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# VETTEL WINS IN BELGIUM AMID THE ...

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

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# CHAOS AT SPA!



**HAMILTON VANQUISHED AS DRIVERS WALK AWAY FROM TURN 1 SMASH**

## Tanak in battle to take a WRC hat-trick

# TOYOTA FACES FIGHT TO REMAIN AT THE TOP



By David Evans

Toyota's rivals will have a golden opportunity to halt the Yaris WRC's run of victories in Turkey next month, when the Japanese car is forced to return to its old engine specification.

The team introduced an upgrade in Finland but, due to series rules, it can't mate the new motor to an old chassis. That means title chaser Ott Tanak's bid for a WRC hat-trick could be stopped.

Full story p2-3

THE VOICE OF BRITISH MOTORSPORT  
**MOTORSPORT NEWS**

## SUTTON

HITS THE BTCC LOWS

KNOCKHILL WOE FOR SUBARU STAR P20



## BANK HOLIDAY BONANZA

ALL THE NATIONAL RACING REPORTS P27





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**IN THIS ISSUE**



**Vettel closes points gap to Hamilton**

**P4**

**ZANARDI RETURNS TO RACING IN DTM**

**P7**



**SUTTON'S RISE AND FALL AT KNOCKHILL**



**P20**

**HOW THE CSCC HAS BECOME POPULAR**

**P24**



**OULTON PARK GOLD CUP REPORT**



**P27**

Belgian Grand Prix report	4	Sporting Scene	29
Racing news	6	Letters/Comment/What's On	30
<b>SUBSCRIBE TO MOTORSPORT NEWS</b>	<b>10</b>	Classifieds	32
Historic race and rally news	13	Wanted: Someone to show where to	
Rally news	14	brake for La Source. Apply: Nico	
Rally reports	19	Hulkenberg.	
BTCC Knockhill	20		
How the CSCC has become popular	24		
Racing reports	27		



**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31**



Estonian Tanak says he needs more 'feeling' from his Yaris WRC

**TANAK!**

**By David Evans**

**Toyota driver Ott Tanak has warned his World Rally Championship rivals his Yaris WRC is only going to get quicker this season – except at the next event in Turkey, where it will be hindered.**

Tanak's team has been forced to return the Yaris WRC to a slower specification of engine for Rally Turkey in a fortnight's time, but team principal Tommi Makinen is confident that won't slow Tanak. The Estonian could take a WRC hat-trick – a feat which hasn't been achieved for two years – after wins in Finland and Germany.

Sebastien Ogier was the last man to win three WRC rounds in a row, winning Germany, Corsica, Catalunya and GB in 2016.

Tanak dominated Finland

in July and the last round in Germany and goes to Turkey looking for more of the same. In the last two rallies, he has won 18 of the 41 stages, while championship leader Thierry Neuville has won just one and Ogier five.

Asked if he felt at one with the Yaris following his third win of the year – he took his maiden victory with Toyota in Argentina in April – the 30-year-old said he didn't.

"I don't feel it's my car at the moment," he told MN. "I struggled a bit on Saturday morning in Germany, the overall balance of the car was not so nice. It wasn't working so well when the grip was lower, where we had more long corners. I had too much understeer from the car. I made changes and the car was better, but still we have to improve more. "I have learned for a few years in Germany, it's such a specific event with a lot of junctions – you need clean driving and a good car which is turning easily with a good balance. It's not easy to be so close to the limit without sliding, but we found that and now there's more to do.

"I feel [there are] quite a few things we could improve and we've been pushing quite hard to get the new things. I don't know when they will be available, but we see places we can improve. It's taking quite a bit of time to get things sorted with the car, but this is my first year with the team. The engine is good, we saw more from that in Germany than in Finland, it's more about the torque and acceleration [rather than top speed]. When we get these things, we can be quicker and I can be even more [comfortable in the car]."

Turkey will be a tight, twisty and technical rally, just the sort of event where the engine improvements would have helped.

Makinen said: "When you fit the new homologation joker, for us that's the engine, to the chassis then you cannot take the new engine to an old chassis and our chassis is paired [with Sardinia]. This means we run the old cars in Turkey."

Asked how much this would slow Tanak, the Finn replied: "OK, it's not so bad. It's just the question for the regulation.



Makinen: critical of the rules



## HEADLINE NEWS

Photos: mcklein-imagedatabase.com



# WE WILL UNLOCK MORE SPEED

## Japanese firm promises a push over the title run-in

I don't know where this rule is coming from, it's a very, very complicated regulation which is not really helping anybody."

Makinen added that TGR has also worked hard to rectify the overheating issues which plagued the Yaris in Mexico earlier this year and on its debut in North America last season.

With temperatures in Turkey expected to be similar to Leon, he said: "As you will have noticed, we had some issues in Mexico. I hope these will be sorted out for Rally Turkey. This will be good for our confidence."

### Chassis progression

The Yaris WRC's chassis is the area Tanak wants more pace from, especially when it comes to rallies like Wales Rally GB in early October.

"The chassis is the one place where I think we can improve," Tanak continued. "We would like to have the car working better in some specific conditions. When it's nice, dry and clean it's good, but when the conditions get more tricky we have some trouble and we'd like the car to be more

progressive. Normally the car is good when the conditions are consistent, but if they are constantly changing then we struggle a little bit."

Makinen admitted the team was already deep into chassis development, adding: "We would like to understand in more detail some of these areas. We have looked at the transmission, the centre differential and now we look at the suspension and the geometry to see if we can find something more."

### Testing for wet Wales

The long dry summer has caused Makinen concerns over the level of wet-weather testing the Yaris WRC has completed.

