordan 1-18.

RACE SUCCESS BALLAST 45kgs<sup>1</sup> 36kgs<sup>2</sup> 27kgs<sup>3</sup> 18kgs<sup>4</sup> 9kgs<sup>5</sup>

## CHAMPIONSHIP POINTS

### DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	228
2	Gordon Shedden	221
3	Andrew Jordan	200
4	Jason Plato	179
5	Rob Collard	170
6	Mat Jackson	138
7	Matt Neal	127
8	Sam Tordoff	122
9	Aron Smith	86
10	Fabrizio Giovanardi	69

11 Alain Menu 69; 12 Jack Goff 65; 13 Adam Morgan 65; 14 Rob Austin 63; 15 Tom Ingram 62; 16 Nick Foster 48; 17 Dave Newsham 25; 18 Marc Hynes 21; 19 Hunter Abbott 12; 20 Glynn Geddie 9; 21 Lea Wood 6; 22 Jack Clarke 5; 23 Martin Depper 5; 24 James Cole 5.

### INDEPENDENTS

POS	DRIVER	PTS
1	Turkington	241
2	Jordan	230
3	Collard	206
4	M Jackson	188
5	Smith	118
6	Giovanardi	107
7	Menu	106
8	Goff	104
9	Morgan	101
10	Ingram	97

11 Austin 90; 12 Foster 80; 13 Newsham 58; 14 Hynes 54; 15 Wood 34; 16 Abbott 32; 17 Geddie 27; 18 Clarke 26; 19 Depper 22; 20 Cole 17; 21 Scott 15; 22 Aiden Moffat 4; 23 Simon Belcher 3; 24 Dan Welch 1; 25 Chris Stockton 1.



Menu and Plato clash in race two: the Swiss ended up in the wall

TURN OVER FOR MN'S EXCLUSIVE DRIVER RATINGS



# BTCC REPORT: CROFT

## IN BRIEF

**Chris Stockton (Power Maxed Racing Chevrolet Cruze) was forced to quit the rounds at Croft last weekend after engine problems with the new Neil Brown-tuned motor meant that he was unable to participate in qualifying although he was present for the three races.**

Alain Menu spun as the red flags flew half way through qualifying when a tyre stack was dislodged at the chicane. The Chrome Edition Restart Racing VW CC man clipped the freshly exposed kerb on the left-handed element and his machine rotated on to the grass, fortunately without damage. He was able to line up in ninth position.

**United Autosports Toyota Avensis racer Glynn Geddie**

**was black flagged in qualifying for straying over the track limits on three successive laps. He returned to the action to post the 20th fastest lap time. It was a tough weekend for the Scotsman, though, with damage in all three races.**

American Robb Holland was making his circuit debut at Croft in his Rotek Racing Audi S3. He finished a best of 16th in the second race of the weekend.

**The second event of the weekend marked the 100 races benchmark for AmD Tuning.com's Dave Newsham. The Scotland-based Welshman's Ford Focus was caught up in an early skirmish with Rob Austin's Audi A4 as the pair**

**powered away from the line. He was forced into the pits for repairs, but retired for good after only two laps.**

The Airwaves Racing team boss David Bartrum finished an epic journey from Paul Ricard's Blancpain race on Saturday to Croft on Sunday with a brisk four-mile walk in the Yorkshire countryside. He arrived late and the queuing spectator traffic to get in meant he would have missed the start, so he abandoned his taxi and walked the rest of the way to the track.

**Pirtek Honda driver Martin Depper was given a three-second penalty after the third race for contact with Sam Tordoff's MG. He was classified in 13th, one place behind his rival.**



**Rob Austin crashed in practice and borrowed a driver's window from engineer James Weaver's road car to allow him to complete qualifying in the Audi A4. When he crashed again during Sunday's second race he borrowed Weaver's replacement, freshly installed by Autoglass that morning. Weaver had a chilly drive home...**

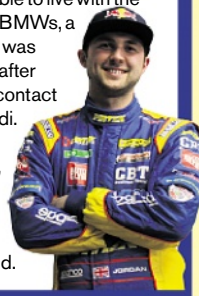
## DRIVER ANALYSIS BY MATT JAMES

### ANDREW JORDAN

7/10

Pirtek Racing Honda Civic

Hugely frustrated with the car's performance over the opening two races and unable to live with the Tourers or the BMWs, a race three win was under a cloud after controversial contact with Giovanardi. Adamant that he is innocent, he has appealed a penalty. A tough weekend.



### JASON PLATO

6/10

KX Clubcard Fuel Save MG

Struggling with the car's handling across the weekend, he was in damage limitation mode mostly. Held his hands up to a collision with Menu in race two which put his former team-mate in the wall, which was to his credit. Qualifying effort was superb, it is just that the car is not up to the job right now.



### GORDON SHEDDEN

8/10

Yuasa Honda Civic Tourer

The highest points scorer of the weekend with two podiums and a fourth, Shedden was keeping his head down and getting on with the task at hand. A penalty for race three contact was the only blemish on an otherwise strong weekend for the Flying Scotsman.



### MATT NEAL

7/10

Yuasa Honda Civic Tourer

Being excluded from the second race, after a fantastic drive to third place from sixth on the grid, showed that Neal has got his spark back. It was a shame – and no fault of his own – that the car failed a ride height test which meant he lost the result. Things simply aren't going Neal's way at the moment.



### COLIN TURKINGTON

9/10

eBay Motors BMW

From pole – and a lap time that stunned even his own team – Turkington's two first wins showed his class. But a cruel clutch failure in the finale meant that he didn't leave with the haul that he could have done. He is still sitting pretty at the top of the points table.



### ROB COLLARD

8/10

eBay Motors BMW

Croft is a circuit Collard enjoys and it showed. Again, slightly off the pace of team-mate Turkington, he nevertheless banked three podiums to match his fellow BMW man's weekend points haul. If he can find that last edge, there is no reason Collard can't become a regular in the winners' circle again.

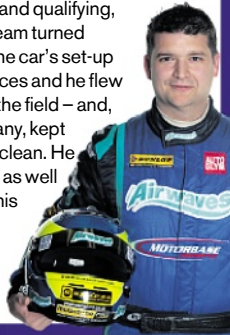


### MAT JACKSON

7/10

Airwaves Ford Focus

Jackson was completely at sea in practice and qualifying, but the team turned around the car's set-up for the races and he flew through the field – and, unlike many, kept his nose clean. He is driving as well as ever this season, which is a joy to watch.



### ROB AUSTIN

486/10

Exocet Racing Audi A4

Admitted fault for practice shunt, but raised £486 for a local hospice by auctioning off damaged parts. Was shunted in all three races, and none of the accidents were his fault. Only collected one 12th place finish in the opening race. It was a heartbreaking weekend and a credit to his mechanics.

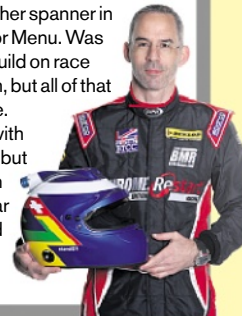


### ALAIN MENU

6/10

Chrome Restart VW CC

The race two incident with Plato, which the MG man was blamed for, put another spanner in the works for Menu. Was looking to build on race one seventh, but all of that was undone. Struggled with understeer, but is getting on top of the car and will land a podium result soon.



### FABRIZIO GIOVANARDI

5/10

Airwaves Ford Focus

Never quite as on top of the Focus as team-mate Jackson, Giovanardi was censured for a race one clash with Smith. Started on the front row for the finale but was involved in contact with Jordan which put him in the wall. The Italian was seriously unhappy about the high-speed shunt.



### TOM INGRAM

5/10

Speedworks Avensis

Ingram was struggling for pace in practice, but his racecraft means he is always a threat. He finished 15th in race one and then in the top ten in race two. Was leading the finale before contact broke the car. It was a real pity for him.

### ARON SMITH

5/10

Chrome Edition VW CC

The star of Oulton Park was beaten up by Giovanardi in the opening race of the weekend, which put him on the back foot. Recovering to 14th in race two and then the top ten in the finale was something to smile about.

### SAM TORDOFF

6/10

KX Clubcard Fuel Save MG

Like team-mate Plato, Tordoff was struggling to get decent grip from the MG6 over the weekend and was battling in the lower reaches of the top ten. Being nerfed off by Depper in the finale didn't help. It was a weekend to forget, really.

### ADAM MORGAN

6/10

Wix Filters Merc A Class

A return to form for Morgan after a tough Oulton. The car was quick out of the box and he was unlucky to be knocked out of race one. That set up a redemption job, and he drove excellently in race three to land a fifth position. More like it.

### JACK GOFF

6/10

RCIB Vauxhall Insignia

Battling from 19th to tenth in the second race set Goff up as he was on pole for the finale, but he was treated rather roughly by the pack and dropped to sixth place at the end. Was still one of the top ten points scorers over the weekend.





'Sutton missed the win by just 0.1 seconds at the flag'  
British Formula Ford action, below



Photos: Jakob Ebrej

## Sutton grabs first win as Scott leads

### MSA Formula Ford Championship of Great Britain

By Russell Hayes

Scholarship class leader Ashley Sutton impressed to claim his first win, and could have left Croft with more.

Sutton had never been to Croft before but soon picked his way through from his sixth-placed start in race one and set about halving poleman Harrison Scott's advantage on lap seven. Scott was saved by a safety car when team-mates Connor Jupp and Connor Mills made contact at Tower. They punted Ricky Collard into the grass. The race ended behind the safety car, but Sutton was determined in race two.

From his third place start, he was past Scott and in the lead by lap six and streaked away to win. Sutton could have had a second win in race three but James Abbott made his Mygale as wide as possible from pole. Sutton found a better exit to the final corner but missed out by 0.1 seconds.

Two fifth place finishes were the best Jayde Kruger could take away after a poor qualifying. Scott has inherited the points lead.

## Breeze doubles up as Robertson scores big

### Ginetta GT4 Supercup

By Russell Hayes

A brace of podiums was good enough for Charlie Robertson to extend his lead of the GT4 Supercup, taking advantage of rival Andrew Watson's worst weekend of the year.

Former champion Carl Breeze scored his first win of the season in race one, muscling his way past Robertson at Clervaux on the opening tour. The pair moved away from the chasing pack of Tom Oliphant, Luke Davenport and Will Burns. Watson and Davenport made contact as the Irishman dived up the inside at the Hairpin for third with Burns sensing his luck around the outside. All four scrapped throughout the following lap with Burns penalised for cutting the Chicane to take third. It promoted Oliphant on to the last step of the podium.

Breeze took his second win in race two ahead of Robertson, after a safety car was needed to clear Davenport's car at Clervaux. Team-mates Burns and Sean Huyton went side-by-side out of the Hairpin for third with Huyton claiming the spot.

Burns scored his first career podium in race three. Reverse grid poleman David Pittard took an impressive lights-to-flag win despite a broken differential. Breeze was second.

Watson's best results were two seventh places after track limits penalties were applied.



Webster (left) started to win both Porsche outings

# WEBSTER TAKES TWO AS MEADOWS FALTERS

## Carrera Cup scholar grabs the championship lead after bad luck for rival

### Porsche Carrera Cup GB

By Russell Hayes

Josh Webster capitalised on bad luck for the reigning champ Michael Meadows to claim a brace of wins and take the points lead heading into the mid-season break.

Before the trip to Yorkshire, Webster had begun to reel in Meadows' advantage at the top of the standings with his victory in the British class of the Carrera Cup race at Le Mans last month.

Croft is an unlucky circuit for Meadows. He was excluded from last season's race two and his luck was out this time during Saturday's qualifying.

Meadows ran off on to the grass at Tower. As he attempted to rejoin, he hit the edge of the Tarmac, ruining the front end.

It forced him to miss Saturday's opening race (*see Racing News*).

That was the opportunity Webster needed to jump into the championship lead, and it was all but sealed on the opening lap of race one. Poleman Paul Rees ran wide and locked up heading out of Hawthorn and into the Chicane. It enabled Webster to drive up the inside, despite the pair making contact. Rees' error forced him to cut the Chicane and Webster sprinted away.

As his tyres began to wilt four laps in, Webster was managing the gap to Rees at around two seconds, but Rees had his own distractions. His mirrors were full of Victor Jiménez while the weekend's guest driver, Ollie Millroy, was all over the rear of debutant Pepe Massot after his switch from the Ginetta GT4 Supercup. The Spaniard held

off Millroy at the flag with Webster cruising to victory. Paul Donkin scored the Pro-Am2 honours on his debut, heading a scrap between Peter Kyle-Henney and Paul McKay.

Meadows returned with a mended car for Sunday's race, and on fresh rubber. He started on the second row having set a third-placed lap time on Saturday before his incident.

Webster made a good getaway from the rolling start while Jiménez and Millroy clashed out of Clervaux. Meadows knew he had to quickly get ahead of Rees to stand a chance of using his fresher set of boots. He did so up the inside at the Hairpin on the third tour and set off on his pursuit with a 3.8 second gap to make up. Only five laps later, that gap was under a second with Massot seven seconds

### RACE DATA

**Porsche Carrera Cup GB (15 laps)** 1 Josh Webster (Redline Racing) 20m 57.154s (91.27mph); 2 Paul Rees (In2 Racing) +1.557s; 3 Victor Jimenez (Redline Racing); 4 Pepe Massot (Parr Motorsport); 5 Ollie Millroy (Redline Racing); 6 Paul Donkin (Redline Racing). CW Massot; Donkin. FL Webster 1m 22.073s (93.21mph) P Rees S 10.

**Race two (15 laps)** 1 Webster 20m 53.918s (91.51mph); 2 Michael Meadows (Samsung UHD TV Racing) +0.754s; 3 Massot; 4 Rees; 5 Justin Sherwood (Team Parker Racing); 6 Donkin. CW Massot; Donkin. FL Meadows 1m 22.661s (92.54mph) P Webster S 11.

**Points (after 9/19 rounds)** 1 Webster 167pts; 2 Meadows 158; 3 Rees 125; 4 Jimenez 113; 5 Peter Kyle-Henney (Parr Motorsport) 65; 6 Steven Liguorish (Team Parker Racing) 65; etc.

around Sunny. "I knew that with new tyres, Michael would be quick at the start but the wear would equalise later in the race," Webster said.

Massot's third was challenged by a resurgent Rees. Massot had car woes but held on to take his first Porsche podium. "My steering arm was bent when I was hit by Jiménez as he went off at the start," Massot said. Meadows was just too far away from Webster to make a late move and sensibly decided to bank points. "Michael tried all the tricks, flashing his lights at me," Webster said. "But that's twice I've raced close to him and beaten him. It's very positive."

Donkin took a double Pro-Am2 win, with Kyle-Henney second after McKay put a wheel on the grass and spun out of Tower.

## HHC stars Kellett and Norris share the wins

### Ginetta Juniors

By Mike Holder

A dream weekend for HHC Motorsport netted two wins, one for James Kellett and the second a maiden car racing win for 14-year-old Lando Norris.

Kellett scooped the opener for the Yorkshire team, after a fierce early tussle with team-mate Norris. Kellett led to Tower but Norris was ahead come the end of the opening lap, with JHR Developments' Jack Mitchell chasing hard. Norris came unstuck at Sunny on lap two, as Kellett pounced for the lead and Mitchell wriggled past at the Complex at the end of the lap.

Once clear, Kellett built his advantage leaving Norris to chase Mitchell, but Mitchell's

pace was good enough to put him up with the leader. As they squabbled, Norris bought back into the battle and when there was contact at the Complex two laps from home, Norris nipped past Mitchell to secure second behind Kellett.

But when Leeds-based Kellett felt something was awry with the steering on the race two warm-up lap, he pitted and lost a lap while the team tried to sort the problem. That let Norris grab an early lead from Jamie Chadwick and Mitchell, but Chadwick's race fell apart at Clervaux on lap four with a spin following a battle with Ryan Hadfield. All that allowed Norris to lead from Mitchell and Dan Zelos, as Ben Pearson battled to fourth ahead of a gaggle of cars that included Senna Proctor and a recovered Hadfield. Chadwick bagged 13th, while Kellett's best lap time was quicker than that of the race winner.



Norris took first win in cars

## Stilp stands tall and takes a Clio Croft double

### Renault UK Clio Cup

By Matt James

Jordan Stilp had yet to stand on the podium so far in the Renault Clio Cup this season, but firmly laid that ghost to rest in the opening race at Croft with a dominant victory.

He powered clear of a rejuvenated SVR car of Ash Hand at will, and backed off to control the gap towards the end. Hand was leading an SVR trio of Ant Whorton-Eales, who had benefitted from a super launch, and then Josh Cook and Alex Morgan. The positions were unchanged throughout the 12-lapper.

At the first corner, James Colburn (Westbourne) and Paul Rivett (WDE) had tried to go through Clervaux side-by-side. Rivett clattered the kerb and bounced in to Colburn, spinning the Oulton winner around. Both continued, but were well down with Colburn ninth and Rivett 12th.

Stilp blitzed the field in race two as well, his task eased after a turn one kerfuffle left Josh Cook with a battered SVR car and a chasing pack delayed in the drama. Stilp quickly established a lead over Rivett but Colburn bravely snatched second at Barcroft on lap three. He was too far back to catch Stilp, who built the lead gap remorselessly. Rivett fell into the clutches of Hand, who had battled his way past AW-E. Hand then set about Rivett and secured third place, while Rivett had his mirrors full of Whorton-Eales starting the last lap, who in-turn had his mirrors full of Team Pyro's Lee Pattison.

Rivett used his many years of Clio experience to stave off the attack and secure fourth at the flag. Cook battled on despite his lap one damage and ran 10th until a second off did further damage and he was called into the pits where he parked it for the weekend.

## RESULTS

**Ginetta Junior Championship (8 laps)** 1 James Kellett (HHC Motorsport) 13 34.349s (75.15mph); 2 Lando Norris (HHC Motorsport) +0.528s; 3 Jack Mitchell (JHR Developments); 4 Jamie Chadwick (JHR Developments); 5 Ryan Hadfield (R&J Developments); 6 Alex Sedgwick (JHR Developments). FL Mitchell 1m 40.570s (76.06mph) P Norris S 19.

**Race two (8 laps)** 1 Norris 13m 39.416s (74.68mph); 2 Mitchell +0.525s; 3 Dan Zelos (JHR Developments); 4 Pearson; 5 Senna Proctor (JHR Developments); 6 R.Hadfield. FL R.Hadfield 1m 40.783s (75.90mph) P Norris S 20.

**Points (after 10/20 rounds)** 1 Mitchell 295pts; 2 R.Hadfield 202; 3 Kellett 193; 4 Pearson 173; 5 Norris 171; 6 Zelos 171; etc.

### MSA Formula Ford Championship of Great Britain

**(14 laps)** 1 Harrison Scott (Falcon Motorsport Mygale M13-SJ) 22m 17.190s (80.09mph); 2 Ashley Sutton (Jamun Racing Mygale M12-SJ) +0.433s; 3 Juan Rosso (Radical Motorsport Mygale M13-SJ); 4 James Abbott (Radical Motorsport Mygale M13-SJ); 5 Max Marshall (JTR Mygale M12-SJ); 6 Jayde Kruger (JTR Mygale M12-SJ). CW Sutton. FL Kruger 1m 19.754s (96.92mph) Record P Scott S 12.

**Race two (13 laps)** 1 Sutton 17m 32.916s (94.45mph); 2 Abbott +2.303s; 3 Scott; 4 Rosso; 5 Kruger; 6 Marshall. CW Sutton. FL Sutton 1m 20.018s (95.60mph) P Abbott S 11.

**Race three (15 laps)** 1 Abbott 20m 20.190s (94.04mph); 2 Sutton +0.110s; 3 Scott; 4 Rosso; 5 Kruger; 6 Marshall. CW Sutton. FL Kruger 1m 20.475s (95.06mph) P Scott S 12.

**Points (after 15/30 rounds)** 1 Scott 382pts; 2 Kruger 353; 3 Rosso 311; 4 Abbott 305; 5 Marshall 290; 6 Sutton 242; etc.

**Ginetta GT4 Supercup (10 laps)** 1 Carl Breeze 14m 12.182s (89.77mph); 2 Charlie Robertson (HHC Motorsport) +1.103s; 3 Tom Oliphant (Century Motorsport); 4 Luke Davenport (United Autosports); 5 Will Burns (Academy Motorsport); 6 David Pittard (SV Racing with KK).

FL Breeze 1m 24.119s (90.94mph) P Robertson S 14.

**Race two (16 laps)** 1 Breeze 24m 01.322s (84.92mph); 2 Robertson +0.898s; 3 Sean Huyton (Academy Motorsport); 4 Burns; 5 Pittard; 6 Max Coates. FL Robertson 1m 25.440s (89.53mph) P Breeze S 13.