"We haven't had so many possibilities to test in these muddy and slippery conditions," he said. "It would be brilliant if we could find some wet weather for our testing in Wales, this would be helping us to find some ideas for when the car is in the changeable conditions – going from good grip to less good grip."

Britain's round of the WRC was one of the low points of Makinen's

maiden season in charge of Toyota's world rally return. The Yaris WRC struggled to make any impact in Wales. Latvala was fastest on two of 21 stages, but finished a distant and troubled fifth. Esapekka Lappi was even more at sea in ninth while Juho Hanninen's car was retired from 10th place after he caused minor damage to it against a tree in Cholmondeley Castle.

"It wasn't so good for us in Wales last year," admitted Makinen. "We struggled with that rally a little bit and I think we need to find some more pace. But, you never know – the date is coming earlier this year for Wales and it might be completely dry conditions there this time. If it's like that then the rally will be different, it will hard for the tyre, but abrasive with good grip."

Tanak is less concerned for Wales Rally GB, having finished runner-up there in a Ford Fiesta RS WRC before.

"What we need on Wales Rally GB is it to be always raining or always dry and sunny," he said. "It's when it changes that it's not so easy."



Latvala and the entire Toyota team struggled in the tough 2017 Rally GB conditions



# BELGIAN GP REPORT



BY JAMES ROBERTS

*Ferrari back on top but massive Turn 1 shunt is the major talking point*



Raikkonen got caught up at T1



Haas had another strong weekend



# FIGHTBACK VETTEL AT

**W**ith a dominant victory in Sunday's Belgian Grand Prix, Sebastian Vettel has started to claw back the points deficit to his title rival Lewis Hamilton. As Vettel's Ferrari demonstrated a clear power advantage on the majestic roads cutting through the Ardennes forest, it doesn't bode well for Hamilton and Mercedes as the second half of the season gets underway.

Second-placed Hamilton referred to Ferrari's "tricks", a word he used to describe something with its car that is giving the team an advantage. Since the onset of the hybrid era in 2014 Mercedes has been the number one power unit to have – not anymore.

After the race, Mercedes's team boss Toto Wolff praised the Italian team on its innovations which is believed to a clever (and legal) way of deploying the energy from the battery.

"They continue to develop their car and add performance at every single race over the past four or five races," admitted Wolff. "We need to address the opportunities in our own car and concentrate on where we need to optimise."

Vettel led all 44 laps at Spa to give Ferrari its first victory in Belgium since 2009 and to record the 52nd win of his career, eclipsing Alain Prost, to take him third in the all-time winners list.

Max Verstappen rounded out the podium to give his loyal Dutch supporters something to sing about as they sat in traffic heading north to the border on Sunday evening.

The race's one and only major incident came at Turn 1 at the start.



Hulkenberg caused huge Alonso crash

Renault's Nico Hulkenberg misjudged his braking and rammed Fernando Alonso's McLaren into the air and over the top of the Sauber of Charles Leclerc. No one was injured in the melee and Hulk accepted all responsibility for the error.

## Qualifying

Hamilton described the moment in which he claimed his 78th pole position as one of the "toughest qualifying sessions he could remember". A short, sharp shower doused the Spa-Francorchamps circuit right at the beginning of Q3, which sent all 10 slick-shod runners diving into the pits for intermediate tyres. But even before the 12 minutes had elapsed, the circuit was beginning to dry and those still circulating at the end enjoyed a significant advantage.

Hamilton had already made mistakes on his two previous laps and was under pressure to find the grip on the slippery surface, ultimately posting a time nearly 0.8s quicker than title rival Vettel.

"I really can't find the words to express how difficult it was, it was drying up in some parts and wet in others," said Hamilton. "You saw I went off in Turn 1 and again into Turn 12, so I only had one lap left, otherwise I would have been a lot further down the order. I knew I had the pace, but it was a balance of not pushing too much or backing off too much. I'm super happy and the rain is always a friend of mine."

The fight between the Mercedes and Ferraris would have been much closer if conditions had stayed dry – and indeed, many expected the Ferrari to take pole. In the dry Q2 session,

Vettel was fastest with a 1m41.501s lap, his team-mate Kimi Raikkonen was just 0.032s behind, while Hamilton was a further 0.02s further back. Amazingly close when you consider Spa is a 4.3-mile lap.

"I think we had the pace today to take pole," said Vettel afterwards. "But in these conditions anything can happen..."

The weather was also kind to Racing Point Force India who locked out the second row of the grid, Esteban Ocon recording a time just 0.043s quicker than his team-mate Sergio Perez. In a week of significant off-track developments for the team, the appearance of the genial Ocon with Hamilton and Vettel in the top three, was widely applauded.

Another team to benefit from the fickle Ardennes weather was Haas.

Romain Grosjean lined up fifth with his team-mate Kevin Magnussen in ninth place, with Raikkonen and the two Red Bulls between them.

Valtteri Bottas rounded out the top 10, but failed to set a lap time because of power unit changes, which netted him a grid penalty. He did emerge at the beginning of Q3 with the intention of giving Hamilton a tow along the Kemmel Straight, but as he hit the rain – on slicks – he looped his Mercedes around at the high-speed Blanchimont and was lucky not to hit anything. Wisely, the team decided they had no reason to take any further risk and called him in.

## Race

Spa-Francorchamps is the longest track on the calendar but it also has one of the shortest runs from the start line



*'Verstappen gave Dutch fans podium to celebrate'*  
Red Bull driver takes third, below



# ROUND 13

Photos: LAT

# FROM SPA



Vettel took his first win since British Grand Prix



Vettel led every lap of the race

to the first corner. The propensity for accidents is high as the field accelerates away, then suddenly jumps on the brakes for the tight La Source hairpin.