**Race three (15 laps)** 1 Pittard 21m 51.121s (87.52mph); 2 Breeze +0.462s; 3 Burns; 4 Oliphant; 5 Davenport; 6 Robertson. FL Davenport 1m 25.502s (89.47mph) P Pittard S 10.

**Points (after 14/27 rounds)** 1 Robertson 355 pts; 2 Pittard 326; 3 Watson 323; 4 Breeze 316; 5 Oliphant 283; 6 Davenport 246; etc.

**Renault Clio Cup (12 laps)** 1 Jordan Stilp 18m 54.499s (80.91mph); 2 Ash Hand (SVR) +1.159s; 3 Ant Whorton-Eales (SVR); 4 Josh Cook (SVR); 5 Alex Morgan (SVR); 6 Mike Bushell (Pyro). CW Stilp; Morgan; Lee Pattison (Pyro). FL Stilp 1m 33.518s (81.80mph) P Stilp S 13.

**Race two (12 laps)** 1 Stilp 18m 59.740s (80.54mph); 2 Colburn +6.757s; 3 Hand; 4 Rivett; 5 Whorton-Eales; 6 Pattison. CW Stilp; Rivett; Morgan. FL Stilp 1m 33.629s (81.70mph) P Stilp S 13.

**Points (after 10/18 rounds)** 1 Cook 237 pts; 2 Colburn 222; 3 Stilp 207; 4 Bushell 203; 5 Morgan 201; 6 Whorton-Eales 192; etc.



# BRC ROUND THREE: SCOTTISH RALLY

## Pryce has a nightmare as McKenna strikes in the British championship chase. By John Fife

### IN BRIEF

#### Land Rovers

Alan Paramore and Steve Partridge won the Land Rover class by less than a minute from Marc Paynter and Stacey Hadlum. "I had a puncture on SS6," said Paramore, "and had to run a mile and a bit before I could change it. I'm really pleased for Marc Paynter with his pace today." As for Paynter, he said: "The turbo is whistling more than it should, but it was really nice to push the boss a bit more today," – referring, of course, to Major Alan Paramore. Six Land Rovers started and five finished. John Hickinbotham retired with an overheating engine after a bottom hose was pulled off on a bump. Gari Hazelby almost joined him but finished the rally with a broken front spring and shock absorber held together by lumps of wood, six inch nails, an exhaust clamp and Jubilee clips.

#### Dust on the attack

At first service, the reason for Daniel McKenna's interior dust problem was found to be a small hole in the bulkhead. It was allowing a stream of dust to enter the car and obscure the dashboard and windscreen. "Hard to believe that a small £2 part could cause so much trouble," said McKenna. "It was just a wee rubber grommet that was missing from the steering column mounting."

#### Podium on a return

Historic competitor Shawn Raynor was co-driven by Steve Dear. The pair finished third in the Historic section and won Category Three. It was Steve's first time in a car for four years. He was sitting in for his son Declan, who is Shawn's usual co-driver. Shawn joked that father and son would have to fight for the role for the rest of the season...

#### McClure goes out

Ford Fiesta R2 driver Aaron McClure rolled out of last year's Scottish, and this time the event didn't go much better for the 19-year-old. A puncture was followed by a shunt, and later climbing temperatures put him and co-driver Elliot Edmondson out. "We just carried a little too much speed into the corner," he said of the crash. "It was a tricky section of the stage and I was just one gear too high, vaulting us off the road. It was a sizeable impact but we managed to make it back with surprisingly little time lost considering the damage."

#### Rally Review progress

As part of the Government's Safety Review following the recent Jim Clark Rally, the leader of the Review Group was in Dumfries at the weekend taking a keen interest in proceedings. She met with many officials before and during the event, taking note of current regulations, rally organisation, safety procedures and, in particular, was interested in what new practices were being adopted ahead of recommendations which will be coming from the Review Group once they have completed their review.

#### Safety line success

The organisers of this year's RSAC Scottish Rally had introduced and publicised a new Rally Safety Line telephone number. This was a direct line to rally headquarters which any spectator could call if they had witnessed any unsafe practices by other spectators or had any fears about their own safety on the event.

It wasn't the best RSAC Scottish Rally, but for Daniel McKenna and Arthur Kierans, it was probably the best ever. Last Friday and Saturday the Citroën DS3 pairing did their 2014 MSA British Rally Championship hopes a power of good scoring their second rally victory of the season.

With Osian Pryce's win on the Pirelli Rally in Carlisle and McKenna's Jim Clark Rally win, the pair arrived in Dumfries for round three neck and neck in the points. No pressure then.

The weather this time was reminiscent of Scottish rallies of old, blue skies (mostly), warm sunshine (nearly), dry conditions (just about) and dust (lots of it). In fact, dust provided the big talking point until one local wag, fed up of hearing the complaints, pointed out there is no dust in Scotland – just thick Scottish fresh air. This was the kind of 'air' that would scour nostrils and cleanse any other bodily orifices. No matter how they tried, crews couldn't keep it out of their cars with some just giving up and opening the windows, hoping it would blow straight through.

The other, more serious, talking point was rocks. Big ones. The Ae stages, which used to provide roads that tested bravery, commitment and high gears, have been all but ruined by the arrival of wind farm contractors and new roads. Considering just how much is paid to the Forestry Commission for the use of their roads for rallying, one would expect that certain road building standards would be applied to other contractors. The rally had received 115 entries, and 29 of them didn't reach the finish.

That's an argument for another day. After the Friday evening spectator test at Heathhall, excitement levels were high on Saturday morning as the multi-coloured motorised cavalcade lined up on Whitesands in Dumfries ready for the off.

McKenna's two-second lead from the Friday evening test was immediately wiped out in Twiglees where Pryce romped through the nine miles nearly 16s up on his rival. He was six seconds quicker again in Castle O'er before heading back to first service.

It was a disconsolate Daniel who sat in the car at the In Control: "I can't see what I'm doing. The car is just filling up inside with dust. Just after the start of that first stage, Arthur called a note for a bridge. I couldn't see any bridge...". It was a statement which was uttered with real Celtic conviction.

It wasn't much better for Pryce. Jukka Korhonen was running car number one in the development Renault Clio R3T, so Pryce was catching dust too.

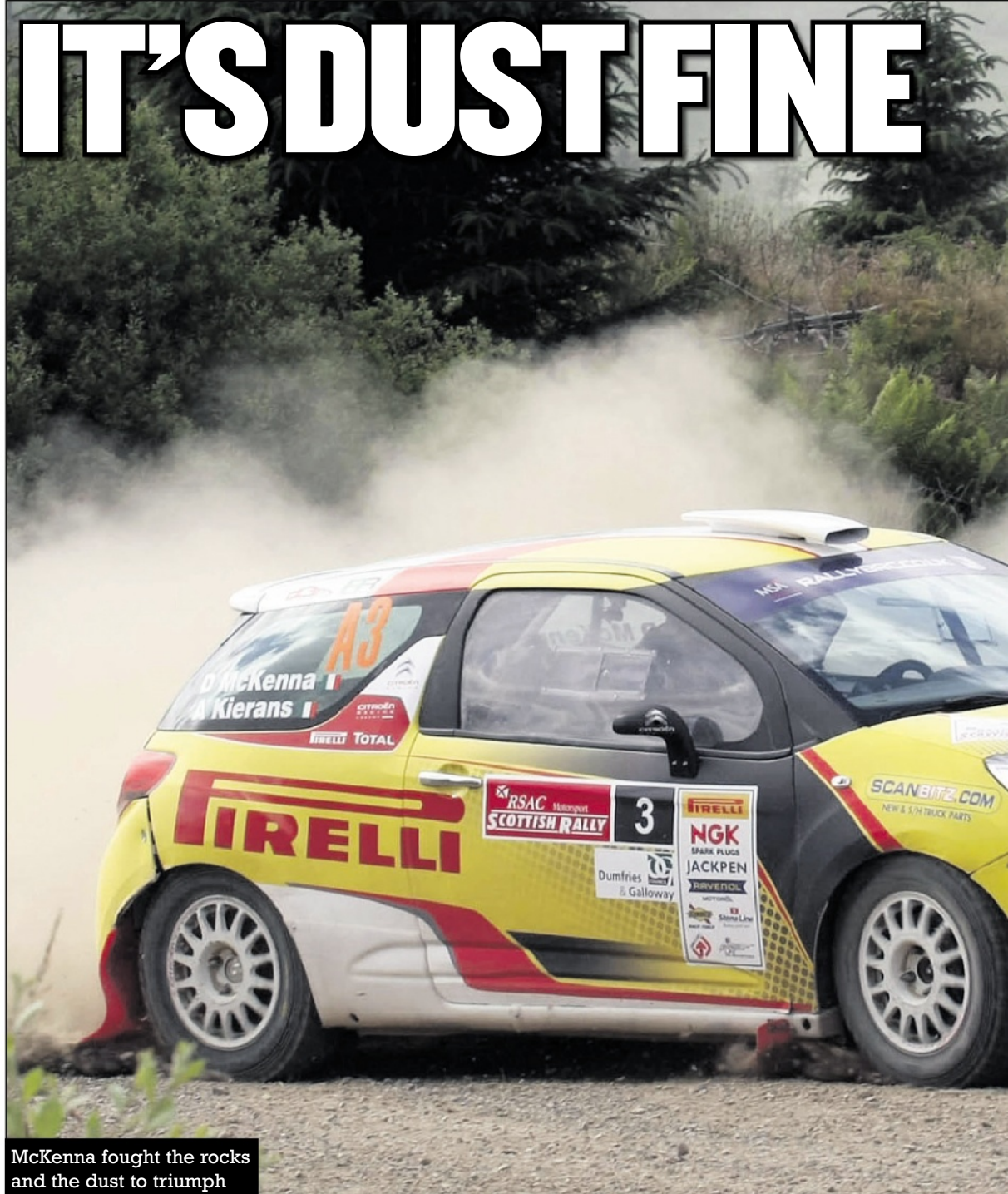
"The dust is patchy and I had a bit of a moment," said Pryce. "We came over a crest and took to the grass. I couldn't see any lines or tracks."

Behind them, Callum Black had been quickest through Twiglees in the Citroën ahead of the Peugeot 208 of Garry Pearson, but it was Pearson who was third quickest in Castle O'er. Aaron McClure came off worst with a puncture in the Fiesta R2, only it wasn't



Gearbox trouble halted Pryce

# IT'S DUST FINE



McKenna fought the rocks and the dust to triumph

so much a tyre problem as a rock having punched through the inner rim, but that cost him a minute.

After service there was another spectator special near Dalbeattie, which almost accounted for Pearson's Peugeot. It took a nosedive after one of the jumps, then it was into the massive Ae forest complex for a loop of three tests.

But Pryce was in trouble. He was having difficulty selecting second gear then stopped using it altogether. That gave McKenna an edge in the tighter stuff and he was quicker over Windy Hill by nine seconds and two more in Ae West, then Pryce hit back in Ae East, but with less than a second between them.

Callum Black was third quickest through each of these: "It's good fun, although it's a horrible surface. I came over one crest and then had to stop and wait for the dust to clear to see which way to go next."

Timothy Cathcart was out for a steady run after his recent bump: "It's fast with a slippery surface and there's dust just hanging under the trees. I just want to get a finish."

That didn't stop the Citroën driver scoring fourth fastest in SS5 though.

McClure's woes continued with an overshoot in that same fifth test which damaged the radiator.

Chris Wheeler's Fiesta was also damaged in the fifth test and he retired, followed by Cathcart on SS7 and Japanese driver Kenta Izuno, who incurred damage on his Honda Civic.

The final three stages featured a return run through those same three Ae tests, which had also had the National B runners go through them earlier.

It was McKenna from Pryce by six seconds in SS8, then 16s in the penultimate test, where Pryce could only manage fourth fastest time.

Third gear had gone now and the 'box was getting noisier, so he pulled over to the side of the road. His rally was over. McClure was out too, the earlier front end damage had been more severe than first thought and the Fiesta was going no further.

Behind the leaders, Dean Raftery had joined the Black-Pearson duel, which was now for second place rather than third position. "The biggest problem is dodging the rocks," said Raftery. Black added: "I think I've eaten half of Ae with the amount of dust that I've swallowed."

He was lucky too as a rear puncture in the penultimate test forced him to put on his spare worn hard tyre alongside the softs for the final stage.

McKenna was able to relax a bit over the final stage with Black needing just a steady run to ensure the runner-up position, but Raftery put in a charge to demote Pearson to fourth place by just two seconds at the finish.

René Torcato was delighted with fifth place in the Citroën C2 R2 Max. "It was a good day, I pushed quite hard in the afternoon," said the Venezuelan. "I took a lot of risks in the fifth stage at Ae. I was flat out and lost the bumper, but I enjoyed the fast flowing stages."

Gus Greensmith scored sixth in the Fiesta. "It's not much fun avoiding rocks at 100mph," he said. "We had to pick a line just to stay out of trouble."

Jonathan Jones was the only other finisher in his Fiesta. "I lost a door mirror," he said. "Just too close in to a six left!"

And so it was a different Daniel McKenna at the finish ceremony: "It hasn't sunk in yet," he smiled. "Osian had troubles and I didn't. Last weekend I had a gearbox problem on the Escort in Donegal and this weekend it was Osian. That's the way it goes." ■



'Korhonen had a much better run'  
Star Driver's rally, below

Photos: Jakob Ebrely

# FORM McKENNA



Kierans (l eft) and McKenna (right) struck gold in Dumfries



## SCOTTISH RALLY ESSENTIALS

**Date:** June 27/28  
**Base:** Dumfries, Dumfries and Galloway  
**Weather:** Sunny, cloudy, plenty of dust  
**Distance:** 73 stage miles, 226 miles total



## RESULTS

MSA British Rally Championship, round three of seven, RSAC Scottish Rally, June 27/28

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Daniel McKenna/Arthur Kierans	Citroën DS3 R3	1h 08m 58.8s
2	Callum Black/Paul Wakely	Citroën DS3 R3	+2m 09.5s
3	Dean Raftery/Aileen Kelly	Ford Fiesta R2	+2m 31.4s
4	Garry Pearson/Dave Robson	Peugeot 208 R2	+2m 33.1s
5	René Torcato/Jamie Edwards	Citroën C2 R2 Max	+8m 47.6s
6	Gus Greensmith/Melanie Holmes	Ford Fiesta R1	+11m 09.3s
7	Jonathan Jones/Chris Williams	Ford Fiesta R1	+12m 24.8s

**BRC Challenge:** 1 Ross Hunter/Iain Robson (Peugeot 205) 1h 01m 27.4s; 2 Neil Matthews/Claire Williams (Vauxhall Nova) +1m 01.2s; no other finishers. **Historic:** 1 Stanley Orr/Brian Cairns (Ford Escort Mk1) 59m 10.9s; 2 David Stokes/Guy Weaver (Ford Escort RS1600) +20.6s; 3 Shawn Rayner/Steve Dear (Ford Escort RS2000); 4 Ian Jones/Iestyn Williams (Ford Escort MK2); 5 Mark Holmes/Tony Lindsay (Ford Escort RS1600); 6 Laurence Tysoe/Craig Dolman (Ford Escort RS2000); 7 Wayne Bonser/Rich Aston (Ford Escort RS); 8 Jim McRae/Pauline Gullick (Vauxhall Firenza Can Am); 9 Dessie Nutt/Geraldine McBride (Porsche 911); no other finishers.

## FACTS

# 1

YEARS SINCE PRYCE LAST RETIRED

# 14

WINS IN A ROW FOR CITROËN'S DS3

# 7

NUMBER OF BRC FINISHERS

# 2

WINS IN A ROW FOR MCKENNA - BOTH SCORED IN SCOTLAND

## DRIVERS POINTS

POS	DRIVERS	POINTS
1	Daniel McKenna	58
2	Osian Pryce	38
3	Gus Greensmith	34
=	Callum Black	34
5	Dean Raftery	31
6	Jonathan Jones	30
=	Garry Pearson	30
8	Calvin Beattie	28
9	David Carney	16
10	René Dias Torcato	14



Jones was the final BRC finisher

## STAGE WINS IN 2014

POS	DRIVER	POINTS
1	Osian Pryce	20
2	Daniel McKenna	16

## Shock for Orr as he masters the rocky roads to beat Stokes HISTORIC

Stanley Orr and Brian Cairns took the Historic Rally win in their Ford Escort Mk1, but by only 20 seconds from the Mk1 of David Stokes and Guy Weaver.

David praised Stanley's performance as the two swapped seconds all day. In fact, after nine stages, the score was Orr with five fastest times and Stokes with four.

"The day was good," said Orr. "We bent a wheel and broke a strut. We didn't realise how much damage had been done until we tried to fit a new strut, but I'm pleased with our performance."

David Stokes had similar problems: "We had one front and one rear puncture from the rocks in Ae. I've never known it so rough. I've got a fist-sized hole in the floor of the car."

Luckier still was third placed Shawn Rayner, who said: "We were saved by the hand of God in Windy Hill. We were so far off and up on two wheels that it was only a miracle we survived. There were



Stanley Orr was victorious despite sizeable damage to his car

already two cars off at that point and we nearly joined them."

Finishing fourth was Ian Jones, who was relieved just to have made it back in one piece and with no dents in the car, but he displaced Jim McRae for fourth when the Firenza Can Am punctured on the final stage. "It was a good day until that point," said McRae. "We understeered on a left-hander and just clipped a log. That punctured a tyre and broke the suspension so we had to stop and change the

wheel just to get out."

Dessie Nutt was happy just to finish in the Porsche: "We've split both sump guards, front and back, right up the middle on those bloody rocks. It opened up like a can opener."

Both Simon Tysoe and John Coyne failed to finish, Tysoe's Mk1 spotted parked up on the penultimate test and Coyne's Sunbeam Lotus with front end damage following a nosedive in the Jock's spectator-friendly test.

## Hunter home as stages take a toll BRC CHALLENGE

Ross Hunter and Iain Robson took the NGK Spark Plugs Challenge win in Scotland to open up the title chase with Neil Matthews and Claire Williams finishing second – they were the only other finishers in the Challenge section.

Series leader Richard Sykes set the pace on the first test then Ross Hunter equalled his fastest time on the second before Sykes broke clear on the third. Tim Rodgers was fastest over the short Jock's stage before Sykes reclaimed his pacesetter form over SS5 and six. That was where it all went wrong for Rodgers. The Fiesta rolled, requiring rescue services to be called. Rodgers and co-driver Stephen Marshall were quickly found to be walking wounded and the rally resumed after a delay.

On the very next stage Sykes went off, the Citroën coming to rest well

off the road. That left Hunter's Peugeot 205 in charge of the timesheets.

Graeme Sherry lost out on fourth place here too, when he pulled up with car trouble in the Renault Clio. That meant just Hunter and the Nova of former Challenge champion Neil Matthews were left to settle the outcome.

"That's the toughest rally I've ever done," said Matthews. "We had rear suspension problems all day. We had to beat Sykes today to keep our Challenge title hopes alive, but not that way. I've won the Challenge once and so has Richard – but no-one has won it twice!"

As it was, Hunter took the points. "We had a front puncture on the final stage," said Hunter. "We hit a banking on a downhill right hander and I could feel it going down, but we made it to the end."



Hunter was one of only two left standing at the finish

**NEXT RALLY NI**  
**AUGUST 15/16**



# SRC: SCOTTISH RALLY

Photos: Whittle Photographic

## IN BRIEF

### MacBeth drowns

Scott MacBeth was lucky to finish the Scottish Rally let alone win the 1400 class in his Nova. He drowned out in the watersplash at Heathhall but the engine suffered no lasting damage. Then, when a shock absorber broke, Iain Haining gave him one to get him back on the road. Angus Lawrie was second in his Nova despite a puncture on the last stage and Keith Riddick was third in his MG and quite chuffed to be catching cars despite this being only his third outing in the car.

### Family fight

Top 1600 runner and top Peugeot 205 on the day was Scott Peacock, who managed to beat Chuck Blair by 24 seconds, although Peacock was more pleased to have beaten his dad, Donald, who retired on the final stage with a broken driveshaft. Third was Adrian Stewart, despite a major off which resulted in bashed sill and driver's door, but it could have been worse; the tree stump he hit stopped him going off and staying off. Iain Haining had an uncharacteristic roll in his Nova and so too did young Blair Brown.

### Shining McKnight

Greg McKnight scored an excellent 14th overall and class win in the two-litre class in his Mk2 despite a puncture on the penultimate test with Kieran Renton second in his Fiesta R200. Peter Stewart was third in his Fiesta but reckoned he would have finished much higher if his co-driver lost more weight! Expected front runner Iain Wilson knocked a wheel off his Nova on the Jock's test and Duncan Campbell holed the radiator in his Honda Civic.