For the championship protagonists on the front row, everything played out smoothly. Hamilton held his advantage as they approached Turn 1, despite drifting a little to his left to keep Vettel at bay, but the Ferrari man was focused on getting a clean exit out of La Source, for a tow on the exit of Eau Rouge.

On the Kimmel Straight, Vettel jinked left out of Hamilton's slipstream to take the lead, but getting a superior run behind them both were the Force Indias. Perez went left, while Ocon went right and as they approached the braking zone for Les Combes, they were momentarily all four abreast gunning for the lead of the race.

Ocon on the inside sensibly braked early, but lost a place to his team-mate and, over the course of the next 44 laps, was never able to recover the spot back.

But as Vettel led Hamilton and the two Force Indias into Les Combes, the safety car was deployed for a dramatic-looking crash at La Source.

Due to a series of grid penalties for changes to his Renault power unit, Hulkenberg started 18th and as he approached La Source, he misjudged his braking. Locking up his wheels, he smashed into the back of Alonso's McLaren – the force of which was so violent, it sent the McLaren into the air and over the back of Leclerc's Sauber. All three were out on the spot instantly. Hulkenberg admitted all responsibility for the incident to the stewards and he was awarded a 10-place grid penalty for Monza next weekend.

"Into Turn 1 you play it cautious, you brake at the same point, then I looked in the mirrors and saw the guys behind behaving as if this was the last corner of the championship,"

said Alonso afterwards.

"I saw Nico in the mirrors coming with all four wheels locked, at a very high speed. He completely missed the braking point by a long way, not just a couple of metres. There was no way I could avoid that, then I felt the impact and flew over Charles' car.

"Usually these kinds of accidents have major consequences, but everyone involved is fine, especially Charles," added Alonso. "Not that we needed any proof, but the halo showed again today it is a very good thing to have on the car." Images of the Sauber's scuffed halo surfaced during the race, reminding everyone of the importance of the safety device.

While that three-car accident was happening on the left-hand-side of the track, on the right, Bottas made a similar error. He too was at the tail of the field for power unit infringements and approaching the first corner, he hit the back of Sergey Sirotkin's Williams, but with less force than Hulkenberg. After a race-long comeback drive, Bottas managed to finish in fourth place – including an audacious pass of Brendon Hartley around the outside of Eau Rouge – and a five-second penalty for his misdemeanour.

On the exit of Turn 1 there was yet more contact. Daniel Ricciardo's Red Bull (which was minus its left rear wing endplate thanks to contact from Alonso's airborne McLaren) cannoned into the right-rear of Raikkonen, instantly giving the Ferrari a puncture. With damage to the rear wing and floor, plus a DRS flap that wouldn't close, Raikkonen decided to call it a day.

After four laps circulating behind the safety car, the race was restarted. Hamilton was close to Vettel's tail and considered making a move for the lead as they approached the Bus Stop Chicane. The Mercedes locked

up and handed Vettel a tiny margin of advantage. Now, any chance of getting a slipstream up through Eau Rouge was over. Vettel was able to cling onto his lead.

"I probably could have gone up the inside into the last corner, maybe, just about, but again, he would just overtake us on the straight," said Hamilton. "So I held back and tried to stay close but he just pulled away out of the last corner and then through Turn 1 as they've been quicker than us all weekend there. By the time I came out of Turn 1, he was quite far ahead."

In the opening phase of the race, Hamilton couldn't keep pace with Vettel and as he neared the end of his stint on the supersofts, his rears were graining significantly. The Mercedes man's best chance of passing Vettel was in the pitstops, with the undercut. He pitted to switch to the softs on lap 21, then put in the fastest middle sector of the race. Ferrari reacted immediately and when Vettel emerged from his pitstop a lap later, he was still comfortably ahead of Hamilton. Mercedes had been trumped by a quicker car and it doesn't bode well for Hamilton in the upcoming races.

"It will be very interesting to see what happens at the Italian GP," said Wolff. "Ferrari had their worst weekend of the season there last year..."

The long straights of Monza should now suit the red cars and, as Mercedes has always struggled at Singapore, Vettel could cut further into Hamilton's lead.

Leaving Spa the gap was just 17 points with 200 up for grabs over the next eight races. As the crews pack down and the travelling circus heads south to Milan, Ferrari will be relishing its home race this weekend...

## RACE FACTS

Results © 2018

**BELGIAN GRAND PRIX**  
**Circuit:** Spa-Francorchamps **Lap:** 4.352 miles  
**Race distance:** 191.49 miles **Laps:** 44  
**Lap record:** 1m46.286s (Valtteri Bottas, 2018)  
**2017 winner:** Lewis Hamilton (Mercedes)

**Date:** August 26  
**Weather:** Dry

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## RESULTS

### FIA Formula 1 World Championship, round 13/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Sebastian Vettel	GER	Ferrari	1h23m34.476s
2	Lewis Hamilton	GBR	Mercedes	+11.061s
3	Max Verstappen	NED	Red Bull-Renault	+31.372s
4	Valtteri Bottas	FIN	Mercedes	+1m08.605s
5	Sergio Perez	MEX	Racing Point Force India-Mercedes	+1m11.023s
6	Esteban Ocon	FRA	Racing Point Force India-Mercedes	+1m19.520s
7	Romain Grosjean	FRA	Haas-Ferrari	+1m25.953s
8	Kevin Magnussen	DEN	Haas-Ferrari	+1m27.639s
9	Pierre Gasly	FRA	Toro Rosso-Honda	+1m45.892s
10	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
11	Carlos Sainz	ESP	Renault	-1 lap
12	Sergey Sirotkin	RUS	Williams-Mercedes	-1 lap
13	Lance Stroll	CAN	Williams-Mercedes	-1 lap
14	Brendon Hartley	NZL	Toro Rosso-Honda	-1 lap
15	Stoffel Vandoorne	BEL	McLaren-Renault	-1 lap
R	Daniel Ricciardo	AUS	Red Bull-Renault	L28/accident
R	Kimi Raikkonen	FIN	Ferrari	L8/accident
R	Charles Leclerc	MON	Sauber-Ferrari	L0/collision
R	Fernando Alonso	ESP	McLaren-Renault	L0/collision
R	Nico Hulkenberg	GER	Renault	L0/collision

Winner's average speed 137.420mph Lap leaders: Vettel 1-44

**FASTEST LAP | BOTTAS 1m.46.286s**

ON LAP 32 (AVERAGE SPEED: 147.408mph)

## QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m58.179s	11	Hartley	1m43.865s
2	Vettel	1m58.905s	12	Leclerc	1m44.062s
3	Ocon	2m01.851s	13	Ericsson	1m44.301s
4	Perez	2m01.894s	14	Alonso	1m44.917s
5	Grosjean	2m02.122s	15	Sirotkin	1m44.998s
6	Raikkonen	2m02.671s	16	Stroll	1m45.134s
7	Verstappen	2m02.769s	17	Bottas*	
8	Ricciardo	2m02.939s	18	Hulkenberg*	
9	Magnussen	2m04.933s	19	Sainz*	1m44.489s
10	Gasly	1m43.844s	20	Vandoorne*	1m45.307s

\* 10-place grid penalty for engine change



New Racing Point team fared well

## CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	231	1	Mercedes	375
2	Sebastian Vettel	214	2	Ferrari	360
3	Kimi Raikkonen	146	3	Red Bull-TAG Heuer	238
4	Valtteri Bottas	144	4	Renault	82
5	Max Verstappen	120	5	Haas-Ferrari	76
6	Daniel Ricciardo	118	6	McLaren-Renault	52
7	Nico Hulkenberg	52	7	Toro Rosso-Honda	30
8	Kevin Magnussen	49	8	Sauber-Ferrari	19
9	Fernando Alonso	44	9	Racing Point Force India-Mercedes	18
10	Sergio Perez	40	10	Williams-Mercedes	4

**NEXT RACE: ITALIAN GRAND PRIX SEPTEMBER 2**



# RACING NEWS

## F1 ROUND-UP

### Hero halo

FIA Formula 1 race director Charlie Whiting believes the halo "probably" prevented Fernando Alonso's tyre from hitting Charles Leclerc's helmet in the Belgian Grand Prix start crash. "What is clear is the significant tyre marks on both the chassis and the halo," he said. "It would be a little bit speculative but you can see that it doesn't take much imagination to think that the tyre marks could have actually been on Charles's head. It would be a bit of a miracle if they weren't, had the halo not been there."

### Alonso spat

Fernando Alonso has hit out at Red Bull team boss Christian Horner after he denied trying to sign the McLaren driver for this season. Alonso claims that Red Bull has tried to recruit him numerous times in recent years and is annoyed by Horner's comments about him "causing chaos" at teams. "Yes I had a couple of offers from Red Bull," Alonso told *Sky Sports F1*. "In fact I had in 2007, in 2009, in 2011, '13, and two this year, one in Monaco, and one in August. The comments of Christian Horner this summer are completely out of context, surprise comments about me creating chaos, [being a] difficult man to work with. One, they never worked with me, and secondly they've been chasing me for five or six occasions in the last seven years." Red Bull has instead promoted Toro Rosso driver Pierre Gasly for next season.

### Magnussen's loss

Haas F1 driver Kevin Magnussen has lost a legal case brought by his former agent, who must now be paid 20 per cent of his earnings until 2021. A judge in Denmark has ruled that Magnussen's former agent Dorte Riis Madsen must receive 20 per cent of Magnussen's income between September 1, 2015 and June 30, 2021. Magnussen described the situation as "a bit confusing" after Friday practice for the Belgian Grand Prix, the day after the verdict was reached. Though Magnussen's Haas contract is thought to be worth more than £1 million, he receives a modest portion of that and it will be this amount that Madsen is paid from.

### Stoffel's strop

Stoffel Vandoorne believes McLaren has not made any progress in F1 this season after admitting it is "difficult to get a worse weekend" than the Belgian Grand Prix. Vandoorne came home last of the 15 finishers in his home F1 race at Spa, having qualified slowest on a weekend when he and team-mate Fernando Alonso both lacked pace from the opening practice session onwards. Vandoorne said: "It's difficult to get a worse weekend. We've seen the performance we have is very far away from being good. The reality is we haven't progressed since the start of the year, we haven't progressed at all compared to the others."

# HAMILTON: MERC HAS BEEN BLUFFING ITS PERFORMANCE

## Mercedes driver says his team's struggling against Ferrari 'tricks'



Hamilton concerned by Ferrari's advantage

Vettel beat Hamilton to Belgian GP win

### By Stephen Lickorish

**Lewis Hamilton has admitted Mercedes has been "bluffing" against Ferrari in recent Formula 1 races as it struggles to match the pace of its title rival.**

Despite appearing to have the quicker car in the last three races, it was only at Spa last weekend that Ferrari was able to beat Mercedes to victory.

That result means Vettel has closed to within 17 points of Hamilton and the Brit admits the pace of Ferrari is a major concern.

"They've had the upper hand

on us for some time," he said. "I would say the last two races in particular we just did a better job.

"The cards we were dealt with, we did a better job with them – even though they had a better car. We've called their bluff almost. But there's only a certain amount of times you can do that before the opponent realises.