McKnight: victory in two-litre

### Escort equaliser

In the Historic class, Matthew Robinson made it two-all this season when he beat Steve Banister, both in Mk2s, but admitted the result would have been much closer had it not been for a puncture on Banister's Escort. Andy Kelly was third in his Mk1 while Peter Smith retired his Kadett with clutch failure and Tony Thompson crashed out in the Chevette. Callum Atkinson (Fiesta), Robert Harkness (BMW 316i) and top Group N runner Fraser Wilson, in his Mitsubishi, were the other class winners.



Harkness was a class winner

### Late rush for Milne

Quintin Milne was lucky to make the rally start on Saturday morning in his new Ford Focus WRC. It developed a gearbox fault after scrutineering on Friday evening requiring an overnight gearbox change. And although the car was ready for Saturday morning, the required gearbox oil didn't arrive until five minutes before the start, and was quickly poured in.

# BOGIE OPENS HIS FIESTA ACCOUNT

Reigning SRC champion lays down a marker with new car victory. By **John Fife**

POINTS		
ARR Craib MSA Scottish Rally Championship points		
POS	DRIVER	POINTS
1	Euan Thorburn	116
2	Barry Groundwater	96
3	David Bogie	86
4	Quintin Milne	80
5	Bruce McCombie	67
6	Andrew Gallacher	66



Bogie said that he hadn't expected Scottish win

**D**avid Bogie and Kevin Rae asked two questions at the weekend. Was the Fiesta R5 fit for a battle with a Focus? Would Bogie have the edge over Thorburn? The short answer is, we still don't quite know.

Bogie was faster in the morning, Thorburn in the afternoon. After five hard and fast stages (and two nadgery ones) on Saturday, Bogie's winning margin in his new R5 was 3.5 seconds. "I fluffed the start on the first stage," said Thorburn. "Then I had a rear puncture on the second and I just couldn't get into the third."

The result was that he was eight seconds down on his rival with three stages gone. Jock Armstrong didn't even make the top ten fastest times when the Subaru cut out repeatedly in the first stage and then did it again in the next two. Andrew Gallacher didn't get that far, he was out on the first stage. His shunt was the result of two left nines followed by a 'crest 350 right', only the Lancer crew missed the second left nine...

However, the big surprise was Steven Clark's pace in the Lancer. He was lying third after two stages but broke a



Thorburn just came up short

driveshaft in the third dropping him down to ninth place.

After his win on the DMACK Stages, Quintin Milne opted for a cautious, and sensible, approach on the Scottish in his new Focus WRC, but it wasn't without its troubles. Third fastest on the first and third tests he was fifth fastest behind Clark and Mark McCulloch on the second: "I stalled it a couple of times, and then we lost the dashboard. Some electrical plug dropped out and we had no speed or revs or gear display. It's all about learning the car," he said.

Sadly, McCulloch's excellent run came to grief in the third test at Ae East, but he was in good company. The Subaru tumbled off the road after a crest that hid a fast right and it was followed by numerous others including the Focus WRC of Dan O'Brien, the Lancers of Garry Wilson and Fraser MacNicol, and Calum MacLeod's Subaru in an incident which stopped the stage, although no ambulances were needed. Thank goodness. Donnie MacDonald's rally ended here too, but less dramatically when the Lancer inexplicably lost drive and coasted to a halt.

Over the short spectator test at Jock's, Bogie opened up another two seconds as the crews headed into the first and only service for the day.

After lunch, Bogie was two seconds quicker than Thorburn through the Heathhall spectator test before heading out to the best stages of the rally, Twiglees and Castle O'er.

This time Thorburn was quickest, but there were only 3.5s between the Focus WRC and the Fiesta R5 stage times. Armstrong was third quickest having fixed the Subaru's cutting-out problem but any hopes that Mike

## RESULTS

ARR Craib MSA Scottish Rally Championship, round five of eight, RSAC Scottish Rally, June 28

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/Kevin Rae	Ford Fiesta R5+	41m 33.8s
2	Euan Thorburn/Paul Beaton	Ford Focus WRC	+3.5s
3	Jock Armstrong/Paul Swinscoe	Subaru Impreza	+2m 12.6s
4	Andy Horne/Jim Howie	Ford Focus WRC	+2m 29.9s
5	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9	+2m 34.4s
6	Barry Groundwater/Neil Shanks	Mitsubishi Lancer E9	+2m 53.7s
7	Steven Clark/Phil Sandham	Mitsubishi Lancer E5	+3m 14.3s
8	Dougal Brown/Lewis Rochford	Mitsubishi Lancer E9	+3m 33.1s
9	Chris Collie/Mark Fisher	Mitsubishi Lancer E6	+4m 41.2s
10	Matthew Robinson/Sam Collis	Ford Escort Mk2	+4m 45.2s

11 Craig McKnight/Craig Wallace (Mitsubishi Lancer E9); 12 Steve Bannister/Louise Rae (Ford Escort Mk2); 13 Brian Watson/Sean Donnelly (Mitsubishi Lancer E9); 14 Greg McKnight/Chris McKnight (Ford Escort Mk2); 15 Andy Kelly/Roger Herron (Ford Escort RS 2000); 16 Robert Harkness/Mike Curry (BMW 316i); 17 Tom Hewick/Mick Johnson (Ford Escort); 18 Scott McCombie/Kevin Sim (Mitsubishi Lancer E8); 19 Kieran Renton/Jack Morton (Ford Fiesta R200); 20 Charlie Taylor/Steve Bielby (Ford Escort); 21 Callum Atkinson/James Aldridge (Ford Fiesta); 22 Peter Stewart/Kenneth Marchbank (Ford Fiesta); 23 Alasdair S Graham/Laura Stuart (Vauxhall Corsa); 24 Grant Inglis/Robert Gray (Honda Civic); 25 Scott Macbeth/Danny Sutherland (Vauxhall Nova); 26 Scott Peacock/Craig Service (Peugeot 205 GTi); 27 Steven Smith/Daniel Johnstone (Ford Escort Mk1); 28 Kevin Robertson/Murray Strachan (Mitsubishi Lancer E8.5); 29 Jim Robertson/Colin Maxwell (Citroen C2R2); 30 Charles Blair/Mark Roberts (Peugeot 205 GTi). Classes, B2: MacBeth/Sutherland; B3: Peacock/Service; B4: McKnight/McKnight; B6: Robinson/Collis; B7: Atkinson/Aldridge; B9: Harkness/Curry; B10: Fraser Wilson/Jane Nichol (Mitsubishi Lancer E9); B12: Horne/Howie.

Faulkner had of scoring third place were dashed in here: "I just came over a crest to find spectators pushing Quintin out of a ditch, and then had to follow him. I had to stop about ten times just to let the dust clear to see where I was going."

Having dropped eight minutes changing a punctured tyre, Milne opted for retirement to save any further damage to the car.

Andy Horne was fourth quickest through here in his new Focus: "I've been told you have to be aggressive with the car to get the best out of it. So I drove it like my Metro – and it worked!"

Both Bruce McCombie and Rory Young failed to emerge from Twiglees, both Lancers pulling out with mechanical problems.

Across the road in Castle O'er, Thorburn was on fire, taking almost eight seconds out of the Fiesta in six

miles, but it wasn't quite enough to close the gap. Armstrong was third quickest from Clark with Faulkner fifth quickest ahead of Horne.

These two final stages were also good for the two-wheel-drive brigade.

Steve Bannister was eighth quickest in Twiglees in his Escort Mk2 while Matthew Robinson was tenth quickest, and although Banister made the top ten times on the final stage, Robinson scored tenth place in his Mk2.

"I'm really pleased with that," said David Bogie. "Euan was pushing over those last two, but I'm still learning. It's a different style of driving. It's not as quick as the Focus but handles better. I didn't know what to expect this morning and a podium was to be hoped for, but this, I didn't expect."

So we'll have to wait till the Speyside Stages to get the answer to those two earlier questions... ■



# RACING RESULTS ROUND-UP

## CADWELL PARK: MSVR BY PETER SCHERER

## TOYO TYRES RACING SALOONS

## JUNE 28

**BMW E36 M3 man Karl Cattliff secured a double Toyo Tyres Racing Saloons win after starting the day second-best to season-long rival Stephen Pearson.**

Pearson claimed pole position and made the best of the start in race one, with Cattliff and fellow BMW drivers Richard Evans and Darren Stamp joined by Leigh Franklin (Talbot Sunbeam Lotus) in an early break.

But it all went wrong for Pearson into Park Corner on the second lap. "I got sideways and it wouldn't stop. Karl had already got me when I went wide onto the grass," he explained. Cattliff was left clear while Stamp was under pressure from Evans for second. But Cattliff countered: "There was no contact and I don't think I put him off unless switching my lights on counts."

For a while the top three were evenly spaced as Cattliff backed off briefly,

before confirming his victory by 3.5 seconds. Stamp had managed to shake off Evans' attentions until he made a mistake in the closing laps. "I was safe and then fluffed my gears at the Hairpin," he said. Evans seized his chance not only to close, but snatched second on the inside approaching the Mountain with two laps to go.

Pearson had recovered to fifth and was on Franklin's tail on the last lap.

As in race one the top five made an early break in the second, with Cattliff heading Evans, Stamp, Franklin and Pearson. Into Park, Pearson powered ahead of Franklin, but Cattliff started to build a lead as the fight for second place became a three way battle.

Pearson ousted Stamp for third on lap five, but Evans kept his defence tight for second. On lap six there was a challenge as they turned into Park, after contact Pearson was sidelined with a puncture, while Evans was left secure in second from Stamp. Double class winner Franklin, McKean and Ian Shepherd rounded out the top six.

Colin Stubbs (Rover 216 GTi) was an unchallenged double class winner, while Jason Dzenis' Peugeot 205 also did the double. The other class wins were shared between the BMW's of Simon Bassford and Andy Strong.

Photos: Steve Jones

## CATTLIFF SHOWS HIS CLASS AT CADWELL



Cattliff (leading) took double win in Saloons

### RACE DATA

**Toyo Racing Saloons (9 laps)** 1 Karl Cattliff (BMW E36 M3) 15m 21.654s (76.88mph); 2 Richard Evans (BMW E36 M3) +3.536s; 3 Darren Stamp (BMW E36 M3); 4 Leigh Franklin (Talbot Sunbeam Lotus); 5 Stephen Pearson (BMW E36 M3); 6 Eddie McKean (BMW E36 M3). Class winners Franklin; Jason Dzenis (Peugeot 205); Colin Stubbs (Rover 216 GTi); Simon Bassford (BMW 320i).

Fastest lap Pearson 1m 40.599s (78.26mph). Pole Pearson. Starters 17.

**Race two (8 laps)** 1 Cattliff 13m 44.646s (76.37mph); 2 Evans +1.043s; 3 Stamp; 4 Franklin; 5 McKean; 6 Ian Shepherd (BMW E36 M3). CW Franklin; Dzenis; Stubbs; Andy Strong (BMW E30 318). FL Pearson 1m 41.170s (77.82mph). P Cattliff. S 17.



Ahlers did a Morgan double

## INSIDE LINE

After taking a double win in the **Atom Cup** as a guest at Rockingham, Jake Hill was once again victorious in both races. Andrew Smith led the first few yards and kept the pressure on, after Nick Whitehead had gone off at Coppice on lap three while running third. Martin James moved up to complete the podium and led the first five laps of race two, until Hill breached his defence at Charles. Smith had battled hard with Hill for second, and followed his rival through to seal

second place on lap nine, with James retaining a solid third. A three-car shunt took out Stewart Lines (Scirocco) and Golf men Paul Taylor and Tony Absalom at the start of the first **VAG Trophy** race. From the restart Golf man Harry Vaulkhard was never headed, but Ken Lark (Corrado) closed considerably in the final laps. Richard Morgan's Golf was third, well clear of Nick Sanderson (Seat Leon Cupra). A fairly processional second race was led throughout by Vaulkhard.

There had been a race-long duel between Gary Feakins and Stuart Waite in the first **Production BMW** outing, with Matt Smith looking on from a safe third. As they approached the Mountain for the final time, Waite squeezed ahead and Feakins refused to surrender. As they rubbed door handles on the crest, both were delayed and Smith claimed the win. Feakins recovered to second from Jack Gabriel and Harry Goodman, while Waite dropped to eighth. Smith

was in charge from the start of race two, with Feakins heading the pursuit until he was caught napping into Hall Bends by James Foard. As Smith took win number two, it became a five-car train for second, with Foard heading the pack to the flag.

James Bark led the first **Mk2 Golf GTi** race from Coppice on the opening lap, after Jason Tingle made a flying start. As Tingle challenged for the lead again at Mansfield on the last lap, his path was blocked and he lost second

to Jamie Martin. Engine problems sidelined Bark from the lead of race two on the last lap, handing victory to Martin, from Tingle and Tom Witts.

Lotus Elise paid David Scarborough and Anthony Sharpe took the **Trackday Trophy** spoils in a race that started with a safety car and ended with a red flag. Although Keith Ahlers' Plus 8 took the victory spoils in the **Morgan Challenge**, first lap leader Philip Goddard stayed close for the whole half hour.

## RESULTS

**Atom Cup (13 laps)** 1 Jake Hill 20m 52.756s (81.70mph); 2 Andrew Smith +1.730s; 3 Martin James; 4 Richard Marler; 5 David Mercer; 6 Steven Endress. Fastest lap Smith 1m 35.603s (82.35mph). Pole Smith. Starters 8.

**Race two (11 laps)** 1 Hill 17m57.314s (80.38mph); 2 Smith +1.196s; 3 James; 4 Nick Whitehead; 5 Stuart Dwell; 6 Marler. FL Smith 1m 35.727s P Mercer. S 8.

**VAG Trophy (6 laps)** 1 Harry Vaulkhard (Golf GTI) 10m 59.102s (71.67mph); 2 Ken Lark (Corrado VR6) +1.127s; 3 Richard Morgan (Golf GTI); 4 Nick Sanderson (Seat Leon Cupra); 5 Mike Smith (Golf GTI); 6 Chris Adams (Golf VR6). Class winner Smith. FL Lark 1m 41.214s (77.87mph). P Lark. S 20.

**Race two (7 laps)** 1 Vaulkhard 13m 02.608s (70.42mph); 2 Morgan +2.469s; 3 Lark; 4 Sanderson; 5 Smith; 6 Rob Allum (Golf GTI). CW Smith. FL Lark 1m 41.589s (77.50mph). P Vaulkhard. S 15.

**Toyo Tires Production BMW (9 laps)** 1 Matt Smith 16m 24.513s (71.97mph); 2 Gary Feakins +2.379s; 3 Jack Gabriel; 4 Harry Goodman; 5 James Foard; 6 Mark Palmer. FL Stuart Waite 1m 47.876s (72.98mph). P Smith. S 25.

**Race two (8 laps)** 1 Smith 14m 36.776s (71.83mph); 2 Foard +4.036s; 3 Feakins; 4 Gabriel; 5 Goodman; 6 Waite. FL Gabriel 1m 47.890s (72.97mph). P Smith. S 25.

**Mk2 Golf GTi (8 laps)** 1 James Bark 15m 06.296s (69.49mph); 2 Jamie Martin +2.360s; 3 Jason Tingle; 4 Josh Johnson; 5 Tom Witts; 6 Stewart Lines. CW Alex Nuttall. FL Tingle 1m 45.220s (74.82mph). P Bark. S 16.

**Race two (7 laps)** 1 Martin 13m 02.111s (70.46mph); 2 Tingle +0.629s; 3 Lines; 4 Lines; 5 Nuttall; 6 Simon Tomlinson. CW Nuttall. FL Tingle 1m 44.924s (75.03mph). P Bark. S 15.

**MSVT Trackday Trophy (17 laps)** 1 David Scarborough/Anthony Sharpe (Lotus Elise) 35m 10.514s (63.41mph); 2 Paul Roddison (Mazda MX5) +9.251s; 3 James Bird/Andrew Stacey (Mini Cooper S); 4 Aaron Harding/David Slater (Renault Clio); 5 Ruben Anahasyan/David Carr (Lotus Elise); 6 Mark Astall/Craig Bunting (BMW E36 M3). FL Scarborough/Sharpe 1m 44.401s (75.41mph). P Scarborough/Sharpe. S 25.

**Aero Morgan Challenge (18 laps)** 1 Keith Ahlers (Plus 8) 29m 58.106s (78.81mph); 2 Philip Goddard (Plus 8) +0.450s; 3 Roger Whiteside (Plus 8); 4 Tony Lees (Plus 8); 5 Tim Parsons (4/4 Supersport); 6 Greg Dixon-Smith (ARV6). CW Lees; Parsons; Dixon-Smith; Charlie Goddard (Plus 8); John Bevan (4/4). FL Ahlers 1m 37.406s (80.82mph). P P.Goddard. S 27.

# RALLY REPORTS

## Breen thrills big crowds with a popular home victory

### Ravens Rock Rally

By Brian Patterson

**Organiser:** Carrick on Suir Motor Club **When:** June 18/19 **Where:** Waterford **Championships:** Triton Showers South-East Rally Championship, Southern Four **Stages:** ten **Starters:** 113

Craig Breen and Scott Martin took a break from their European Rally Championship duties by Peugeot to drive the Breen family Ford Fiesta WRC on Craig's home rally, scoring a dominant start-to-finish victory.

Alan Ring, driving one of Melvyn Evans' Subaru Impreza WRCs and co-driven by Adrian Deasy, was second. Local man Eoin Doyle, with Peter Brennan co-driving, finished third.

The rally broke with tradition by having a spectator stage on the outskirts of Waterford City on Saturday night, and the crowds turned out in force to see Breen set fastest time. That was the story through the Sunday stages: large crowds and a dominant Breen. This was Craig's second victory on the rally, matching the total of his father Ray.

More importantly, the fast smooth stages, interspersed with multiple chicanes, provided great Rally Germany preparation for Craig. Beautiful weather and scenic roads through the County Waterford countryside and along the coastline were a bonus.

Eoin Doyle held second place through the initial three stages, but as Ring became more accustomed to the Subaru he edged up his pace and moved into second. Ring then held the position to the

finish but was a long way from Breen's pace. Doyle held third through the remaining stages, although it was touch and go for him through the final test as his Focus suffered a driveshaft problem.

Jason Ryan, in his Escort, was fourth after the spectator stage. When the rally moved to the proper stages on Sunday, Gary Kiernan slotted his Escort into fourth and held it to the end.

Chris Armstrong, also in an Escort, kept the pressure on Kiernan for the whole day. On the penultimate stage the Armstrong Escort slid into a chicane, which caused a bit of damage and cost 40s. This took the pressure off Kiernan, who was able to cruise through the final stage. Armstrong stayed fifth, and Cavan man Mickey Conlon was sixth in his Escort after a good run.

**Results**  
1 Craig Breen/Scott Martin (Ford Fiesta WRC) 54m 58.6s; 2 Alan Ring/Adrian Deasy (Subaru Impreza WRC) +57.3s; 3 Eoin Doyle/Peter Brennan (Ford Focus WRC); 4 Gary Kiernan/James Fulton (Ford Escort); 5 Chris Armstrong/Tommy Clinton (Ford Escort); 6 Michael Conlon/Ciaran McPhillips (Ford Escort); 7 James Coleman/Liam Brennan (Ford Escort); 8 Vincent O'Shea/Brian Hickey (Ford Escort); 9 Jason Ryan/Tadhg O'Sullivan (Toyota Starlet); 10 Mark Dolphin/Finbarr Quirke (Ford Escort). Classes, 2: Eamonn Bates/Alan McIney (Honda Civic); 3: Stephen Carey/Ella Ryan (Honda Civic); 4: Brian O'Keefe/Sean Hayde (Subaru Impreza); 5: James Pettit/Ciaran Newport (Honda Civic); 7: Emmett Lyons/Kevin Purcell (Honda Integra); 8: Breen/ Martin; 9: Ken Treacy/Pat Knox (Peugeot 206); 10: Niall Fitzpatrick/Gary Fitzpatrick (Escort Mk1); 11F: Jason Ryan/Tadhg O'Sullivan (Toyota Starlet); 11R: Richard Harney/Brian Harney (Ford Escort); 12: Bill Fitzgerald/David Long (Peugeot 306); 13: Gary Kiernan/James Fulton (Ford Escort); 14: Vincent O'Shea/Brian Hickey (Ford Escort); 15: Norman Savage/Pamela Irwin (Subaru Impreza); 20: Gemma Kerley/Lynn Martin (Mitsubishi Lancer); 16: Cathal Quill/Iarla McCarthy (Honda Civic); 18: John Moynihan/Sean Moynihan (Ford Escort).

## Jennings takes advantage of strong start to storm to second Lurgan Park win

### Lurgan Park Rally

By Brian Patterson

**Organiser:** North Armagh Motor Club **When:** June 28 **Where:** Lurgan, Craigavon **Championships:** none **Stages:** eight **Starters:** 55

Garry Jennings scored a resounding win, following up his success last year.

Jennings was co-driven by Michael Moran in his Subaru Impreza WRC S12b. Derek McGarrity/James McKee were second in a Mini JCW WRC, with Derek McGeehan/

Laurie Smyth third in their similar car.

Good weather and decent spectator numbers are always critical for the success of 'The Park'. Both factors looked good as Jennings powered to fastest time on the opening stage. Kenny McKinstry, an 11 times event winner, is usually the yardstick. Not this time: McKinstry dropped five seconds on the first stage, his Subaru not boosting properly. McKinstry's mechanics worked furiously between

stages, even purloining a control valve from another car back in their Banbridge workshop. It was over the final four stages that McKinstry got going properly. He then pushed hard to catch McGeehan, but it was too little, too late.

Derek McGarrity pushed hard, in his case to catch Jennings, but to no avail. Just a few days before Lurgan Park McGarrity had taken delivery of the last Mini WRC to be built by Prodrive. While he attacked hard and said the car was good,

he seemed to lose out on the gravel sections.

**Results**  
1 Garry Jennings/Michael Moran (Impreza WRC) 15m 26.1s; 2 Derek McGarrity/James McKee (Mini WRC) +13.1s; 3 Derek McGeehan/Laurie Smyth (Mini WRC); 4 Kenny McKinstry/Noel Orr (Impreza WRC); 5 Kevin Barrett/Sean Mullally (Impreza WRC); 6 Paddy McVeigh/Martin McCann (Impreza WRC); 7 Emma McKinstry/John Woods (Impreza WRC); 8 Wesley Patterson/Johnny Baird (Escort); 9 Frank Kelly/Connor Dunlop (Escort); 10 Pat O'Connell/Kieran Carroll (Lancer). Classes, 1: O'Connell/Carroll; 2: Alan Smyth/Richard Kinloch (Citroen C2 R2); 3: Shane McGirr/Kieran Meehan (Starlet); 4: Patterson/Baird; 5: Jonny Leonard/Geraldine Leonard (Lancer); 6: Jennings/Moran; 7: Stephen Mawhinney/Joanne Mawhinney (Sunbeam Lotus); 8: Drew Wylie/Steven Cartwright (Escort).

## Owen makes up for steady start with a commanding charge to glory at Anglesey

### Enville Stages

By Dave V Thomas

**Organiser:** Warrington and DMC **When:** June 29 **Where:** Anglesey Circuit **Championships:** ANWCC, SD34, Anglesey Rally Challenge **Stages:** ten **Starters:** 58

Local crew Wil Owen and Rob Hopewell won at Anglesey in their 2.5-litre Ford Escort.

Mike Gilman/Iain Douglas were runners-up in their Escort Cosworth WRC with Keith Dowthwaite/Tony King (Escort) winning a tie-break for third spot.

Gilman/Douglas took the first stage by one second from Julian Jones/Brian Neale (Escort). Owen/Hopewell were four seconds off the pace but were unbeaten on all the others stages. Jones/Neale held second overall for much of the event but retired from fourth spot on the penultimate stage with engine problems, the same stage changing the top places as it claimed second place Martin Hodgson/Tony Jones (Escort) when a front wheel parted company with the car.

Howard Potter/Martin Haggett (Sunbeam) were fifth and won the 1600cc class. Dylan Thomas/Sion Cunniff (106) took second spot while third went to the MG Midget Atlantis of Mark Halls/Ann Forster.

In the 1400cc class Alistair Oram/David Oram (Nova) won by more than four minutes from Peter Cox/Kris Pirie (205). The two-litre class went to Geoff Tremlett/Ron Morgan (Darrrian). They tied for third overall but lost out on a tie-break to Dowthwaite/King,

who were quickest on the first stage. Lyndon Barton/Andrew Bowen (Escort) were next up in the class, ahead of Robert Hughes/Peter Brennan.

**Results**  
1 Wil Owen/Rob Hopewell (Ford Escort Mk2) 46m 26s; 2 Mike Gilman/Iain Douglas (Escort WRC) +2m 4s; 3 Keith Dowthwaite/Tony King (Escort Mk2); 4 Geoff Tremlett/Ronald Morgan (Darrrian GTR); 5 Lyndon Barton/Andrew Bowen (Escort Mk2); 6 Howard Potter/Martin Haggett (Talbot Sunbeam); 7 Richard Slinger/Chris Sharpe-Simkiss (Mitsubishi Lancer EG); 8 Martin Fox/Calvin Woods (BMW M130i); 9 Robert Hughes/Peter Brennan (Focus); 10 Darren Meadows/Jim Brindle (Lancer E9). Classes: Alistair Oram/David Oram (1.4 Vauxhall Nova); Potter/Haggett; Tremlett/Morgan; Owen/Hopewell.



# AND THE WINNERS ARE...

**Chris Hart**  
Mazda MX-5  
Championship

**Chris Scragg**  
Aston Martin  
Intermarque



**Alistair Calvert**  
Caterham  
Academy G1

**David Webber**  
Caterham  
Academy G2

**Patrick Sherrington**  
Sports 2000  
Duratec/Pinto/Historic



Photos: Steve Jones, Gary Hawkins

## OULTON PARK: BRSCC BY GRAHAM READ

## FORMULA FORD 1600

## JUNE 28

### INSIDE LINE

Patrick Sherrington dominated **Sports 2000** qualifying in his MCR and proceeded to claim the opening spoils on a damp track without any direct opposition. From third on the grid David Houghton jumped to second on the opening tour, with Tom Stoten (Gunn) circulating in third place throughout. Later Sherrington won again by an even larger margin, the highlight of the race being Alaric Gordon's recovery drive to fifth after spinning from third on lap two and dropping to 26th.

After winning at Cadwell Park two weeks earlier, James Blake-Baldwin added two more **Mazda MX-5** victories to his CV. Brian Chandler kept the leader honest in race one, with Ben Short regaining third place and completing the podium. Following an early safety car intervention in race 1B it was Jake Simpson who headed the field. By the sixth tour Chris Hart had become the new leader with Simpson and Scott Leach right in his wheeltracks. While Hart remained ahead to the end Simpson got the better of Leach on the final lap, with Paul Bishop completing the leading quartet but not close enough to challenge.

Blake-Baldwin's second victory came in event 2A when again his closest rival proved to be Chandler. The latter held an early lead before Blake-Baldwin swept ahead on lap three and defended well for lap after lap until the chequered flag.

The 2B battle was dominated by Will Blackwell-Chambers and Simon Goddard. Honours were fairly even between the pair until lap eight when Blackwell-Chambers swept up the inside into Old Hall and took a lead he just retained to the close. Best of the rest honours went to Michael Fisk who circulated in a lonely third position.

Alistair Calvert was more than six seconds quicker than anyone else in qualifying for the **Caterham Academy Group One** contest, but he spun away his advantage on the opening lap. This left Olly Wigg to make the pace ahead of brother Benjamin. Calvert was flying through the field though and regained the lead on lap five. Wigg stayed with the leader and played out a highly entertaining scrap, which was settled in favour of Calvert when Wigg suffered a final lap spin at Old Hall.

David Webber was in a class of his own in the **Group Two** contest, with second-placed Paul Aram having to settle for the runner-up spoils, some 13 seconds adrift.

# HODGEN'S FORD BATTLE



Chris Hodgen (1) narrowly beat the rapid Josh Fisher



Tom McArthur took first victory

**Tom McArthur and Chris Hodgen helped themselves to the Post '89 and Pre '90 victory laurels following a brace of typically entertaining Formula Ford 1600 encounters.**

The Post '89 championship race preceded the Pre '90 event, although to increase grid sizes and track time drivers from the other championships were allowed to race concurrently from a delayed grid. When the lights went out at the start of the Post '89 race it was Tom Hodgson who led into Old Hall and by the end of the opening tour he was tracked by the trio of McArthur, Douglas Crosbie and Ian Wolfenden.

A second lap spin for Hodgson dropped him down the order and McArthur became the new leader. As the race developed there were two tremendous scraps at the head of the field, with McArthur holding off Crosbie for the lead and Wolfenden defending from Nigel Dolan. Dolan got ahead of Wolfenden and was then promoted into second place when Crosbie was forced to retire with technical trouble. Dolan chased hard but McArthur went on to claim his first ever win.

Dolan finished ten seconds adrift, but was comfortably clear of third placed Wolfenden. Pre '90 invitation class racer

Stuart Jones climbed to fourth place on lap eight in his Reynard FF89 and just failed to wrestle the final podium position from Wolfenden.

The Pre '90 encounter was all about the battle out front between Chris Hodgen and Josh Fisher. It was the latter who led the field into Old Hall for the first time having started on pole position. Fisher and Hodgen headed a group of five that quickly pulled clear of the field.

On lap three Jones got the better of John Murphy for fourth position and then climbed to third ahead of Mike Gardner on the following tour.

As Fisher appeared to be fighting his

Reynard under braking the chasing Hodgen took his chance to hit the front on the fifth lap. Fisher stayed with him though and one tour later they were separated by a mere 0.097 seconds as they crossed the line.

This highly watchable scrap continued right until the end of the race, by which time Jones had made third place very much his own. Murphy completed the leading quartet in a secure fourth place.

With Post '89 drivers also competing on an invitation basis it was McArthur who claimed the honour of being the first such driver to reach the chequered flag, finishing tenth on track.

### RESULTS

**Post '89 and Pre '90 Invitation (10 laps)**  
1 Tom McArthur (Van Diemen LA10) 19m 52.555s (81.26mph); 2 Nigel Dolan (Van Diemen JL012K) +10.501s; 3 Ian Wolfenden (Van Diemen JL013K); 4 Stuart Jones (Reynard FF89); 5 Calum McHale (Mygale SJO1); 6 Tom Hodgson (Swift SC94). Class winners McArthur; Jones; Hodgson; John Murphy (Meryn MK20A); David Murphy (Van Diemen RF85). Fastest lap Jones 1m 55.101s (84.19mph). Pole Tom McArthur (Van Diemen LA10). Starters 27.  
**Pre '90 and Post '89 Invitation (10 laps)**  
1 Chris Hodgen (Van Diemen RF89) 18m 34.244s (86.97mph); 2 Josh Fisher (Reynard 89) +0.568s; 3 Jones; 4 John Murphy; 5 David Murphy (Van Diemen RF85); 6 Mario Sarchet (Reynard FF86). CW Hodgen John Murphy; David Murphy; McArthur; Hodgson. FL Hodgen 1m 49.526s (88.48mph). P Fisher. S 29.

### RESULTS

**BigProfile SRCC Sports 2000 Duratec/Pinto/Historic (15 laps)** 1 Patrick Sherrington (MCR) 30m 43.083s (78.87mph); 2 David Houghton (Van Diemen RFSC02) +26.965s; 3 Tom Stoten (Gunn TS11); 4 Mike Turner (MCR); 5 Warren Kent (Ray); 6 David Croft (Gunn TS11). Class winners Sherrington; Turner; Michael Gibbins (Lola T590); Damien Griffin (Lola T598); Alaric Gordon (Carbir CS2); Colin Feyerabend (Lola T90/90). Fastest lap Sherrington 2m 00.591s (80.36mph).

Pole Sherrington. Starters 31.  
**Race two (16 laps)** 1 Sherrington 27m 56.177s (92.50mph); 2 John Owen (MCR) +43.363s; 3 Nick Bates (Lola B07/90); 4 Kent; 5 Gordon; 6 Clive Hayes (MCR). CW Sherrington; Owen; Gordon; Mike Johns (Royale S2000M); Griffin; Feyerabend. FL Sherrington 1m 42.508s (94.54mph). P Sherrington. S 30.

**Mazda MX-5 Race 1B (8 laps)** 1 Chris Hart

20m 07.908s (64.18mph); 2 Jake Simpson +0.520s; 3 Scott Leach; 4 Paul Bishop; 5 Jiri Horalek; 6 Callum Edwards. FL Hart 2m 20.315s (69.06mph). P Horalek. S 20.  
**Race 1A (9 laps)** 1 James Blake-Baldwin 20m 18.614s (71.57mph); 2 Brian Chandler +0.307s; 3 Ben Short; 4 Jonathan (JJ) Clements; 5 Alan Henderson; 6 Charlie Charman. FL Chandler 2m 05.357s (77.30mph). P Simon Goddard. S 22.  
**Race 2B (10 laps)** 1 Will Blackwell-Chambers

21m 21.856s (75.60mph); 2 Simon Goddard +0.225s; 3 Michael Fisk; 4 Roger Chesneau; 5 Steven Andrew; 6 Andrew Caird. FL Goddard 2m 06.782s (76.44mph). P Goddard. S 17.  
**Race 2A (10 laps)** 1 Blake-Baldwin 21m 03.941s (76.67mph); 2 Chandler +0.496s; 3 Clements; 4 Simon Baldwin; 5 Sam Smith; 6 Henderson. FL Henderson 2m 05.318s (77.33 mph). P Blake-Baldwin. S 22.

**PistonHeads.com Caterham Academy Group one (7 laps)** 1 Alistair Calvert 16m 55.600s (66.79mph); 2 Olly Wigg +2.428s; 3 Kevin Tarrant; 4 Benjamin Wigg; 5 Peter Rimer; 6 Damian Milkins. FL O.Wigg 2m 20.196s (69.1mph). P Calvert. S 21.  
**Group two (6 laps)** 1 David Webber 15m 52.762s (61.03mph); 2 Paul Aram +13.107s; 3 Robert Ryder; 4 Graham Williams; 5 Barry Moore; 6 Alan Mitchell. FL Webber 2m 04.539s (77.81mph). P David Webber. S 20.

## BRANDS HATCH: AMOC BY BRIAN PHILLIPS

## JUNE 28/29

A commanding opening stint in the **GT4 Challenge** by Liam Griffin, in which he lapped the rest of a small field at least once, left brother Kieran to defend their advantage for the win. This was despite a punishing "pro driver" pit stop penalty for the winning duo, who finished clear of Chris Kemp and Tom Black.

Pole man Jon Payne made a dreadful start in the first **Equipe GTS** race, so it was lucky he had a big qualifying time advantage. Helped by a safety car, he took three places on lap 11 to establish his TR4 in the lead. Brian White steered the Payne TR4 to victory in Sunday's race on the longer Grand Prix Circuit, with a charging Pete Foster second in another TR.

Chris Scragg (Aston Martin V8) won Saturday's **Intermarque** race, but had no idea he was chasing Chris Kemp for the lead until the GT4 spun a lap from the end in a sudden downpour, having made the most of a perfectly timed pit stop during a caution period. Scragg won again

on the long circuit, but there was gridlock in the pits after almost everyone stopped together when the safety car headed out. Leo Voyatzides brought his Mustang home in second place.

Patrick Blakeney-Edwards had the enormous benefit of a roof over his head in a rain-soaked **Pre-War Challenge**, and the small engine in his Frazer Nash was no disadvantage in the conditions. Clive Morley's Bentley was second.

Nick Naismith's DB4 led every lap of the first **1950s Sports and Jaguar XK** race on a still wet track. The star of the show was Till Bechtolsheimer, who wrestled a brutal Allard from 31st on the grid (after a single qualifying lap) to a stunning second place. Extra runner Ben Shuckburgh (Lister Jag) led a rain-affected second race but Naismith nipped past near the end.

Naismith had reason to feel aggrieved over the lost opportunity for another win in the **Innes Ireland Cup**. The about to be lapped Barrie

Williams made it extraordinarily hard for Naismith to pass, helping Peter Snowdon to recover from a botched start and steal victory.

Pole man Rick Bourne parked at Druids on lap one of the **Woodcote Trophy** with a dead engine and no second gear. After coaxing the car back to life he stormed through to lead, although co-driver Malcolm Paul fell to fourth after the stops. Solo driver John Ure triumphed in a Cooper Bristol, but not by much from Joe Singer's Kurtis. Simon Hadfield ran out of time to catch them in Wolfgang Friedrichs' DB3S.

Chris Scragg completed a weekend hat trick while sharing an E Type with Matt Nicoll-Jones in a 90-minute **GT and Sports** race. This was a hard earned success in dry-wet-dry-wet conditions and Gregor Fiskén (E Type) was taking chunks out of Scragg's lead in the last half hour. Andrew Haddon/John Young shared a Cobra in third place, a minute behind and the first of only three more cars on the lead lap.

### RESULTS

**AMR GT4 Challenge (100 laps)** 1 Liam & Kieran Griffin 1h 30m 18.133s (80.26mph); 2 Chris Kemp/Tom Black +18.537s; 3 Mike Brown/Paul Cripps; 4 Desmond Small; 5 Matt le Breton/Adrian Johnson; 6 Chris and Mika Brown. Fastest lap Griffin/Griffin 49.728s (87.44mph). Pole Griffin/Griffin. Starters 8.

**Equipe GTS (29 laps)** 1 Jon Payne (Triumph TR4) 30m 23.822s (69.14mph); 2 Pete Foster (Triumph TR4) +8.724s; 3 John Andon (Triumph TR4); 4 Rob Cull (TVR Grantura); 5 Peter Barnard (Elva Courier); 6 Ian Hulett (WSM Sprite). CW Payne; Cull; Hulett; David Reed (Aston Martin DB2); Andrew Mitchell (Alfa Romeo Giulia Sprint GT). FL Payne 57.579s (75.52mph). P Payne. S 21.  
**Race two (16 laps)** 1 Brian White (Triumph TR4) 30m 25.878s (76.76mph); 2 Foster +6.590s; 3 Hulett; 4 Barnard; 5 Till Bechtolsheimer (MGB); 6 Stephen Bolderson (MGB). CW White; Hulett; Barnard. FL Foster 1m 52.046s (78.18mph). P White. S 15.

**Intermarque Championship (46 laps)** 1 Chris Scragg (Aston Martin V8) 45m 57.483s (72.54mph); 2 Rikki Cann (Aston Martin V8) +5.569s; 3 Wayne Marrs (Ferrari 355 Challenge); 4 Chris Kemp (Aston Martin Vantage GT4); 5 Stephen Atkinson (Porsche 968 CS); 6 Paul Brooks (Ferrari 456 GT). CW Scragg; Marrs; Kemp; Atkinson; Tarek Mahmoud (Aston Martin DB4). FL Scragg 53.907s (80.66mph). P Scragg. S 28.  
**Race two (24 laps)** 1 Scragg 45m 12.275s (77.51mph); 2 Leo Voyatzides (Ford Mustang) +11.893s; 3 Tim Mognidge (Ferrari 355 Challenge); 4 Tristan Simpson (Ferrari 355 Challenge); 5 Kemp; 6 Brooks. CW Scragg; Voyatzides;

Mognidge; Kemp; Tim Mognidge (Porsche 911). FL Scragg 1m 42.261s (85.66mph). P Bolaji Odunsi (Aston Martin Vantage GT4). S 29.

**Pre-War Team Challenge (17 laps)** 1 Patrick Blakeney-Edwards (Frazer Nash Saloon) 21m 06.274s (58.38mph); 2 Clive Morley (Bentley) +20.440s; 3 David Freeman (Aston Martin Speed); 4 James Morley (Bentley); 5 Richard Hudson (Bentley); 6 Peter Dubsy (Aston Martin 15/98). CW Blakeney-Edwards; Clive Morley; Freeman; Chris Pearson (Austin 7); Clive Temple (Riley Brooklands). FL Blakeney-Edwards 1m 13.449s (59.20mph). P Clive Morley. S 13.

**Innes Ireland Cup (30 laps)** 1 Peter Snowdon (Jaguar E Type Lightweight) 35m 01.716s (62.08mph); 2 Naismith +3.832s; 3 Jamie McIntyre (Iso A3C); 4 Burton; 5 Robert Rawe (Aston Martin Project 214 replica); 6 Graeme Dodd/Martin Melling (Jaguar E Type). CW Snowdon; McIntyre; Jeremy Cooke/Mike Dowd (Lotus Elan); Pete Foster/Tim Mognidge (Triumph TR4). FL Snowdon 59.832s (72.68mph). P Snowdon. S 17.

**1950s Sports Cars/Jaguar XK Challenge (26 laps)** 1 Nick Naismith (Aston Martin DB4) 30m 25.375s (61.93mph) 2 Till Bechtolsheimer (Allard J2) +29.138s; 3 Mike Thorne (Austin Healey 100M); 4 John Burton (Jaguar XK120); 5 Brian Arculus (Lotus Elite); 6 Jeremy Cooke (Cooper Bobtail). CW Naismith; Thorne; Burton; Arculus; Cooke; Gordon McCulloch (Maserati 200S); Andy Keith-Lucas (Jaguar XK150); Mark Noble (Triumph TR2); Heinz Stamm (Aston Martin DB2/4 Bertone); Christopher

Scholey (Jaguar XK120). FL Bechtolsheimer 1m 05.719s (66.16mph). P McCulloch. S 29.