"Moving forwards, we do have some performance coming, but I'm sure they'll have performance coming. But today, the particular place they really did well is they didn't have any [tyre] blistering. The tyres worked

really well for them, that wasn't expected, so I'm hoping that's not the case in the next race."

Mercedes boss Toto Wolff added that traction is an area where his team is struggling compared to Ferrari.

"You can see the deficits," he said. "It is the slow speed, and it is the traction. And this is what I would summarise as the main weaknesses at the moment and today we were clearly, compared to the Ferraris and the Red Bulls and the Force Indias, the car that was cooking the tyres the most.

"I am not confident that we will have enough of a margin. We will have some tracks that

suit us, or that should suit us more. And then there will be tracks where we are definitely the challenger, like Singapore, and maybe Mexico. And this is a fact."

Immediately after the Belgian race Hamilton described Ferrari as having "a few trick things on the car", but he later clarified he didn't mean anything illegal.

"I would hope that we would have innovations on our car rather than tricks on the engine," added Wolff, before saying he was confident that the FIA was monitoring the situation carefully.

"It is a completely human nature that if you are being outperformed on track then you are hopefully looking at yourself then you are looking at your competitors and if you haven't got the explanation, then you are trying to imagine all the nasty things. I haven't got any information but I have a real faith in the FIA."

Race director Charlie Whiting said he was "amused" by the comments made by Hamilton and Mercedes on the issue and that the FIA is happy with Ferrari's car.

*Additional reporting by Edd Straw and Jonathan Noble*

## Force India rebranded as Racing Point and becomes controversial new entry

Force India was rebranded as a new entity ahead of the Belgian Grand Prix, following the team's recent sale but the creation and purchase of the team continues to cause controversy.

The outfit is now known as Racing Point Force India after it was bought by a consortium led by Lawrence Stroll earlier this month. All of the points the team had accrued before Spa have been wiped but the

issue of whether it will receive prize money at the end of the season has been contentious.

Normally teams need to have finished in the top 10 in the constructors' standings for two seasons before they can receive so-called Column 1 prize money. But, despite there being support for the new entry to receive the money straight away, Haas team boss Gunther Steiner has raised concerns as his

team had to wait the two years before receiving the income.

The new entry's team principal is former Force India COO Otmar Szafnauer, while deputy team principal Bob Fernley – who ran the team at race weekends when former owner Vijay Mallya was absent – is no longer involved.

There is also anger from a Russian company that attempted to take control of the team. Chemical firm

Uralkali, which is closely associated with Dmitry Mazepin, father of GP3 racer Nikita, has threatened legal action if it doesn't get answers about how the team's administration period was conducted.

The company insists it had made a viable bid to bring the F1 team out of administration, and questioned the way that the Stroll-led consortium was able to buy the assets.



New team had a strong first race at Spa

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'IndyCars set for Rockingham demo'  
Racing News, p11



Photos: DTM, LAT

# "OLD MAN" ZANARDI THOUGHT DTM FIFTH PLACE WAS A JOKE



Italian: Shocked by fifth



Zanardi made DTM debut at Misano

Racing legend Alex Zanardi finished fifth on his debut weekend in the DTM championship, and thought his BMW team was joking when it told him where he had finished the second race of the weekend at Misano.

The 51-year-old two-time CART champion, ex-Formula 1 racer and multiple handcycling champion made a one-off appearance in the series on home soil in Italy last weekend, driving an additional BMW entry.

Zanardi, using a special M4

DTM with adapted hand controls, qualified last for both races, and after coming home 13th out of 14 finishers in race one, he came through a topsy-turvy mixed-weather race on Sunday to take fifth place.

Several drivers were forced into making two pitstops to switch between wets and slicks, but Zanardi was one of the few drivers not to react too quickly when the circuit briefly dried early in the race, meaning he only needed to make one mandatory stop.

In-race radio communication

is banned in the DTM unless the car is in the pitlane, so when Zanardi was told of his result after the chequered flag he could not believe it.

"This is the best joke of the weekend," he said.

"Come on, you're kidding me! "I am an old man, you cannot tease me this way.

"I am very happy with this result and at my age, I won't get too many more opportunities to celebrate racing successes like this.

"I had a very good racing speed and wasn't sure what to

do when slower drivers kept appearing in front of me!

"Seriously, I am very grateful to have been given this opportunity by BMW. They always believed that I could do it.

"This trust is a great gift – and I am happy that I was able to vindicate that. Many thanks to the DTM family too, for welcoming me with open arms.

"I will always have a place in my heart for this weekend. It has taken me 51 years to experience it – but at least I got that chance."

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**Paul di Resta and Joel Eriksson were victorious in the two DTM night races at Misano last weekend after mastering the changeable conditions. Mercedes di Resta won a thrilling race on Saturday, beating the Audi of Robin Frijns by less than two seconds as the race started in wet conditions before drying out. BMW's Eriksson started Sunday's race on slick tyres on a damp track and benefitted from a well-timed safety car to take a**

**surprise victory in his rookie season...** Brit Dan Ticktum still leads the European Formula 3 Championship, despite not taking a podium in any of the three races at Misano. Mick Schumacher dominated the first race from pole, while Juri Vips won the second after soaking up immense pressure from Alex Palou in slippery conditions. Ralf Aron won the third race which was halted after two laps due to heavy rain before being restarted... **Mercedes dominated the first**

**running of the Suzuka 10 Hours, with the GruppeM squad leading a 1-2 finish for the German manufacturer. The trio of Raffaele Marciello, Maro Engel and Tristan Vautier moved into the lead at the start of the second hour and were unchallenged for victory thereafter...** Shane van Gisbergen and Jamie Whincup took a win apiece at the first Australian Supercars round at The Bend Motorsport Park, with van Gisbergen taking the points lead from Scott McLaughlin. Van Gisbergen

waltzed his way to a six-second win in Saturday's single-stop sprint race, while Whincup cruised to victory from pole on Sunday... **Toyota will not appeal its double exclusion from the Silverstone round of the World Endurance Championship superseason. The Japanese manufacturer claimed a one-two in the six hour event, but the cars were thrown out after the front section of the underfloor skid block or plank failed the deflection test.**

## Massa hits out at IndyCar safety

Ex-Formula 1 driver Felipe Massa has hit out at IndyCar's safety following recent major incidents in both single-seater series.