**Race two (14 laps)** 1 Naismith 31m 34.153s (64.74mph); 2 Ben Shuckburgh (Lister Jaguar) +2.428s; 3 Thorne; 4 Urs Muller (Aston Martin DB3S); 5 Karsten Le Blanc (Austin Healey 100S); 6 Steven Hart (Maserati 300S). CW Naismith; Shuckburgh; Thorne; Muller; Arculus; Burton; Scholey; Claire Keith-Lucas (Jaguar XK150); Peter Dubsy (Aston Martin 15/98). FL Shuckburgh 1m 49.883s (79.71mph). P Shuckburgh. S 28.

**Woodcote Trophy (29 laps)** 1 John Ure (Cooper Bristol T24/25) 55m 20.676s (76.50mph); 2 Joe Singer (Kurtis 500S) +4.275s; 3 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 4 Rick Bourne/Malcolm Paul (Lotus 10); 5 Jeremy Cooke/Mike Dowd (Cooper Bobtail); 6 Urs Muller (Aston Martin DB3S). CW Ure; Singer; Friedrichs/Hadfield; Cooke/Dowd; Chris Jolly (Aston Martin DB2). FL Bourne/Paul 1m 49.057s (80.32mph). P Bourne/Paul. S 22.

**GT & Sports Car Cup (41 laps)** 1 Chris Scragg/Matt Nicoll-Jones (Jaguar E Type) 1h 30m 27.365s (66.17mph); 2 Gregor Fiskén/Peter Hardman (Jaguar E Type) +11.456s; 3 Andrew Haddon/John Young (AC Cobra); 4 John Clark/Julian Bronson (Jaguar E Type); 5 Jeremy Welch/Mark Pangborn (Austin Healey); 6 Chris Chiles Senior & Junior (Austin Healey). CW Scragg/Nicoll-Jones; Welch/Pangborn; Jonathan Head/Ben Adams (Turner MK2); Nicholas King (Ford Mustang); Ralf Emmerling/Phil Hooper (Eva Mk6). FL James McIntyre (Bizzarini 5300 GT) 1m 48.559s (80.69mph). P Scragg/Nicoll-Jones. S 39.



# KARTING ROUND-UP

"Lee won a truly epic final at Larkhall"  
Junior TKM action, below



Photos: kartpix.net and RH Photography

## LITTLE GREEN MAN MAN CHIEFS OPPOSE CLUB KART CHANGE

Proposed new rules could force series to share Cadet grids with club karters

By Russell Hayes

**Little Green Man series chiefs have criticised proposals that could stop kart championships holding standalone races as part of club meetings.**

The proposed rule change from the Motor Sports Association's Kart Committee was recently out for public consultation. It would require all championships to be 'integrated' with the club meeting by preventing standalone races for classes that the hosting club already runs.

The IAME Cadet-based Little Green Man series, which had 54 entries at its last meeting at Buckmore Park, races on the same bill as club meetings. Many drivers use the series as experience to prepare for an upcoming national Super One round at the circuit. Under the new rule, it would have to share Cadet class grids with club racers. Other club-based invitational championships that would be affected include the Northern

Mills is opposed



Little Green Man features big grids of Cadet karts

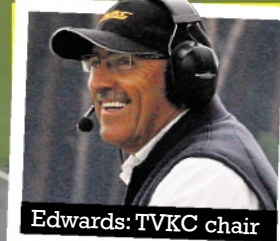
Karting Federation and the Formula TKM InterClub Championship. Having days after a recent MSA karting stakeholders meeting, Little Green Man chief Mike Mills said: "Nobody taking part in the sport understands what the point of this regulation is. The LGM has been run without a problem for 13 years and has been successful due to its format.

People want these type of championships, and the success of LGM is proof of that. If the MSA puts obstacles in front of people, they're going to move to non-MSA racing, which isn't what anyone wants."

"We have formally objected to the change for 2015. At Buckmore Park, we received more than 100 signatures to a petition which has been received by the MSA. Not one person objected. How can the

MSA now continue with this after such strong opposition?"

An MSA statement read: "The proposed regulation (W)1.5.8.2- [which was] open to consultation until June 13 - is intended to clarify how UK kart championships may run within standard club meetings, in accordance with the simplified structure for UK karting announced in March 2013 and implemented from January 1, 2014."



Edwards: TVKC chair

**'Don't mess with what's working'**

Nigel Edwards is the chairman of the Association of British Kart Clubs Direct-Drive Working Group, and chairman of Trent Valley Kart Club. He said he was also opposed to change: "At the recent MSA stakeholder's meeting the view was not to mess about with what we already have and what's working. It just needs fine-tuning. I personally agree. "Cadet racing is the most successful [karting class] in the UK, we don't want to tamper with it. IAME Cadet is great and Honda is well supported."

### The Road to Indy now starts in Rotax karts

IndyCar Series chiefs have secured a tie-up with the US distributor of Rotax engines to build links between karting and top-level US single-seaters.

The Road to Indy scheme is designed to create a path to IndyCar through US F2000, Pro Mazda and Indy Lights. Under a new arrangement with the MAXSpeed Group, the 21 Rotax Max Challenge divisions in the USA will become an official part of the scheme.

"This new alliance underscores the natural progression of advancing from karts to cars via the Road to Indy platform," said programme chief Dan Andersen. "We look forward to forming similar relationships with other series around the world."

The British MSA Formula Ford Championship is a partner of the Road to Indy, with the winner getting a Pro Mazda test.

### Scottish CIK star wants Larkhall run

Scottish ace Ross Martin has targeted an outing in this weekend's Super One Rotax meeting at Larkhall.

The 14-year-old is focused on competing in international racing this season and finished third in last month's opening round of the CIK-FIA Academy Trophy in Genk. The Dunbartonshire racer said he was hopeful a deal could be arranged for him to take part at his local Super One round.

"Although I've only been racing internationally, it would be great to get out and race in Super One again as a one-off," Martin said. "I'm confident we can sort out a last-minute agreement. I want to keep sharp for the rest of the international year."

## SUPER ONE MSA REPORT

### Allen takes a double while Easthope closes on KZ1 title glory

**Super One MSA: Larkhall**  
By Henry Beaudette

Organisers: West of Scotland Kart Club When: June 28/29 Where: Larkhall, Scotland Championship: Super One MSA/KGP/TKM Round: four Starters: 103

**Former Under-18 World champion Henry Easthope took a major stride towards becoming the MSA British Senior Karting champion despite a double win for Scott Allen in KZ1.**

With just one round left for the gearbox runners, Easthope is all but uncatchable thanks to a second and third place finish in the two finals around the fast and furious Scottish venue.

Allen's success was the first for the IAME engine in the KZ1 class with his win in final two coming thanks to an extremely brave move on Sam Webster going into the 80mph Turn Five.

In the MSA British Cadet Championship, AIM Motorsport's Kiern Jewiss extended his slender points lead a little further with a second place in final one and a win in the second. Jewiss's nearest rivals, Teddy Wilson and Jonny Edgar, also scored well with Wilson

taking the honours in final one from Jewiss and Dexter Patterson.

Seven days after his dramatic O Plate win at the same venue Edgar almost achieved another last-gasp win at Larkhall when he tried to undercut Jewiss out of the final corner in final two. But this time Jewiss was able to keep his nose in front. Wilson completed the podium, with the top three crossing the line three abreast.

Having won an appeal following his exclusion at Rowrah, Kyle Hornby is now back in the thick of the Junior TKM title hunt and he backed up his title credentials with victory in final one.

The first final was very close but the second race was a true epic with the lead changing hands continuously and when the chequered flag fell it was Dino Lee who crossed the line first for his maiden win of the season, less than two tenths ahead of Alex Forward, with Hornby third.

The closest finish of the weekend was in the second TKM Extreme final. Tom Owen passed Joe Forsdyke coming out

of the final corner to win by two hundredths of a second.

Both Owen and Forsdyke had to battle their way to the front after a last lap clash in final one led to them starting the main event from the back. Final one winner James Ogden completed the race two podium.

Oliver Hodgson scored a second consecutive double win in Formula KGP as the rest of the field scrapped over the minor placings. Mark Litchfield and Bobby Game completed the race one podium but both were delayed by separate incidents in the second final, which allowed Matt Davies and Jamie Flynn to climb into the podium positions.

The Cadet Libre support race attracted eight entries. Bray Kenneally continued his perfect record, but he was pushed all the way by Luca Molinaro. A late spin in final two put paid to Molinaro's chances, although he still finished third behind local club points leader Jake Triggs.

**Results**  
MSA Cadet, final one (21 laps) 1 Teddy Wilson (Fusion Motorsport) 15m 56.720s; 2 Kiern Jewiss (AIM Motorsport) +0.210s; 3 Dexter Patterson (AIM Motorsport); 4 Jonny Edgar (Fusion Motorsport);



Allen stormed to double win in KZ1 finals at Larkhall

5 Lewis Thompson (Next Gen Motorsport); 6 Tom Wood (AIM Motorsport).  
Final two (21 laps) 1 Jewiss 15m 55.780s; 2 Edgar +0.070s; 3 Wilson; 4 Thompson; 5 Wood; 6 Joe Turney (Next Gen Motorsport). Heat winners Jewiss; Wilson Fastest lap Jewiss 44.690s (42.65mph) Pole Owen Marlow (Eclipse Motorsport) Starters 27.  
Club Cadet, final one (21 laps) 1 Bray Kenneally (AIM Motorsport) 16m 03.310s; 2 Luca Molinaro (Shox Performance) +0.320s; 3 Jake Triggs (Privateer); 4 William Walker (Privateer); 5 Joe Walker (Zipkart); 6 Logan Blake (Shox Performance). Final two (21 laps) 1 Kenneally 16m 05.230s; 2 Triggs +3.570s; 3 Molinaro; 4 Archie Kitching (4G Racing); 5 Walker; 6 Weaver. HW Kenneally; Molinaro FL Kenneally 45.300s (42.08mph) P Kenneally S 8.  
Junior TKM, final one (24 laps) 1 Kyle Hornby (DSG Motorsport) 16m 09.830s; 2 Alex Forward (Flex Motorsport) +0.08s; 3 Dino Lee (Litchfield Motorsport); 4 Shea Pearce (Litchfield Motorsport); 5 Kieran Carr (DSG Motorsport); 6 Ryan Edwards (SSL Racing). Final two (24 laps) 1 Lee 16m 09.670s; 2 Forward +0.16s; 3 Hornby; 4 Pearce; 5 Matthew Round-Garrido (Privateer); 6 Edwards. HW Hornby; Pearce FL Matthew Graham (Jade Karts) 39.450s (48.32mph) P Pearce S 23.  
TKM Extreme, final one (24 laps) 1 James Ogden (Klassen Motorsport) 16m 08.050s; 2 Andrew

Lawrence (Privateer) +0.85s; 3 Jordan Irvine (Litchfield Motorsport); 4 Matt England (TKM Academy); 5 Paul Monks (Flex Motorsport); 6 John Hogan (Privateer). Final two (24 laps) 1 Tom Owen (Privateer) 15m 55.780s; 2 Joe Forsdyke (Tal-Ko Racing) +0.02s; 3 Ogden; 4 Simon Vercoe (Tal-Ko Racing); 5 Kyle Sprout (Litchfield Motorsport); 6 Monks. HW Forsdyke; Ogden FL England 39.220s (48.60mph) P England S 15.  
Formula KGP, final one (26 laps) 1 Oliver Hodgson (PF International) 16m 12.920s; 2 Mark Litchfield (PF International) +1.78s; 3 Bobby Game (Team O'Neill); 4 Daniel Baybutt (Jade Karts); 5 Dan Stocks (Litchfield); 6 Matt Gilliland (Privateer). Final two (26 laps) 1 Hodgson 16m 15.410s; 2 Matt Davies (Privateer) +3.65s; 3 Jamie Flynn (Ricky Flynn Motorsport); 4 Litchfield; 5 Jack New (Litchfield Motorsport); 6 Paul Wilson (Litchfield Motorsport). HW Hodgson (x2) FL Hodgson 36.800s (51.80mph) P Hodgson S 12.  
KZ1, final one (32 laps) 1 Scott Allen (Jade Karts) 15m 42.180s; 2 Henry Easthope (Taylor International Motorsport) +0.36s; 3 Sam Webster (Zipkart); 4 Will van Es (Andy Fairless Racing); 5 John Pike (R&S Motorsport); 6 Jonny Buchanan (N&J Aluminium Lining). Final two (32 laps) 1 Allen 15m 46.100s; 2 Webster +0.10s; 3 Easthope; 4 Pike; 5 Ryan Sharp (Privateer); 6 van Es. HW Webster (x2) FL Pike 29.060s (65.59mph) P Pike S 13.

### Eight-year-old lap record broken twice

The eight-year-old lap record for the F125 Open class was broken twice during the opening rounds of the F125 Open English Championship at Darley Moor.

Chris Needham, driving an Anderson Magnum Vortex, lowered Justin Doherty's lap record from September 2006 by 0.15s in race one. His lap was 1m 00.63s (89.06mph).

Kirk Cattermole then further reduced the record in race two on his Raider SGM, with his best time a 1m 00.42s (89.37mph).

Cattermole won both races to head the points table. Needham finished second in both races but was hampered by a puncture in race two which dropped him back from Cattermole.

In the Division One class, Paul Hewitt on his Barker-prepared Anderson FPE narrowly missed out on beating the lap record currently held by Carl Hulme.



Cattermole set a new record



## SPORTING SCENE ROUND-UP

## ROUND-UP

There were mixed fortunes for the leading competitors in the **Demon Tweeks BTRDA Autotest** Championship as they visited Wales for rounds seven and eight.

Lindsay Special driver Malcolm Livingston mastered the slippery conditions to take FTD on Anglesey from Paul Fobister and David Evans, who were only separated by 0.1 seconds at the end of Saturday.

Competitors moved to the Wrexham home of series sponsors Demon Tweeks for Sunday. They were joined by Richard Pinkney, who had been in Ireland the previous day. He was unable to recover from a broken gearbox on the first test. A faultless drive gave Fobister his first FTD in the revamped Haigh Special used by its original builder, David Haigh, to win titles more than 25 years ago.

Evans broke his gearbox on the last round of tests but continued without oil to finish runner up by 0.4 seconds from Pinkney. Malcolm Livingston had to retire when the Lindsay Special suffered a broken gearbox while being driven by Martin MacKenzie.

Conditions were good for the third round of the Mercia Motorsports grass autotest series last Wednesday. The overall winner was Ben Heggs (Ford Fiesta) with a time of 234.0s, with Chris Valentine (Hillman Imp) second overall on 241.1s, and Jim Bryant (Mazda MX5) taking third place.

The heat races for last week's **Grand Prix Midgets** race at Birmingham Wheels took place on a wet-but-drying circuit. Nick Price won the first heat and Daniel Pooley the second. The circuit was dry for the final, where the drivers competed for the Chris Rock

Trophy. Regular F2 stock car driver Jamie Young made the best start. Looking to pass for the lead on lap three Pete Bourn spun and Young clipped the wall in avoidance, his race over with suspension damage. On the restart Leon Smith led but was passed by Dave Bonser and Price, who had his car sideways on more than one occasion while making his outside pass. It finished in that order, with Leon Smith third.

Rounds six and seven of the **Guyson Scottish Hillclimb Championship** was held at Forrestburn. In very un-Forrestburn conditions (warm and sunny on both days) there was very close racing. Ross Napier (NBR Gould) was fastest on both days, with Garry Dickson (OMS 25) and George Coghill Jr (Force PT) second and third on Saturday and switching round on Sunday.

British hillclimb championship regular Trevor Willis won both Top Ten Challenge run-offs at Prescott Hillclimb's annual **Midland Hillclimb** round at the weekend. Former Midland champion Mike Turpin took the overall lead in the class-based championship.

## RESULTS

## Kennings Autotest: Saturday

1 Malcolm Livingston (Lindsay Special) 644.2; 2 Paul Fobister (Haigh Special) 655.6; 3 Dave Evans (Blitz) 655.7; 4 Ian Chapman (Riot) 728.3; 5 Willie Keating (Nova) 740.3; 6 Roger Holder (Starlet) 741.9; 7 Duncan Wild (ABS Freestyle) 743.6; 8 Dave Cook (Micra) 746.4; 9 Warren Gillespie (Nova) 765.0; 10 Martin MacKenzie (Lindsay Special) 767.4.

## Tim Sargeant Autotest: Sunday

1 Fobister 698.2; 2 Evans 709.3; 3 Richard Pinkney (Caterham) 709.7; 4 Keith Walton (Lowcost) 726.5; 5 Gordon Holmes (Westfield) 753.3; 6 Chapman 767.7; 7 Holder 792.5; 8 Gillespie 808.4; 9 David Higginson (Mini Special) 810.5; 10 Cook 813.7.

HIGGINS SETS NEW HILLCLIMB MARK  
Manx ace beats own Mount Washington record

Drew (l) and Higgins: new record



Higgins beat his own hill record by two seconds

## By David Evans

## Subaru USA driver David Higgins broke the Mount Washington Hillclimb record on Sunday.

The reigning Rally America champ completed the 7.6-mile mixed-surface course, which peaks at 6288 feet, in 6m 09.09s. The Manxman had feared his own 2011 record might be out

of reach, because of Rally America technical rules that have reduced the power of his Impreza. He also had co-driver Craig Drew alongside him this time. But the additional weight was offset by having pacenotes.

"We put in a big effort for those extra seconds," said Higgins. "There's so much history here, it's great to be part of it with Subaru. We had

more weight and less power, but the car really excelled on the dirt parts at the top half of the course."

Higgins' Subaru USA teammate Travis Pastrana was second in the sister Impreza. Romain Dumas won the Pikes Peak Hill Climb. The Frenchman completed the 12.42-mile course in his Norma M20 in 9m 05.81s.

## DRAG RACING REPORT

## Summer rain ruins racing at Santa Pod

## MSA British Drag Racing Championship: Santa Pod, Northants

By Ivan Samson

Organisers: Santa Pod Racers Club When: June 28/29 Where: Santa Pod, Northamptonshire Championship: MSA British Drag Racing Championship Starters: eight

Scheduling a drag race meeting for the same weekend as the Glastonbury music festival was always tempting fate with the weather.

Rain showers blighted the SPRC Summer nationals. The first round of eliminations was delayed until late Sunday afternoon. Even then only two pairs made it to the finish line before a deluge brought the curtain down.

Seven of the eight runners produced qualifiers in the six-second zone, with Dutchman David Vegter taking top spot with a 6.3721s/221.33mph run in his supercharged 1967 Camaro, closely followed by Andy Robinson with a 6.4703s. Both would be frustrated by the rain as only Rick Garrett – a 6.4878s/211.80mph winner over Kev Slyfield's 6.5758s/212.09mph – and Roger Moore (6.8321s/202.44mph) over Phillip Englefield's 6.8699s/220.39mph would progress from the completed knockout pairings.

Robinson now assumes the series lead on accumulated qualifying points.

## NATIONAL HOT ROD FINAL PREVIEW

## CHRISTIE: CALM APPROACH KEY

County Antrim man aims to defend crown. By Matt James

## EVENT INFO

Venue: Foxhall International Raceway, Ipswich  
Starts: 1200hrs  
Saturday and Sunday  
Tickets: £25 each day (5-14 years £15)  
Support races: Stock Rods World Championship, Lightning Rods British Championship, 2.0-litre Hot Rods National Championship, 1300cc Stock Cars Supreme Championship



Christie: 2013 win



## QUALIFIERS

## National Hot Rod C.P.Dynes World Championship

NO	DRIVER
9	Glenn Bell
39	Terry Hunn
42	Shane Bland
66	John Van Den Bosch
76	Adam Maxwell
92	Jack Blood
100	Dick Burtenshaw
113	Stuart McLaird
115	Chris Haird
117	Robert McDonald
152	Shaun Taylor
162	Carl Waller-Barrett
174	Jason Kew
192	Tony Bloss
196	Dave York
209	Kym Weaver
261	David Casey
304	Danny Fiske
305	Billy Wood
308	Jim Cowie
348	Shane Brereton
467	Winnie Holtmanns
491	Colin Smith
615	Chris Lehec
700	Ian Donaldson
844	Billy Bonnar
940	Gary Woolsey
955	Damien Mulvey
960	Mark Heatrick
962	John Christie
970	Shane Murphy
994	Keith Martin
996	Stewart Doak
997	Andrew Murray

Christie hopes new engine will help him defend title

**W**orld Hot Rod champ John Christie says a calm head is the key to winning the title.

The 31-year-old will go to the Foxhall Heath stadium this weekend to defend the crown that he lifted last July.

Christie, son of former five-time winner Ormond Christie, says that experience and being relaxed can count for as much as outright pace in the category's big race.

The County Antrim man took the win last year when leader Chris Haird tripped over a backmarker in the latter stages of the 75-lap race.

"Last year, there was no pressure on me and I didn't put any on myself," he explains. "I knew I had a good grid position and I thought to myself that if I could pick off one or two people, then I could be in with a shout of a podium position. Never in my dreams did I think I was going to go out there and win it, so I think that played to my advantage a little bit."

Christie has collected much more silverware in the last 12 months by claiming the European title and the National and Irish open crowns. He says he has conducted a busy test session ahead of his title defence, and he will be running right up until

today (Wednesday) in an attempt to extract the most from his spaceframed Peugeot silhouette. He tested at his local Tullyroan venue last week and will switch to Northampton this week to try and unlock more pace from the car.

"I have been using a spare engine for some meetings this season, but we are changing it for this weekend. I have had an engine built by Trevor Hill ahead of the World Final and that, combined with a new exhaust, will give me a bit more power. It has been impressive in testing, and I just need to refine the handling now and we will have a good chance."

Scot Rob McDonald topped the English points this season and is among the favourites, but Christie says he will have his eyes on others. "If Haird qualifies as well as he can, he will be a threat as always," said Christie. "And, beyond that, you have Irish racer Shane Murphy, who really is in form, and Andrew Murray too. It certainly won't be easy."

Christie and members of his crew are taking part in a charity cycle ride from Northern Ireland to Ipswich ahead of the World Final to raise money for the Action Cancer fund. Christie says the pot is already nearing £9000 and, with activities at the Foxhall Heath stadium, he is aiming to reach a target of £20,000. For details, visit Christie's web page, justgiving.com/962. ■



*"It's such a challenging track here in Finland"*

Foust celebrates WorldRX win, below

Photos: McKlein/LAT and Colin Casserley



## WORLD RALLYCROSS: FINLAND

### World Rallycross: Finland

By Hal Ridge

**Organiser:** AKK Sports **When:** June 28/29 **Where:** Kouvala, Finland **Championships:** FIA World Rallycross Championship presented by Monster Energy **Starters:** 58

Tanner Foust became the fourth different World Rallycross Championship winner from four events in 2014 at Kouvala, Finland.

The American led the rain drenched final from lights to flag in a Marklund Motorsport-run VW Polo, ahead of OlsbergsMSE team-mates Andreas Bakkerud and Reinis Nitiss, the pair exchanging places on the first lap.

The Latvian had earlier won his semi-final to extend his lead at the head of the championship standings. Polish driver Krzysztof Skorupski finished fourth, the best result of his season so far, while Anton Marklund was fifth. Reigning Finnish champion Joni-Pekka Rajala retired on lap two while he was sixth.

"The mud was so slippery and slimy, I knew I had to get the start right because when you are behind in the wet mud it's almost impossible to overtake here," said Foust. "It's such a challenging track in Finland. I love it, and it's so great to win a round of the World Rallycross Championship."

While the final was run in difficult conditions, the drivers did have prior experience of the grip levels and the consequences of making a mistake on the slippery Kouvala surface. Heavy rain fell before the semi-finals and caused first lap chaos in both races. Only three cars finished each event. The first semi-final was won by Nitiss ahead of Bakkerud and Skorupski. Timur Timerzyanov retired after hitting the barriers and suffering two punctures on the first lap. Timerzyanov's Peugeot-Hansen team-mate Timmy Hansen had a

day of mixed emotions. The Swede rolled his 208 in the third heat, leaving his team with a race against time to repair the car in time for heat four. They made it out and made the semis, but despite the effort Hansen would retire from the race when he went off on the second lap.

The second corner of the second semi-final was the end of the road for Toomas Heikkinen, Derek Tohill and Liam Doran, the trio involved in an incident that also included Petter Solberg. Irishman Tohill had most reason to be disappointed. He'd run within the top ten all weekend. Solberg nursed his car back to the starting grid, where rushed repairs were effected before the re-start. He finished the race, and qualified for the final in the process. However, in the paddock his team was unable to fix his car in time prior to the final, his place on the back row being taken by Rajala.

JWRC champion Pontus Tidemand had another promising run in the new EKS Audi S1 and just missed out on a place in the semi-finals, as did Jacques Villeneuve who again failed to make it into the latter stages of the event in his third outing of the year. Fellow ex-F1 driver Markus Winkelhock had an even worse time. Standing in for Mattias Ekström, who was on DTM duties, the German would go no further than practice after his Audi suffered engine issues. Andy Scott was unable to start in Finland, his car continuing to be used by Villeneuve after the French-Canadian rolled his own chassis in testing earlier this month. Scott plans to be back on track next weekend in Sweden.

Reigning British junior rallycross champion Kevin Hansen made his debut in senior rallycross in the RX Lites Cup and duly won the semi final and final. Yigit Timur finished second with Niclas Grönholm, son of WRC legend Marcus, in third. He was making his RX Lites debut.

Nikita Misyulya won his first European rallycross even in Super1600, while Daniel Lundh extended his points lead in TouringCar by taking the victory.

# FOUST KEEPS CLEAR IN A FINNISH DOWNPOUR

### CHAMPIONSHIP POINTS

FIA World Rallycross Championship 2014		
POS	DRIVER	POINTS
1	Reinis Nitiss	96
2	Andreas Bakkerud	82
3	Petter Solberg	80
4	Toomas Heikkinen	74
5	Anton Marklund	61
6	Timmy Hansen	48



Foust (leading) pulled clear of the pack in SuperCar final



Bakkerud battled through mud to second

### RESULTS

FIA World Rallycross Championship presented by Monster Energy, round four of 11, Kouvala, Finland, SuperCar final (six laps)

POS	DRIVER	CAR	TIME
1	Tanner Foust (USA)	VW Polo	4m 59.725s
2	Andreas Bakkerud (NOR)	Ford Fiesta	+3.6s
3	Reinis Nitiss (LAT)	Ford Fiesta	+5.4s
4	Krzysztof Skorupski (POL)	Citroën DS3	+19.3s
5	Anton Marklund (GER)	VW Polo	+26.0s
6	Joni-Pekka Rajala (FIN)	Skoda Fabia	+4 laps

**Teams Championship:** 1 OlsbergsMSE/Ford T18, 2 Marklund Motorsport/Volkswagen 135, 3 Team Peugeot-Hansen 96, 4 PSRX 92, 5 Monster Energy World RX Team 33, 6 Albatec Racing 14 etc.  
**Super1600 (6 laps):** 1 Nikita Misyulya (Skoda Fabia) 5m 04.936s; 2 Janis Baumanis (Renault Twingo) +3.1s; 3 Rasul Mimmikhanov (Renault Twingo); 4 Janno Ligur (Skoda Fabia); 5 Ulrik Linnemann (Peugeot 208); 6 Sergej Zagumennov (Skoda Fabia).  
**TouringCar (6 laps):** 1 Daniel Lundh (Volvo C30) 5m 09.881s; 2 Jari Jarvenpaa (Ford Fiesta) +1.0s; 3 Torleif Lona (Ford Fiesta); 4 Pekka Mustakallio (Ford Fiesta); 5 Anders Braten (Ford Fiesta); 6 Tomi Koirikivi (Ford Fiesta).  
**RX Lites Cup (6 laps, all RX Lites):** 1 Kevin Hansen 5m 05.652s; Yigit Timur +7.6s; 3 Niclas Grönholm; 4 Kevin Eriksson; 5 Alexander Westlund; 6 Sandra Hultgren.



Heavy rain caused chaos

## BRISCA F1 REPORT SCOTTISH CHAMPIONSHIP

### Harris turns consolation prize into Scottish Championship title at Cowdenbeath

#### BriSCAF1: Cowdenbeath and Lochgelly

By Jim Turner

**Organisers:** BriSCA **When:** June 28/29 **Where:** Cowdenbeath Racewall and Lochgelly **Championship:** Scot Steel Scottish Championship **Starters:** 42

Tom Harris came through to win the Scot Steel Scottish Championship at Cowdenbeath Racewall on Saturday night, having only secured his place on the grid after winning the consolation race.

There was drama just prior to the start of the Final when Rob Speak's aerofoil dropped down and he dashed to the pit gate to

get it repaired. Paul Ford and Danny Wainman tangled and retired at the start. Michael Steward led initially but John Dowson Jr quickly took over. Harris sent Speak wide and dived inside before setting off after the leading group of cars. Just after half-distance Harris moved into the lead and soon after that Dowson lost ground, allowing both Speak and Fairhurst through. But both men were losing ground to the leader.

Harris calmly reeled off the remaining laps to win the championship, crossing the line clear of Speak.

Harris continued to dominate the weekend at Lochgelly Raceway on Sunday.

The weather threatened, but in the end was mainly bright and sunny. It meant the drivers had a dry, fast track to race on.

After his heavy shunt the previous evening Ford had repaired his car overnight and qualified for the final.

There was a stoppage during the early stages after three cars piled up and ensnared a couple more that were in close pursuit. On the restart Michael Steward led but Harris was soon making up ground and, by the time the yellows appeared to remove a

car from the track, he had moved into third.

Although Steward led on the restart it took Harris only a couple of laps to take the lead and then pull away.

Wainman Jr moved past his brother Danny and Paul Poulter for second. But by then Harris was long gone as he chalked up a heat and final success.

#### Results

**Cowdenbeath, Final:** 1 Tom Harris; 2 Rob Speak; 3 Lee Fairhurst; 4 John Dowson Jr; 5 Paul Harrison; 6 Frankie Wainman Jr; 7 Matt Newson; 8 Paul Poulter; 9 Chris Cowley; 10 Will Hunter.  
**Lochgelly, Final:** 1 Tom Harris; 2 Frankie Wainman Jr; 3 Paul Poulter; 4 Paul Harrison; 5 Matt Newson; 6 Danny Wainman; 7 Luke Davidson; 8 Michael Steward; 9 Chris Cowley; 10 John Dowson Jr.



Harris was in fine form in Scotland, taking a pair of wins



# HAVE YOUR SAY

## WE NEED YOU! GET INVOLVED WITH MN



**WRITE TO US**  
Motorsport News  
Haymarket Publishing,  
Teddington Studios,  
Broom Road, Teddington,  
Middlesex, TW11 9BE



**EMAIL**  
mn.letters@  
haymarket.com



**TWITTER**  
Rally updates:  
@MNRally  
Racing updates:  
@MNewsRacing



**FACEBOOK**  
Search for  
'Motorsport News'



**DIGITAL ISSUE**  
See motorsport-  
news.co.uk

MN does not always agree with opinions expressed in letters

## STAR LETTER

### Hear the noise

What a delight to see and hear current Grand Prix cars going up the Goodwood hill last weekend, with current stars like Lewis Hamilton behind the wheel. Hang on, did I say hear?

Because of the F1 testing restrictions and so on, most of the 'current' cars at Goodwood were actually 2012 or 2013 examples, complete with the lovely shrill V8 engines. I strongly suspect the V6 turbos won't sound as good at Silverstone for the British Grand Prix.

I don't want to stand in the way of progress, but it was clear from the crowd reaction at Goodwood how important noise is when it comes to motor racing. From the V8 F1 cars to the mighty NASCAR, V8 Supercar and Can Am machines, it was the loud machines that the crowd reacted to the most. That should be a lesson to F1 chiefs.

Mike Saunders  
Via email

## MN SAYS...

### Can Lewis deliver at home?

Hamilton has a great chance to take second British GP win

The British Grand Prix is always a must-see event, but the intrigue heading into this year's race should make it essential viewing.

For starters, there's a very real chance of a first British winner since 2008: Lewis Hamilton must be the favourite heading into Silverstone. That's not a slight on his Mercedes team-mate Nico Rosberg, just that the ground Hamilton has lost in the title race means that he really *needs* the win.

It will also be the first chance most British fans get to hear this year's F1 engines for real, rather than on television. Will the chance to get up close to them challenge the widespread perception that F1 2014-spec is simply too quiet? If you're off to Silverstone, I'd love to hear your opinion.

● Due to ever-rising costs, the price of MN has risen to £3.10 this week. You can save money by taking out a subscription. Visit motorsport-news.co.uk or call 08448 488834 for details.

James Attwood, Editor (Twitter: @AttersMNNews)



## LETTERS

### BRC needs change

"BRC Canned" (MN, June 25) - no surprise as it has been in intensive care for years. It appears that [MSA chief executive] Rob Jones has certainly identified the shortfalls but the real problem started in all forms of rallying when we moved away from rear-wheel-drive.

It is rear wheel drive that everybody loves about motorsport especially rallying, both competitors and spectators. Look no further than the success of the MX5 Series or the BMW Compact Cup in racing and why the vehicle of choice is still an Escort Mk2. They have been the only over-subscribed classes.

I am aware that manufacturers generally do not make rear-wheel-drive cars, but nor do showrooms have four-wheel-drive Fiestas, Polos or DS3s, so perhaps we need to start at the top.

I do not know how we can get back to rear-wheel-drive but I know part, if not all, of the demise of British rallying has been because of the uninspiring nature of front wheel drive rally cars and the astronomical cost of 4WD. A 1973 Mexico, age/inflation adjusted, is less than £25,000. Using the same formula an Escort RS1800 is about £50,000. That is the type of costing we need to be aiming at, not £100,000/200,000.

Lots of competitors bring lots of spectators, so let's start in the right place.

Fred Henderson  
Durham City

### Relaunch F1

I have just read about the British Rally Championships being scrapped for 2015, for a relaunch. What a good idea! I think Formula One should follow suit.

Yes, I am being serious. Formula One is now overhyped and too expensive, and only two teams and three drivers have been in the running during the last five years. Smaller teams do not have the money to race competitively and nobody is watching the sport.

What needs to happen: every race to be broadcast on free TV, with commercials or sponsorship, and on pay TV with no ads.



MN, June 25: BRC changes

Make sure at least three teams and therefore six drivers can win the championships until the end of each season, like in NASCAR.

Pigs might fly before this happens, but that is my view.  
Garry Simpson  
Via email

### MN rally winners

Regarding Ian Mills' column on past *Motoring News* Championship rally winners still rallying (MN, June 25) - I can increase his list to four:

He has forgotten Dai Richards from Aberystwyth, who won the 1980 Cambrian News Trophy Rally with Mick Briant. He took third in 1981 with Bill Gwynne in Mick's loaned Lotus Sunbeam, and in 1985 was third again with Gareth Richards in an RS2000, the event now known as Forge Garage AudiSport Trophy Rally.

Dai hasn't really stopped since encouraged in late 1960s by his enthusiastic dad Lewis Richards and in April this year was seventh overall with Kevin Morgan on the Night Owl Rally.

Brian Jones  
Aberystwyth

*Ian Mills says: D'oh! I thought of Dai when I first came up with the idea for the column and then missed him when I did the stats. I'm going to have to apologise to him when I see him at the Ystwyth Road Rally.*

### Stop standing starts

Standing starts after safety cars in F1? Rubbish idea. Please stop.

Tim Watson  
Via email

## YOUR PICS



MN.LETTERS@HAYMARKET.COM

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



Tom Kimber-Smith at Le Mans. Shot by Bob Sketchley



British GT action from Snetterton. By Ross McGregor



Some intense Wold Trophy action, by Robert Mintoft



Joshua Barrett's British GT photograph from Snetterton



Cp B display at Rally of the Midlands. By Greg Tomkins



Drag racing from Shakespeare County by Mike Farmer



Darren Foster sent a shot of classic BriSca F1 battling



James Dewar sent in a nice shot from the Crail Stages



# WHAT'S ON

## LISTINGS

### WEDNESDAY

■ **Arlington Stadium, Eastbourne**  
**Oval Racing:** oval track legends, ladies bangers, rookie rods  
**Starts:** 1930hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk  
**Contact:** 01252 322920

### THURSDAY

■ **Skegness Stadium, Marsh Lane, Skegness**  
**Oval Racing:** rookie bangers (non-Honda), 1300cc saloon stock cars, GT rods **Starts:** 1930hrs  
**Admission:** adult £13.50, child £6 **Web:** skegness-stadium.info  
**Contact:** 0844 559 1228

### FRIDAY-SUNDAY

■ **Silverstone, Northants**  
**British Grand Prix:** Formula One, GP2, GP3, Porsche Supercup  
**Starts:** Friday, qualifying from 1000hrs

Saturday, racing from 1440hrs (qualifying from 0845hrs) Sunday, racing from 0810hrs **Admission:** from £55 **Web:** silverstone.co.uk  
**Contact:** 08704 588260

### SATURDAY

■ **Oulton Park, Cheshire**  
**BRSCC meeting:** Britcar Endurance, Britcar Sports and Touring Cars, Mighty Minis, Production GTi  
**Starts:** racing from 1040hrs (qualifying from 0830hrs) **Admission:** adult £14, under 13 free **Web:** msv.com **Contact:** 0843 453 9000  
 ■ **Coventry Stadium**  
**Oval Racing:** BriSCA F1, Ministox  
**Starts:** 1830hrs **Admission:** adult £17, child £5 **Web:** coventrystox.com  
**Contact:** 02476 542395

### SATURDAY/SUNDAY

■ **Rockingham, Northants**

■ **750MC meeting:** 750 Formula, 750 Trophy, Bike Sports, Classic Stock Hatch, Clio 182, BMW Compact, Locost, Toyota MR2, RGB, Roadsports, Sport Specials, Stock Hatch, Sports Racing and GT  
**Starts:** Saturday, racing from 1140hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs) **Admission:** £15  
**Web:** rockingham.co.uk  
**Contact:** 0870 1660438

■ **Foxhall International Raceway, Ipswich**  
**Speed Weekend:** National Hot Rod World Championship, Stock Rod World Championship, Lightning Rod British Championship, two-litre hot rods, 1300cc stock cars, superstox, two-litre stock cars  
**Starts:** 1200hrs **Admission:** TBA  
**Web:** spedeworth.co.uk  
**Contact:** 01252 322920

■ **Boyndie, Banff**  
**Sprint:** Scottish Championship  
**Starts:** 0900hrs **Admission:** TBA  
**Web:** admc.org.uk  
 ■ **Weneytown, Duncormick, County Wexford**  
**Sprint:** Wexford MC **Starts:** 1230hrs  
**Admission:** free **Contact:** 00353 8767 48152

### SUNDAY

■ **Harewood, Leeds**  
**Hillclimb:** MSA British Championship  
**Starts:** 0900hrs  
**Admission:** adult £10, under 14 free  
**Contact:** 01132 886391  
**Web:** harewoodhill.com  
 ■ **Castle Arch Hotel, Trim, County Meath**  
**Rally:** ALMC Stages  
**Starts:** 0915hrs **Admission:** free  
**Web:** almcastagesrally.com  
**Contact:** 00353 87623 1992

■ **Higgins Estate, Moneyglass, Demesne**  
**Rally:** Lough Neagh Stages  
**Starts:** 0900hrs **Admission:** TBA  
**Web:** loughneaghmarshals.com  
 ■ **Skegness Stadium, Marsh Lane, Skegness**  
**Oval Racing:** big van bangers, Reliant Robins, junior rookie bangers  
**Starts:** 1300hrs **Admission:** adult £13.50, child £6  
**Web:** skegness-stadium.info  
**Contact:** 0844 559 1228  
 ■ **Mendips Raceway, Shipham, Somerset**  
**Autosolo:** Bristol MC  
**Starts:** 0915hrs **Admission:** free  
**Web:** btrda.com **Contact:** 01934 518239

*Details correct at time of press but please check with event organisers before travelling*

## TV GUIDE



Watch Alain Prost star in the 1989 British GP on Thursday

This is one of those weeks that is going to be described as 'a huge week for sport'. There are people kicking a ball around in Brazil, other people hitting balls with racquets in South West London and people cycling around parts of Yorkshire en route to France. But ignore all that, because this weekend is all about one sporting event: the **British Grand Prix**.

If you can't be at Silverstone, the race is live on the BBC and Sky (see *live timings*), and it should be a corker. Lewis Hamilton hasn't won at home since 2008, and desperately needs a success to hit back in the title fight with team-mate Nico Rosberg.

Even if this year's race doesn't turn out to be mega, you can enjoy some

top British GP action in Sky Sports F1 HD's **Classic Races** series. Pick from 1986 (Wednesday, 2100hrs-2300hrs), 1989 (Thursday, 2100-2130), 1981 (Friday, 2100-2145), 1987 (Saturday, 2100-2145), and 1988 (Sunday, 2145-2230). There's also the 1993 European GP thrown in for good measure (Monday, 2100-2145).

Felix Baumgartner is best known for jumping out of a balloon, but you can see him tackle the Nürburgring 24 Hours in **Felix Baumgartner meets motorsport** (Saturday, 2000-2030, MotorsTV). There's also another chance to see the **Racing Legends** documentary on Jackie Stewart (Sunday 1530-1630, BBC Two HD).