Massa was critical of IndyCar on his Twitter account, making reference to Robert Wickens' recent accident that left him with severe injuries.

"When you see all the accidents that happen in F1 and IndyCar in the last years, we can say that F1 is always trying to improve with halo, track changes, virtual safety car, etc to improve safety, and IndyCar is not doing much," he said.

"It's unbelievable to see a circuit like Pocono with an average speed of around 360kph (220mph) and you see the walls lower like that, with the fences, it's so, so dangerous for the safety."



Massa: Critical of IndyCar

Schmidt Peterson Motorsports has revealed that Wickens is now breathing without assistance for the first time since his serious Pocono crash.

Wickens suffered heavily bruised lungs, as well as injuries to his arm, spine, legs and feet, and had surgery on his spinal injury with more expected.

●Penske's Will Power kept his slim 2018 IndyCar title hopes alive by winning at Gateway last weekend as title favourites Alexander Rossi and Scott Dixon duelled in a late strategic battle.

## Norris: F2 just as important as F1 practice outings

After closing the Formula 2 points deficit to just five at Spa last weekend, Lando Norris says he will not let any McLaren Formula 1 practice outings take his attention away from an F2 title bid.

Norris took a fourth and a second at Spa to close in on title leader George Russell, who had his "toughest

weekend of the year" with set-up difficulties.

Norris made his FP1 debut for McLaren last weekend, and will return to the squad's MCL33 at Monza this weekend.

"I think F2 is just as important," said Norris. "I don't just want to be going and not doing well, because McLaren still wants

me to do well in F2.

"It's still a nice thing to have on your CV, to say you won Formula 2. I don't want to finish second, so I still do the best I can."

Nyck de Vries dominated by topping practice, qualifying and the feature race for Prema Racing, while Racing Point Force India junior Nicholas Latifi went from lights-to-flag to win his first F2 race of the season in the sprint contest.

Trident Racing's David Beckmann and ART Grand Prix's Nikita Mazepin won the GP3 races at Spa, while Anthoine Hubert extended his points lead.



Norris closed on Russell

F1 RACING ASSOCIATE EDITOR

# JAMES ROBERTS

"New team needs to win like Jordan did"



**T**wenty years ago this week, Eddie Jordan's team scored an improbable 1-2 at a rain-hit Belgian Grand Prix. It was the first victory for his two bright yellow cars that somehow managed to miss the chaos of a 13-car opening lap shunt. Damon Hill took the shock win from his team-mate Ralf Schumacher – Jordan's maiden win coming in its eighth season in F1.

At the end of 2004, Jordan sold up and the Silverstone-based team was taken over by the Russian-Canadian businessman Alex Shnaider – and became Midland. His investment didn't last long and a Dutch car company, Spyker, took over the operations of the team.

At the beginning of 2008, a new investor and new owner took over the Dadford Road outfit and Force India was born. Vijay Mallya, the man behind Kingfisher beer was at the helm.

He remained in charge until last weekend's Belgian Grand Prix. In the 10 years he was in control, reaching the top step of the podium remained elusive. Funnily enough, the closest the team came was also at Spa in 2009.

Giancarlo Fisichella put his Force India on pole position and trailed Kimi Raikkonen's Ferrari by less than a second at the chequered flag. Across the course of the next decade the team achieved just five more third place finishes – all of them scored by Sergio Perez.

But that chapter in the team's turbulent history has come to a close.

The saviour is a consortium led by Lance Stroll's father Lawrence, who has bought the assets to the team and saved the livelihoods of 400 staff. In a bit of legal wrangling, the team had to officially enter the series as a new entity to race at Spa.

On the eve of last weekend's Belgian GP, Sahara Force India disappeared and Racing Point Force India F1 Team was born, entering the world championship, and forfeiting both the points Force India had scored up to this point (the drivers keep theirs) and prize money for the next two years.

That was just the first step in a process that will soon see Lawrence's son Lance switch from Williams to the new entity. Despite failing to win, the small group at Silverstone, led by Otmar Szafnauer and utilising long-term employees such as technical director Andrew Green and team manager Andy Stevenson, have developed an excellent, efficient racing team, devoid of many of the corporate complexities that larger teams suffer from.

The team deserves its place on the grid and thankfully the new owners will ensure any doubts about its future are put to rest. Now it needs to achieve what Jordan managed, but Force India couldn't: the top step of the podium.

**AGREE/DISAGREE?**  
letters@motorsport-news.co.uk



# RACING NEWS

Photos: Jakob Ebrey, Gary Hawkins

## IN BRIEF

### Dyson makes return

Former Ginetta Junior racer Harry Dyson made a return to the series at Knockhill last weekend with the Premiership Academy Racing squad. Dyson contested the first seven rounds of the series last year before switching to British F4 with the JHR Developments team. It was a difficult return for Dyson though as a time penalty for gaining an unfair advantage limited him to 11th in race one and he finished the second contest in the gravel.

### Fox to Citroen C1s

Ginetta squad Fox Motorsport will take part in the second Citroen C1 24 Hour race at Rockingham this weekend. Team boss Paul McNeilly will compete for the first time in two years and will be joined by GT regular Jamie Stanley and Fox Ginetta GT5 Challenge racers Nick Halstead and James Townsend.

### Cooper seals title

Luke Cooper wrapped up the Castle Combe FF1600 Championship on Monday in spite of failing to finish either race after an engine failure. "I was exactly where I wanted to be going into the final lap when the engine let go at Camp," he said. The team briefly considered cannibalising a sister car to get Cooper back out for race two, but with the only other contender, David Vivian, finishing back in fifth, Cooper already had an unassailable points total.

### Post-op Brands podium

Former Mini Se7en champion Max Hunter finished on the podium on Sunday at Brands Hatch, only hours after being discharged from hospital following a kidney operation. After his enforced absence from Saturday's action, he had to start the second event from the back of the grid but charged through to third by the start of lap three. He held the position to the flag but would later be promoted to second when Andrew Deviny was excluded post-race.

### Eastwell targets US F2000 season finale

Formula Ford frontrunner Michael Eastwell will make his American car racing debut next month in the F2000 Championship Series season finale.

Eastwell, who won the 2016 F-Series Karting title in the USA, lies second to Niall Murray in the British Racing and Sports Car Club's National FF1600 standings.

He recently won both Northern FF1600 races at Silverstone, his first in the category, as well as both Champion of Brands races last weekend.

Last month he tested an F2000 car – the previous generation of USF2000 machinery prior to the series' introduction of carbonfibre tubs – at Palmer Motorsport Park in Massachusetts.

"Given that it was a really good test, I'll actually be back in the US next month to run the final round at New Jersey Motorsports Park [September 14-16] in the F2000 series," he told *Motorsport News*.

"My ultimate goal for next year would be to do a full season of USF2000. But in truth, it really depends on what funds are available."



On track: McLaren developing 720S GT3

# McLAREN BEGINS TESTING NEW 720S GT3 CAR

## Development 'exactly on target' ahead of 2019 competition debut

By James Newbold

**McLaren Automotive's new 720S GT3 is "exactly on target" ahead of its competition debut in 2019, according to motorsport director Dan Walmsley.**

The first GT3 machine to be developed in house at McLaren Automotive's new GT facility in Woking – taking over from Andrew Kirkaldy's CRS organisation that operated under the McLaren GT banner – the 720S GT3 is based on the marque's 720S supercar and powered by a four-litre twin-turbo V8 engine.

Walmsley estimates that 95 per cent

of parts are completely new to the 720S GT3, but told *MN* that he was "very encouraged" by the early potential displayed in testing with works drivers Rob Bell and Joe Osborne.

"We're very impressed with the progress we're making, we're exactly on target both from a performance point of view, a reliability point of view and a homologation point of view, so we're very happy so far," he said.

"We've had a big job on our hands this year assembling the in house motorsport division, we've brought some fantastic expertise to the team and I'm delighted with the product that they've come together with. The

potential in the car, we are already seeing, we're excited about that."

Retailing at £440,000 for customers, development work on the 720S GT3 has been focused on making the car more accessible for gentleman drivers and simpler for teams to operate than the outgoing 650S GT3, which won the Blancpain GT Series Endurance Cup with Garage 59 in 2016.

"We wanted to make the car both a pleasure to drive for the amateur racer and also easier and more practical for the race teams to run, and from a performance perspective we've really changed the philosophy of the car," said Walmsley. "There's a significant

rework on the aerodynamics, the suspension geometry and the powertrain pickup."

McLaren is still to define when the car would make its competitive debut, although it is understood that an appearance in the VLN Endurance Championship prior to the car's homologation is unlikely.

"We're going to be selling the cars in limited numbers for 2019 to focus on the best in class customer ownership experience, so it will largely be around customers that we're working with and what their calendars dictate," he said. "At this stage we're not making any confirmed entries."

### Return to UK racing for Raven in Champion of Brands

Former Formula Ford Festival winner James Raven endured mixed fortunes last weekend in the Champion of Brands races, which were his first back in the UK this year.

Raven, who last raced in the UK at the Walter Hayes Trophy meeting at Silverstone last November, took time out of competing in the Formula 4 United States Championship to steer his Ray GR14/15 to second in the first race, fending off race-long pressure from Cliff Dempsey Racing team-mate and former Champion of Brands winner Jamie Thorburn.

"Jamie was very fast, so I had to keep an eye on him throughout," said Raven,

who was the winner of the Brands Hatch Formula Ford Festival in 2014.

"I suffered with a lot of understeer during the race, particularly at Druids and Graham Hill Bend, but given it's my first time in the car since November, I'll take that."

Raven had looked set to claim another runner-up spot in race two behind Michael Eastwell until clipping a trackside bollard and spinning at Graham Hill Bend with four laps to go.

He recovered to battle Chris Middlehurst for fifth, but was unable to find a way past. Both races were won by Eastwell in his Spectrum 011C after two dominant drives.



Raven last raced in the UK at the Walter Hayes Trophy at Silverstone



Twelve was British F4's lowest grid number in its current post-2015 guise

### British F4 grid numbers drop to just 12 at Knockhill

British Formula 4 suffered its smallest grid since the series became an FIA F4 championship at Knockhill last weekend when just 12 cars took part.

Fortec Motorsport pairing Hampus Ericsson and Lucca Allen decided not to take part in the Knockhill rounds. It was the lowest entry since the series switched to its current guise in 2015.

Ericsson won the category's Challenge Cup last term but has had a miserable second half of the season

with a mixture of collisions and car woes restricting to him to just a seventh place from the six races at Snetterton and Rockingham.

Fortec team owner Richard Dutton hopes that both drivers will return later in the year.

"Hampus has had three crashes through no fault of his own recently and I think he got a bit fed up," said Dutton. "Lucca decided to take a break but I'm hoping he will be back."