## LIVE TV

### British Grand Prix: BBC coverage

■ **Practice one:** Friday, 0955-1130, BBC Two HD  
 ■ **Practice two:** Friday, 1355-1535, BBC Red Button  
 ■ **Practice three:** Saturday, 0955-1105, BBC Two HD  
 ■ **Qualifying:** Saturday, 1205-1430, BBC Two HD  
 ■ **Race:** Sunday, 1200-1530, BBC Two HD

■ **GP2 Series: Silverstone**  
 ■ **Practice:** Friday, 1200-1250, Sky Sports F1 HD  
 ■ **Qualifying:** Friday, 1550-1630, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 1435-1605, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 0915-1030, Sky Sports F1 HD

### British GP: Sky Sports F1 HD coverage

■ **Drivers press conference:** Thursday, 1500-1545  
 ■ **The Grid Live:** Silverstone's 50: Thursday, 1800-1900  
 ■ **Practice one:** Friday, 0945-1200  
 ■ **Practice two:** Friday, 1345-1550  
 ■ **Team principal press conference:** Friday, 1700-1745  
 ■ **The F1 Show:** Friday, 1800-1900

■ **Practice three:** Saturday, 0945-1115  
 ■ **Qualifying:** Saturday, 1200-1435  
 ■ **Race:** Sunday, 1130-1615  
 ■ **Highlights:** Sunday, 2030-2130

■ **GP3 Series: Silverstone**  
 ■ **Qualifying:** Saturday, 0845-0920, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 1615-1715, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 0805-0905, Sky Sports F1 HD

■ **Porsche Supercup: Silverstone**  
 ■ **Race:** Sunday, 1045-1130, British Eurosport HD

■ **IndyCar Series: Pocono**  
 ■ **Race:** Sunday, 1800-2100, BT Sport 2 HD

■ **World Rallycross: Sweden**  
 ■ **Finals:** Sunday, 1730-1830, British Eurosport 2 HD

■ **NASCAR Sprint Cup: Daytona**  
 ■ **Race:** Saturday, 2330-0400, Premier Sports

■ **NASCAR Nationwide: Daytona**  
 ■ **Race [delayed]:** Saturday, 1620-1855, MotorsTV

■ **V8 Supercars: Townsville**  
 ■ **Race one highlights:** Saturday, 1615-1645, BT Sport 1 HD

### Porsche Supercup: Silverstone

■ **Race:** Sunday, 1045-1130, British Eurosport HD

■ **IndyCar Series: Pocono**  
 ■ **Race:** Sunday, 1800-2100, BT Sport 2 HD

■ **World Rallycross: Sweden**  
 ■ **Finals:** Sunday, 1730-1830, British Eurosport 2 HD

■ **NASCAR Sprint Cup: Daytona**  
 ■ **Race:** Saturday, 2330-0400, Premier Sports

■ **NASCAR Nationwide: Daytona**  
 ■ **Race [delayed]:** Saturday, 1620-1855, MotorsTV

■ **V8 Supercars: Townsville**  
 ■ **Race one highlights:** Saturday, 1615-1645, BT Sport 1 HD

Saturday, 1615-1645, BT Sport 1 HD  
 ■ **Race two:** Saturday, 0730-0900, BT Sport 1 HD  
 ■ **Race three:** Sunday, 0645-0845, BT Sport 2 HD and 0645-0850, MotorsTV

■ **Blancpain Sprint Series: Zandvoort**  
 ■ **Race one:** Saturday, 1230-1400, BT Sport 1 HD  
 ■ **Race two:** Sunday, 1000-1200, BT Sport 1 HD

■ **Euroformula Open: Hungaroring**  
 ■ **Race one:** Saturday, 1350-1450, MotorsTV  
 ■ **Race two:** Sunday, 1050-1150, MotorsTV

■ **International GT Open: Hungaroring**  
 ■ **Race one:** Saturday, 1450-1620, MotorsTV and 1500-1615, BT Sport 1 HD  
 ■ **Race two:** Sunday, 1150-1310, MotorsTV and 1200-1315, BT Sport 1 HD

## NEXT WEEK

## OUT WEDNESDAY JULY 9

# BRITISH

## GRAND PRIX

YOUR ESSENTIAL GUIDE TO ALL THE ACTION FROM SILVERSTONE

# PLUS

## MOTORSPORT'S FUTURE ENGINEERING STARS

## SPECIAL FORMULA STUDENT GUIDE

Contents correct at time of going to press

### THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

Teddington Studios, Broom Road  
 Teddington, Middlesex TW11 9BE, UK

### EDITORIAL

Tel: +44 (0) 20 8267 5385  
 Fax: +44 (0) 20 8267 5322

Follow us on Facebook: search 'Motorsport News'  
 Twitter rally updates: @MNRally  
 Twitter racing updates: @MNewsRacing

**Editor** James Attwood  
 james.attwood@haymarket.com  
**Deputy Editor** Matt James  
 matt.james@haymarket.com  
**Racing Editor** Robert Ladbrook  
 robert.ladbrook@haymarket.com  
**Group Rallies Editor** David Evans  
 david.evans@haymarket.com  
**National Rallies Editor** James Bolton  
 james.bolton@haymarket.com  
**Junior Reporter (Karting/Racing)** Russell Hayes  
 russell.hayes@haymarket.com  
**Art Editor** Mike Stokoe  
**Designer** Alys Webb  
**Office Manager** Joanne Grove  
 joanne.grove@haymarket.com

### CONTRIBUTING EDITORS

**World Rally columnist** Jerry Williams  
**National Racing co-ordinator** Paul Lawrence  
**Grand Prix columnist** Tony Dodgins  
**Origination/Repro** Dave Sternberg

**Photography** LAT Photographic:  
 Steven Tee, Charles Coates, Sam Bloxham,  
 Alastair Staley, Glenn Dunbar, Andrew Ferraro

### SUBSCRIPTIONS/BACK ISSUES

Motorsport News, PO Box 326,  
 Sittingbourne, Kent ME9 8FA  
 UK 08448 488 834  
 Overseas +44 (0)1795 592 984  
 Email motorsportnews@servicehelpline.co.uk

### ADVERTISING

Tel: +44 (0) 20 8267 5389 (Display) or  
 +44 (0) 20 8267 5355 (Classified)  
 Fax: +44 (0) 20 8267 5855

**Advertising deadline** Monday 12 noon  
**Advertising Director** Matthew Witham  
**Display Sales Manager** Martin Lee  
**Display Advertising** Tiffany Paton  
**Classified Sales Manager** Jonathan Whitehead  
**Classified Advertising** Christina Brown, Tanya Samuel

### PRODUCTION

**Production Manager** Anthony Davis  
**Production** Lee Brister, Paul Skinner

### PUBLISHING

**Direct Marketing Executive** Michelle Le Grice  
**Licensing Director** Jim James  
**Syndication Sales Enquiries** Roshini Sethi  
 +44 (0) 20 8267 5396  
**Special Projects Director** Derek Redfern  
**Brand Manager** Sam Jempson

### MANAGEMENT

**Group Director** Tim Bulley  
**Group Commercial Director** Ben Guyan  
**Group Editor** Anthony Rowlinson  
**Publisher** Stuart Williams

© 2014 Haymarket Media Group Limited  
 Reproduction in whole or in part of any text,  
 photograph or illustration without written  
 permission from the publisher is strictly  
 prohibited. While due care is taken to ensure  
 the contents of *Motorsport News* are accurate,  
 the publishers and printers cannot accept  
 liability for omissions and errors.

Advertisements are accepted for publication  
 in *Motorsport News* only upon Haymarket  
 Consumer Media Ltd's Standard Terms of  
 Acceptance of Advertising, copies of which  
 are available from the *Motorsport News*  
 advertising sales department.  
 Registered as a Newspaper with Consignia

**Printed by** Sheffield Web  
**Distributed by** Frontline Ltd, Park House,  
 117 Park Road, Peterborough, PE1 2TS, UK  
 Published every Wednesday by Haymarket  
 Motoring, Teddington Studios, Broom Road,  
 Teddington, Middlesex TW11 9BE

**Editorial Director** Mark Payton  
**Design Director** Paul Harpin  
**Publishing Director** Patrick Fuller  
**Managing Director** David Prasher  
**Chairman** Kevin Costello

haymarket Printed on 100% recycled paper



**Book your advert here**

MOBILE: 07739 281920

WANTS YOUR RACEY CAR

+44(0)771 8734895

TEL: 01964 564



Telephone +44 (0)1274 590824  
F: +44 (0)1274 531409 E: info@kaylan.co.uk W: www.kaylan.co.uk



**Kaylan**

**THE WINNING FORMULA IN HIGH PERFORMANCE PLASTIC**

Nothing endures the punishment received by the underside of a World Rally Car better than Kaylan. Resistant to both high end impact and abrasion, our special elastomers are purpose-built to withstand repeated flexing, extreme temperatures, and just about anything that a forest or gravel track might throw at it.

No wonder then that the world's top rally teams choose Kaylan mudflaps and under-body protection.

Join the likes of Ford, Subaru, Nissan, Mitsubishi and Seat and change to Kaylan.

- Mudflaps (both moulded and punched)
- Protection for; Trailing Arms, Gearboxes, Rose Joints, Toe Links, Differential and General Underbody Protection
- Wheel Arch Lining
- Engine and Gearbox Mounts
- Bushes and Bumpstops
- Sump and Tank Guards

**Kd**  
Kay-Dee Engineering Plastics Ltd  
Unit 2 Jubilee Court Thackley Old Rd Shipley West Yorks BD18 1QF U.K.

**FOR ALL YOUR**

**AVON TYRES**

**MOTORPORT & RACING TYRES**

Including ACB 10 FORMULA FORD

Phone: 0121 331 1122  
Email: sales@bmtr.co.uk

**BMTR.CO.UK**

**MOCAL**

- Winning races since 1967
- Wide Range of oil coolers and components
- British design and manufacture

**For the best in Oil Cooling systems... make it MOCAL!!**



**WORLDWIDE ENQUIRIES** visit: [www.mocal.co.uk](http://www.mocal.co.uk)  
phone: +44 0208 568 1172

**USA ENQUIRIES** visit: [www.batinc.net](http://www.batinc.net)

**DID YOU KNOW?**

89% of MN readers either never read Autosport or read it rarely and other magazines have an even lower overlap; advertising in Motorsport News helps you reach a unique audience.

**RACE CARS FOR SALE**

MasterCard [www.fuzznagltd.com](http://www.fuzznagltd.com) VISA

**PARTS SUMMER SALE**

**SUNBEAM**  
COMPLETE SET OF AXLE REAR ARMS £40  
PR TATTY REAR SPAX SHOCKERS £20  
PR TATTY REAR BILLYS £30  
3 X GRILLE £ 10 EACH  
N/S F - GLASS WING £20  
2 X STEEL BONNETS £ 20 EA  
PR STD BRAKE REAC RODS £20  
PR 21/4 LEDA COILOVERS + ALLOYTOP MOUNTS £200  
PR R J TCA'S + R J BRAKE REAC RODS £80  
3 X PR C POST TRIMS £10  
2 X FUEL TANK 1 WITH GUARD £ 10 + £20  
4.4 REAR AXLE ( NEW) ALLOY BRACE , TURRET SHOCK BRCKTS ,  
DISC BRAKED NO CALIPERS £450  
LYNX SINGLE WEBER INLET MANIFOLD £30

**FORD**  
PERIOD MAGARD SUMP GUARD £100  
PR WORKS STYLE MK1 INDS/S .LIGHT UNITS £60  
MK1 MEX STYLE N/S FRONT WING £25  
MK11 F/GLASS BOOT LID £ 25  
PR 4 LEAF SLIPPER SPRINGS £30  
MK11 GRP 4 SHELL . RING FOR DETAILS  
PR WIDE PLATFORM GARTRAC BILSTEIN FRONT STRUTS C/W SPRINGS + MOUNTS £600  
PR 2 1/4 REAR COILOVERS £200  
PR FOREST AP 4 POTS ( RECON) £600  
GOOD USED 4.6 ATLAS CW+P £100  
BRAND NEW ATLAS 5.1 CW+P £150  
CHOICE OF 4 X-FLOW B.V. CYL HEADS POA !  
4 SPD DOGBOX £600 / 4 SPD TRAN X £495

**VAUXHALL / OPEL**  
1.6 BV REBUILT COMPETITION MOTOR OUT OF CAR READY TO FIT £600  
PROJECT CAR 1.4 NOVA SR LOTS OF WORK DONE NEW WINGS + FRONT PANEL, ENGINE RUNS CHEAP CAR £600  
PR 400 WINGS ( NEW) £50  
PR 400 REAR ARCHES ( NEW) £40  
400 FRONT BUMPER ( NEW) £40  
PR 400 SIDE SKIRTS (NEW) £30  
400 REAR BUMPER (NEW) £30  
400 BONNET USED £30  
LOTS OF USED 400 PANELS ( JOB LOT) £60

**MANTA O/S DOOR £20**  
5 SPD GTE GETRAG BOX £20  
COMPLETE FRONT END X -MEM- RACK ETC £60  
**MITSUBISHI EVO 3 SHELL + PANELS £400**

**BITS AND PIECES**  
SINGLE WEBER £100  
RED BATTERY BOX £15  
PRO ALLOY NAVS FOOTREST £20  
2 X RED TOP FACET PUMPS £25 EA  
205/ SAXO REAR DISC BRAKE CONVERSION £40  
PR TERRAPHONE ROAD SETS £45  
PELTOR INTERCOM AMP £70

**FORD PUMA RALLYCAR PROJECT C/W FULL WELD IN CUSTOM CAGE + COMPLETE 1400 DONOR CAR AVO STRUTS ADJ PLATFORM X 4 COSWORTH 4 POT BRAKES , STRUT BRACE SUEDE STEERING WHEEL + BOSS HEATED SCREEN 4 BRANCH + BIG BORE SYSTEM COMPLETE KIT £2000**

**WHEELS + TYRES**  
7X6X13 VAUX REVO RFX £40 EACH  
3X6X14 VAUX MINILITE COPY £25 EACH  
4X14 PUG 1.6 GTI ALLOYS £15 EACH  
6X6X14 STD MANTA ALLOYS £10 EACH  
5X14 VAUX RFX REVO \$40 EACH  
6X7X15 SPEEDLINE CORSE (FORD) GRP4 £40 EACH  
7X6X15 PUG 1-9 GTI ALLOYS £15 EACH  
36X7X15 SPEEDLINE + COMPO (EVO) 5 STUD £30 EACH  
13X7X15 EX WORKS MAG 4 STUD MITZI £40 EACH  
4X7X15 ATW VAUXHALL ALLOYS £15 EACH  
4X7X16 (VAUXHALL) COMPO MO £40 EACH  
4X7X16 OZ RACING (5 STUD) 108 PCD £100  
5X17" STI SUBARU ALLOYS (LATER PCD) £25 EACH  
4X7.5X17 (MITZI) EVO CORSE 5 STUD £35 EACH  
4X7.5X17 COMPO 5 STUD (MITZI) £35 EACH  
13X7.5X17 SPEEDLINE 5 STUD (MITZI) £35 EACH  
6X15" 5 SPOKE (FORD) REVOLUTION £40 EACH

**TYRES**  
2X185 60X13 COLWAY F2 £15 EACH  
2X185 60X13 COLWAY INTERS £25 PAIR

4X6.21X13 AVON SLICKS £50 LOT  
4X180 550 X13 AVON INTERS £50 LOT  
3X205 60X13 COLWAY INTERS £50 LOT  
44X 165+185 DUNLOP + PIRELLI GRAVEL FROM £15 EACH  
5X170 - 560 X14 HANKOOK (MOULDED) £30 EACH  
2X175 560 X14 DUNLOP (MOULDED) £30 EACH  
2X185 55X14 A048 ADVAN £60 PAIR  
1X175 555X14 DUNLOP (NEW) £50  
4X210 625X16 PIRELLI MOULDED (NEW) £300 LOT  
16X16" TARMAC MICH/PIRELLI £10 EACH (LOT)  
30X18" TARMAC TYRES £10 EACH (FOR THE LOT)

**RALLYCARS + TRAILERS**  
**SUBARU IMPREZA TYPE R TARMAC**  
CAR, PRODRIVE BRAKES, DRENTH DOG BOX (JUST REBUILT), LOVELY STRAIGHT, SHELL, PRO SEATS, STI RED TOP WITH ALS ETC £9950 WILL P/X  
**VAUXHALL NOVA 1300 BV 2 RALLYS**  
OLD ABSOLUTELY IMMACULATE RUNNING ON TWIN DCOE, 5 SPD S.C.C.R, BILSTEINS, PRO BUILT RALLY CAR READY TO GO £6995 WILL P/X  
**C3 HISTORIC MK1 ESCORT GRP4**  
RALLY CAR, REBUILT 2013 FOR 2014 SEASON ONLY 2 EVENTS SINCE, DAVE BROOKS, PINTO QUAFIE BOX, ATLAS AXLE, AP BRAKES, PRO SEATS. TAXED+ MOTO £1 7950 WILL P/X  
**TWIN AXLE COVERED CAR**  
TRANSPORTER TRAILER JUST RESPRAYED IN FROZEN WHITE, WITH GUN BARREL, METALIC BOTTOM HALF, KEEP YOUR PRIDE AND JOY CLEAN DURING TRANSPORTATION £3995  
**ESCORT 1600 TWINCAM (TOYOTA) 5**  
SPD QUAFIE BOX (1 EVENT OLD) ATLAS AXLE WITH 5.1 ZF LSD, ALLOY 4 POTS, BLUSTEIN COILOVERS ALL ROUND BIAS PEDAC BOX + HYDRAULIC HAND BRAKE DISC, BRAKED REAR AXLE, 6 LINKED WITH WATTS LINKAGE, LARGE GEAR BOX AND DIFF, TUNNEL. IN DATE SEATS AND BELTS, (NEW) ALLOY RADIATOR, EVERY ROSE JOINT, REPLACED (NEW) PADDLE CLUTCH AND (NEW) GEL BATTERY. A CLASS WINNING CAR IN THE RIGHT HANDS, COMPLETE WITH ALL DOCUMENTS AND CATEGORY 2 RAC LOG BOOK. READY TO RALLY BARGAIN AT £5995

**PLEASE NOTE ALL PARTS ARE PLUS VAT - CREDIT/DEBIT CARDS ACCEPTED - CALL FOR MORE DETAILS ON ABOVE VEHICLES OR EMAIL [gruler1@btconnect.com](mailto:gruler1@btconnect.com) TEL: 01964 564092 MOBILE: 07739 281920**

**FUZZNAG**  
WANTS YOUR RALLY CAR

**GROUP A LANCIA DELTA INTEGRALE F840 ONK**







Last currently rallying Integrale in the UK. Famous car, ex-Rodney Bennet, regular competitor on the Scottish Rally championship. Total rebuild 2009 by Bitz Motorsport who have professionally maintained the car to the highest standards. Proflex suspension, Bacci Romano 6 sp sequential gearbox, GEMS EM40 ECU and GEMS displays, c. 300 BHP. Extensive spares package available for gravel and tarmac. events. For further details on specs contact **Dave Tennant at: [office@bitzgarage.co.uk](mailto:office@bitzgarage.co.uk)**

**£65,000 ono**

Contact: [Roland.w.wessel@gmail.com](mailto:Roland.w.wessel@gmail.com)  
+44(0)771 8734895



# MEGA DEAL!

## 3 Shelving Bays

**ONLY**  
**£99.00** ex VAT  
**£118.80** inc VAT  
 EXCLUDING CARRIAGE



**175KG**  
UDL PER LEVEL

Product Code  
**MD34D**

**ADD 15 BOXES!**  
**3 SHELVING BAYS + 15 PLASTIC BOXES**  
 ONLY  
**£139.00** ex VAT  
**£166.80** inc VAT  
 Excluding carriage  
 Product Code  
**MD34DPB**

**FREE** Plastic Bin Kit Worth £9.99  
 With every order over £99\*  
 Quote **MSN14** at time of order  
 Offer ends **11.06.2014**



\*Excludes VAT & carriage. Tools not included.

- 3 Value Shelving Bays with quick, easy, boltless assembly
- Strong steel frames & chipboard decks
- Simply tap together
- Bay size 1780h x 900w x 400d mm
- Boxes 24 litre in capacity, 250h x 330w x 430d mm
- Money back guarantee. Conditions apply see online



**48hr**  
DELIVERY

### SHELVING MEGA DEAL

Code	Description	H x W x D mm	Capacity	Price ex VAT	Price Inc VAT	Carriage Inc VAT	Total Inc VAT
<b>MD34D</b>	3 Shelving Bays	1780 x 900 x 400	175kg UDL per level	<b>£99.00</b>	<b>£118.80</b>	<b>£24.00</b>	<b>£142.80</b>
<b>MD34DPB</b>	3 Shelving Bays + 15 Boxes	1780 x 900 x 400	175kg UDL per level	<b>£139.00</b>	<b>£166.80</b>	<b>£36.00</b>	<b>£202.80</b>

\* Carriage is per set, orders of multiple sets will incur an extra carriage charge. Please phone for full details or go online.

**ORDER NOW: 08450 177 732 www.bigdug.co.uk**

**BIGDUG™**

No1 FOR LOW COST SHELVING & RACKING

Delivery price is to Mainland UK only. All prices correct at time of going to press. Sales Lines open Mon-Fri 8am-8pm, Sat-Sun 9am-6pm. Calls charged at maximum of 2p per min from BT landline. We reserve the right to change products & prices at any time. All offers subject to availability. E & OE. Co Reg No. 5019218. For full terms visit [www.bigdug.co.uk](http://www.bigdug.co.uk). BiGDUG Ltd, Green Lane, Tewkesbury GL20 8HD



REQUEST YOUR **FREE** CATALOGUE ONLINE TODAY



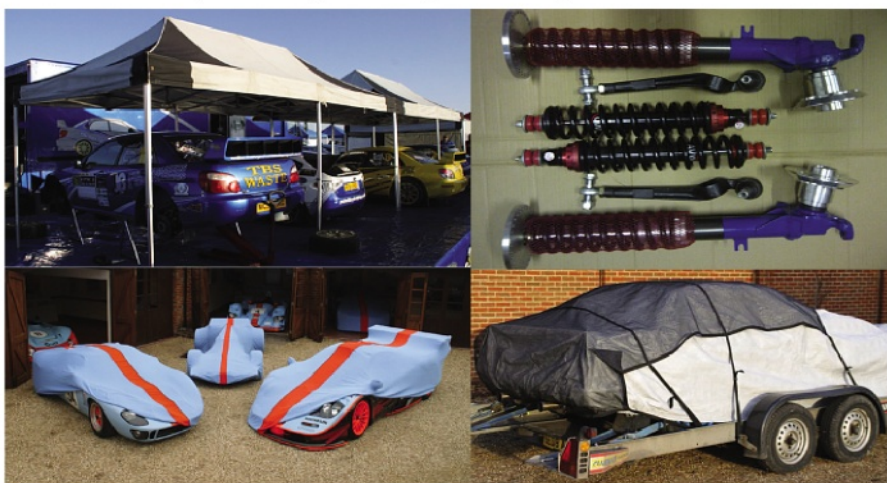
# MARKET PLACE

## HAMILTON *Classic* LTD

Specialists in Motorsport Marquees & Luxury Car Covers



Race & Rally Marquees to Suit all Budgets 3x3m to 6m Hexagon Steel and Alloy Frames, Printing Available, Breathable Car Covers



Luxury Car Covers, TR7 Rally & Race Parts Specialists  
Trailer Net for open trailers, Minilite & Revolution Wheels  
Many More useful products for Modern, Classic & Race Cars

[www.hamiltongrouponline.com](http://www.hamiltongrouponline.com)

Email [office@hamiltonclassic.co.uk](mailto:office@hamiltonclassic.co.uk) Tel +44(0)118 973 7300

**Weatherweave**  
Awnings & Tarpaulins

» WORKING WITH YOU

ESSENTIAL FOR MOTORSPORT TEAMS & COMPETITORS

### MAKE TRANSPORTING AND STORING EASY WITH A WEATHERWEAVE CONVERTED TRAILER

Weatherweave is the UK's leading specialist in bespoke awnings and trailer conversions. Featuring high specification PVC covers in a wide range of colours with artwork of your choice. Simple to use, durable, long-lasting and fire retardant to a British Standard, with an anti fungal lacquered finish. Our customer base spans from the general public, to international race teams and multi-global firms giving us experience second to none.

call us on: + 44 (0) 1268 774 141 or visit: [www.weatherweave.co.uk](http://www.weatherweave.co.uk)

**Grand Prix Racewear**

[WWW.GPRDIRECT.COM](http://WWW.GPRDIRECT.COM)

08435 070 850

**£724.99 DELIVERED**  
£604.16VAT - INCLUDES UK DELIVERY



#### BELL SPORT 5 HANS® HELMET

Full face helmet at an entry level price.  
Efficient ventilation system.  
SNELL SA 2010.  
FIA 8858-2010.  
HANS® compatible.

JUST **£724.99** INC VAT

INCLUDES UK DELIVERY - NORMAL PACKAGE PRICE £772.00 INC VAT



#### SCHROTH SPORT 2 HANS® DEVICE

Designed to protect the spine, head and neck.  
20° Sport 2 - ideal for Rally.  
Schroth Patented SlipStop system keeps the harnesses in place.

FIA APPROVED  
**SEAT & HARNESS**  
INCLUDES UK DELIVERY (E218.24+VAT)  
**£261.89**



#### SPARCO SPRINT V FIA RACE SEAT

Lateral fixing for tubular frame.  
Hole in cushion for 5th and 6th strap  
Contrast stitching  
Base fixings  
FIA 8855-1999.

JUST **£261.89** INC VAT

INCLUDES UK DELIVERY

CIRCUIT OFF-ROAD OVAL  
RACERALLY STOCK DRAG  
DRIFTINGKARTING HILLCLIMB  
HISTORIC SPRINTING



#### SCHROTH CLUBMAN 6PT HARNESS

6 point professional harness.  
RFR Rotary Buckle  
Anti Sub straps.  
Ideal for Club Racers & Rally cars  
FIA Approved.





**CompBrake-Motorsport**



**ADJUSTABLE TRACK CONTROL ARM'S £99.99** +VAT +Delivery

**CMB0733-COSWORTH/ ESCORT/SIERRA 4WD**  
**£109.99**  
  
**CMB1330- GENUINE PINCH BOLT**

**CMB0927-FORD ORION MK 1/2**  
**£129.99**  
  
**CMB1324- ESCORT COSWORTH 4X4**

**CMB0932-FORD CAPRI MK 1/2/3**  
**£129.99**  
  
**CMB0266- ESCORT MK1/2 (GRP 4)**

**CMB0931-FORD SIERRA MK1/2**  
**£129.99**  
  
**CMB0929- GRANADA MK3 (05/85-09/94)**

**CMB0265-COSWORTH/ ESCORT/SIERRA 4WD**  
**£129.99**  
  
**CMB0264-SIERRA MK1/2 & COSWORTH 2WD**

**CMB1329-GENUINE NUT TYPE ADJUSTABLE**  
**£129.99**

**CMB0267-FORD ESCORT MK3/4**  
**£129.99**

**REAR BRAKE BELL & ROTOR CONVERSION SYSTEMS**

**SIERRA/ESCORT COSWORTH 4x4**  
  
**£385.00**  
 300 x 20mm for 17"/18" **CMB0124** £385.00

**ESCORT RS TURBO**  
  
**£374.00**  
 300 x 20mm for 17" 18" **CMB0125** £374.00  
 278 x 20mm for 15" 18" **CMB0126** £319.00

**QUICKSHIFT GEAR LEVER**  
  
 SIERRA 2WD NON COSWORTH MT75  
 SAPPHIRE COSWORTH 4WD  
 ESCORT COSWORTH 4WD  
 SIERRA XR4x4 2.9i **CMB8000**

**TOP MOUNTS - FROM £99.99 + VAT and Carriage**

**ESCORT MK2 (ROLLER REPLIC) (FIXED)**  
  
**£99.99**  
**CMB0213**

**FORD KA (FIXED)**  
  
**£99.99**  
**CMB0228**

**ESCORT MK2 REMOVABLE BEARING (FIXED)**  
  
**£129.99**  
**CMB0215**

**FORD ESCORT MK5 (FIXED)**  
  
**£99.99**  
**CMB0217**

**FORD KA REAR (FIXED)**  
  
**£99.99**  
**CMB1210**

**SIERRA & ESCORT COSWORTH (ADJ)**  
  
**£109.99**  
**CMB0246**

**ESCORT MK1/2 RS2000 MK5/6 (ADJ)**  
  
**£109.99**  
**CMB0214**

**SIERRA & ESCORT COSWORTH (FIXED)**  
  
**£99.99**  
**CMB0245**

**COMPRESSION STRUT KITS**

**CMB0277** Escort MK 1/2 £121.00  
**CMB0388** Escort MK 1/2 (Tarmac) £159.50  
**CMB0654** Brackets (2wd 80mm Pair) £33.00

**CMB0278** Sierra/Esc Cos £159.50  
**CMB0387** Sierra/Esc Cos (Tarmac) £159.50  
**CMB0681** Brackets (4wd 85mm Pair) £33.00

Quote **SP315** when you call: **01744 895 888** [www.compbrake.com](http://www.compbrake.com)

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: [sales@compbrake.com](mailto:sales@compbrake.com) Technical: [technical@compbrake.com](mailto:technical@compbrake.com)

**TRAILERS & TRANSPORT**

**PRG TRAILERS**

**FINEST BUILT BRITISH TRAILERS**

**PRG TRAILERS** | Cheshire. UK | PHONE +44 (0) 1270 812 402  
 VISIT [www.prgtrailers.co.uk](http://www.prgtrailers.co.uk) | EMAIL [info@prgtrailers.co.uk](mailto:info@prgtrailers.co.uk)

**WOODFORD TRAILERS** [www.WOODFORDTRAILERS.com](http://www.WOODFORDTRAILERS.com)  
 HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Call us on: 01327263384 or Email: [sales@woodfordtrailers.com](mailto:sales@woodfordtrailers.com)

High quality car transporters

[www.woodfordtrailers.com](http://www.woodfordtrailers.com)

**DID YOU KNOW?**

59% of MN readers have bought products and services as a direct result of seeing their availability advertised in the paper. This doesn't include those readers who have been influenced by branding ads in MN and bought at a later date.



**BRIAN JAMES TRAILERS**

» Connected to you



Photograph courtesy of Litchfield Motors.

[www.brianjames.co.uk](http://www.brianjames.co.uk)

## Night shift

High performance, cutting edge technology, Race Transporter enclosed designs offer fast, safe and efficient vehicle transportation. Crossing continents, travelling through many years our trailers have served at every race or rally.

With bright LED ambient lighting, and carefully designed interior space Race Transporter trailers operate day and night.

Main photograph, Race Transporter 6 with double assistor ramps, interior LED lighting, high level tyre rack and work bench combination.

Race Transporter range from £ 7,099 (excl. VAT).



**RACE TRANSPORTER**

**T +44 (0)1327 308 833**

For more information and details of your local BJT dealer please call or visit our website.



# SERVICES

## H FUEL PUMPS

High quality, reliable, quiet  
Used by professionals

**2 YEAR WARRANTY**



**'IN-TANK' FUEL PUMPS**

**OTP 017**  
(P3017.1)

Replaces: Bosch 0580 464 070

**£55.00**

**OTP 018**  
(P3018.1)

Replaces: Bosch 0580 254 911

**£58.00**

**OTP 019**  
(P3019.1)

Replaces: Bosch 0580 254 910/941/942

**£64.00**



**MOTORSPORT**

**OTP 020**  
(P3020.1)

Replaces: Bosch 0580 254 909

**£65.00**



**MOTORSPORT**

**OTP 979**  
(P3979.1)

Replaces: Bosch 0580 254 979

**£75.00**



**MOTORSPORT**

**OTP 044**  
(P3044.1)

Replaces: Bosch 0580 254 044

**£84.00**

[www.glencoeltd.co.uk](http://www.glencoeltd.co.uk)



**PUMPS**

ALL PRICES EXCLUDE VAT @ 20%

Tel: 01784 493 555 Fax: 01784 493 222 Email: [sales@glencoeltd.co.uk](mailto:sales@glencoeltd.co.uk)

**demon tweeks** **MOTORSPORT Direct** **NEW 2014 CATALOGUE**

**0906 250 1521** **508 pages of the best motorsport parts, accessories and innovative new products.**

[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

OR TEXT CODE DEMAN TO 84010 WITH YOUR NAME, ADDRESS, POSTCODE. If you do not wish us to contact you by mail or text with any information, promotion or special offers we may have in the future, insert X at the end of your message. Brochure requests via SMS are charged at £1.50 per message sent. Calls to 0906 numbers cost 50p per minute of all times. (Calls should last no longer than 1 1/2 minutes).

**MOTORSPORT WIRING & ELECTRICS.**

We can design and build lightweight race specification wiring looms for any car both historic and modern. We can supply, install & set up engine management systems.

We are dealers for DTA ecu's and SIMTEK body controllers.

Based in South Wales  
Call for further details

**07748 260622**

**RECO-PROP (UK) LTD**

25 Years experience manufacturing and repairing propshafts.

All goods can be ordered by phone and many items now available online.

Phone today for free advice.

Tel: 01582 412110/480959 Fax: 01582 480432

[www.reco-prop.co.uk](http://www.reco-prop.co.uk)

**DRIVESHAFT • PROPSHAFT • SERVICES • SALES**

**DAVID AUDEN & ASSOCIATES INSURANCE BROKERS**

**INSURANCE**

**POLICIES FOR**

- ✓ COMPETITION CARS
- ✓ RALLY & RACE CARS
- ✓ SERVICE VEHICLES

**PHONE: 0161 440 7590**  
quote form on [rallycar-insurance.co.uk](http://rallycar-insurance.co.uk)

Authorised and regulated by the Financial Services Authority

**Vehicle Wiring Products**

All the parts you'll need whether its a complete rewire or modification or repair to your wiring you'll find the parts in our comprehensive mail-order catalogue.

**Free catalogue**

Send the coupon or phone today for your **FREE** fully illustrated catalogue.

Tel: (0115) 9305454 Fax: (0115) 9440101  
[www.vehicleproducts.co.uk](http://www.vehicleproducts.co.uk) Email: [mn@vehicleproducts.co.uk](mailto:mn@vehicleproducts.co.uk)

Please send a **FREE** catalogue:

Name..... Post to: Vehicle Wiring Products Ltd, 9 Buxton Court, Manners Ind Est, Ilkeston, Derbyshire, DE7 8EF.

Address.....  
Postcode.....

(MN)

**QED**

Full range of engine components for:

**LOTUS FORD TWIN-CAM**  
**LOTUS 900-SERIES**  
**VAUXHALL XE**  
**VAUXHALL ECOTEC**  
**ROVER K-SERIES**

Call or buy online!

[QEDMOTORSPORT.CO.UK](http://QEDMOTORSPORT.CO.UK)  
**01509 412 317**

**THE VOICE OF BRITISH MOTORSPORT**

**MOTORSPORT NEWS**

**TO ADVERTISE YOUR NEW PRODUCTS AND SERVICES IN OUR NEXT SHOWCASE CALL**

**0208 267 5365**

**APPOINTMENTS**

**MECHANIC**  
British Ford Specialist

- For Minimum 6 Month Working Holiday in Western Australia.
- Accommodation, Transport and Remuneration provided.
- Must have extensive experience working with British Motor Vehicles from the 1960's & 70's.
- Projects include Ford Cortina Mk 1 and Ford Capri V8 rebuilds.

To apply please contact Davyd Hooper by email  
**[Davyd@topgroup.com.au](mailto:Davyd@topgroup.com.au)**



# WEB DIRECTORY

## CAM SHAFTS



**PIPER**  
www.pipercams.co.uk

## GEARBOXES

**Gearboxman.com**  
COMPETITION TRANSMISSION SERVICES  
Gearboxes and Axles for Road // Race // Rally // & more  
Telephone: 01582 840 008 Fax: 01582 840 007

## RACE WEAR

AUTHORISED DISTRIBUTOR  
**OMP** **YBRACING**  
MOTORSPORT & PERFORMANCE  
**WWW.YBRACING.COM**

## ENGINE TUNING

**D.T.W. ENGINES LTD.**  
BDG RACE & RALLY SPECIALISTS  
FOR OVER 40 YEARS  
TOYOTA, VAUXHALL, MITSUBISHI, SUBARU AND ALL FORD  
ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.  
CYLINDER HEAD MODIFICATIONS,  
PRECISION SURFACE GRINDING.  
**WWW.DTWENGINES.COM | TEL. +44 (0)1279-422128**

## RACE AND RALLY PARTS

**exe-tc competition**  
SUSPENSION  
World Championship winning suspension - designed and built in UK  
Including: Porsche GT3 996 / 997 - Classic Porsche 911  
Ford Escort MkII  
Mitsubishi EVO - Subaru - Mini - Skoda - Toyota  
WRC, S2000, R4, GRPN and Open specification  
All suspension supplied with technical set-up  
Web: exe-tc.co.uk Email: julie.delamare@exe-tc.co.uk  
Tel: +44(0)1892 444490 join us on Facebook and Twitter

## RACE WEAR

**GPR Grand Prix Racewear**  
**THE RACEWEAR EMPORIUM**  
VISIT US ONLINE: **GPRDIRECT.COM**

## ENGINE TUNING

**PartBOX**  
www.part-box.com  
Buy Online Safe and Secure  
Free Delivery within UK and EU\*  
**DEATSCH WERKS**  
E: sales@part-box.com, T: 0121 557 2707

## RACE AND RALLY PARTS

140,000 PRODUCTS ONLINE ... AND MANY MORE TO COME!  
**demon tweeks**  
MOTORSPORT Direct  
www.demon-tweeks.co.uk  
THE BEST BRANDS, BIGGEST STOCKS WITH RAPID DELIVERY!

## RACE WEAR

AUTHORISED DISTRIBUTOR  
**OMP** **YBRACING**  
MOTORSPORT & PERFORMANCE  
**WWW.YBRACING.COM**

## ENGINES

**JULIAN GODFREY**  
ENGINEERING  
visit our new online shop **www.racetuners.com**

## RACE AND RALLY PREP

**JJC**  
**RACE & RALLY**  
PASSIONATE ABOUT MOTORSPORT  
WWW.JJCRACEANDRALLY.COM

## TRAILERS & TRANSPORT

**BRIAN JAMES TRAILERS**  
» Connected to you  
**www.brianjames.co.uk**

## ENGINES

**JAPANESE PERFORMANCE SPECIALIST**  
GroupB Motorsport are the ROTARY ENGINE SPECIALISTS  
We have engines available for Track day cars, Saloon racing and our NEW!  
GPB Spec for historic rallying Talk to us about your requirements and we will  
put together the best package with engines producing 250bhp up to 550bhp  
GroupB Motorsport For more information email: sales@groupbmotorsport.com  
call Mark on: 01244 822 327 or visit: groupbmotorsport.com

## RACE AND RALLY PREP

**SBD Motorsport**  
Specialists in the design & manufacture of management systems, engine  
kits & components for use in all types of motorsport worldwide.  
W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

## TRAILERS & TRANSPORT

**PRG TRAILERS**  
visit: **www.prgtrailers.co.uk**  
call: +44 (0) 1270 812 402

## GEARBOXES

**ELITE RACING TRANSMISSIONS**  
Rally & Race Gearboxes,  
GearKits, LSD's and Driveshafts  
T: 01782 280 136 F: 01782 269 913  
E: sales@eliteracingtransmissions.com  
visit: **EliteRacingTransmissions.com**

## RACE ENGINES

**Jondel RACE ENGINES**  
01933 411 993  
jondelrace@aol.com

## WHEELS AND TYRES

**Image** call: +44 (0) 121 522 2442  
visit: **imagewheels.co.uk**  
Manufacturers of bespoke split rim alloy wheels. Every set made to order!  
ROAD // RACE // KIT-CARS // BIKES & TRIKES // DRAGSTERS // ETC ...  
Wheel fittings for virtually any vehicle from 10" to 22" diameter from 3" to 18" wide. Prototype work  
for O.E. manufacturers, drawing to finished product, design facility, comprehensive parts department.  
ISO 9001:2000 Accredited Company Certificate No. GB00196

## GEARBOXES

**atpower**  
www.atpower.co.uk  
+44 (0)1953 857800

## RACE WEAR

**awsracewear.com**  
**AWS**  
RACEWEAR MANUFACTURER

**TO BOOK AN ADVERT  
INTO OUR WEB DIRECTORY,  
CONTACT ONE OF THE TEAM  
ON 0208 267 5271**



**THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:**

<b>Jonathan Whitehead</b> Sales Manager T: +44 (0) 208 267 5908 E: Jonathan.Whitehead@haymarket.com	<b>Christina Brown</b> Ad Sales Executive T: +44 (0) 208 267 5271 E: Christina.Brown@haymarket.com	<b>Paul Skinner</b> Senior Production Controller T: +44 (0) 208 267 5414 E: Paul.Skinner@haymarket.com
--	---	---





# SHOWTIME: THANKS HI!



**Get Well Soon**  
Plum

[donegalrally.ie](http://donegalrally.ie)



Pic: Paul McGuckin