C1s are becoming more popular

## Citroen C1 Cup to be launched in Scotland

The Scottish Motor Racing Club last week launched the Citroen C1 Cup, which will make its debut in 2019.

Competitions director Steve Burns says that the new series' technical regulations will be based largely on the C1 Challenge and will consist of two eight-lap sprints per weekend as part of the SMRC bill.

The club is offering members a chance to run a competitive car for £6,500 for their first year, with the second estimated at around £2,000.

"We want to bring more people into motorsport and this is a cost-effective way of doing it," Burns said.

"The format will be sprint races up here, but the series allows drivers to take part in the endurance races down south and abroad."

The announcement comes after the SMRC decided to merge the Scottish Fiesta and BMW Compact Cup into the Hot Hatch Championship for 2018, following a lack of entries in the latter.

Burns is confident the C1 Cup will prove popular, having already received several "serious offers" from prospective teams. The club presented the first race-spec C1 car at last weekend's BTCC meeting at Knockhill, having been converted from a road-legal version by Scottish Mini Cooper outfit Minimax. The car, purchased by the SMRC, will also be raced at this weekend's Rockingham three-hour event.

# ENDURANCE RACES TO BE ATTEMPTED BY JSCC



Three one-hour races for JSCC

Junior drivers are set to get the chance to compete in endurance races for the first time next year as part of a new initiative from the Junior Saloon Car Championship.

The series, which is open to drivers aged between 14 and 17, plans to hold three standalone one-hour endurance events in 2019. It intends that drivers will be able to either compete

individually or two can share a car. The category uses Citroen Saxos and its regular races last 15 minutes plus one lap.

"It gives our existing kids more track time and it gives drivers who don't have the budget for a full year, but can do three races, a chance," explained series coordinator Dave Beecroft. "It's cost-effective for a driver wanting to

put a toe in the water and the emphasis is on fun and fair racing.

"There's nobody who's been doing anything similar - I don't think they've thought of it! If it is popular we will do more of these races in the future."

Beecroft said that with more and more drivers going down the endurance racing route, it would be good for them to have experience of

longer car races from an earlier age.

"I think with endurance racing being so popular, and single-seaters being so expensive to break into, this will help young drivers," he said. "We've already got JSCC drivers like Ed Moore, Marmaduke Hall and Lucas Nanetti who have gone into Britcar so we can help drivers on their way."



Jones finished fourth and sixth in the weekend's two races in Scotland

## Jones drives GT5 Challenge at Knockhill

Former Ginetta GT4 Supercup racer Declan Jones made a one-off outing in the GT5 Challenge for W2R Motorsport at Knockhill last weekend, in place of regular driver Brett Ward.

Called up to assist the team, guest entrant Jones qualified third and had been disputing championship leader James Kelleff for the lead before the pair made contact at Duffus. He finished fourth and sixth in the weekend's two races.

"I'd never driven a GT5 car before," said Jones. "I got a bit of a test day, but qualifying was about the third time I'd sat in the car. It's totally different to what I'm used to. "I'm happy to be in the top five as it's so competitive. It's a second that separates most of the field so yeah, it's good to be at the sharp end."

The weekend went more smoothly for Jones, whose last experience of Knockhill was being part of a multi-car startline crash in 2012.



Arrive and drive: Drivers will have to pick cars at random

## Centrally operated Focus Cup for 2019

The new Focus Cup series has been launched for 2019, which will be centrally operated and cost £16,500 for a full season.

The series has secured a six-round calendar with MotorSport Vision Racing and will use 20 centrally run 2009/2010 Focus chassis with two-litre 160bhp turbocharged diesel engines and touring car-style bodywork, with two spare cars available.

The winner of the series will also receive a fully funded British Touring Car Championship test in a Motorbase Performance NGTC Ford Focus RS.

Each Focus Cup round will operate similarly to an arrive-and-drive karting event, with each driver being assigned a car following a random draw but will keep their seat, harness and tyres throughout the year.

The Focus Cup is the brainchild of Mini Challenge and Volkswagen Cup racer Simon Walton and team owner Rob Sims, who are assembling a team of 10 technicians to run the fleet of cars.

"Motorsport can be a daunting thing to get into because trying to find the right car and the right team can be stressful and put a lot of people off," said Sims.

"Using the centrally run format we remove all of the stress and make it simple, purely arrive-and-drive with no teams or logistics to worry about."

The first three cars have already been built and are set to start testing soon. The entry fee - split into £2100 with £14,000 for running costs, covers Dunlop tyres, fuel, brakes and Friday testing.

Photos: Matt Barrington



**The opening All-Comers race at Brands Hatch on Saturday was brought to a premature halt following a three-car incident. On the climb up Hailwood Hill, Lee Jones' Mini Space Frame came to a stop on track and was collected by the unsighted Maguire Clubman Estate of Bill Richards and Chris Griffin's Lotus V6 Cup. Jones and Richards' cars came to rest against the barrier before a fire ignited in the rear of Jones' Mini. Richards was helped from his car, but all three drivers escaped serious injury.**



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# ROCKINGHAM SPECIAL

'Sutton had a mixed weekend'  
BTCC report, p20



Photos: LAT, Nick Dungan Photography, Mick Walker, Jakob Ebrej

# ROCKINGHAM TO RUN 'SEND-OFF' MEETING

Circuit plans to run IndyCar and NASCAR demos before closing



Franchitti won 2002 ChampCar race

Rockingham Motor Speedway is planning a 'send-off' race meeting in November, where it hopes to attract IndyCars and NASCARs to demo at the circuit at its final racing event before motorsport activity ceases for 2019.

The circuit announced its sale two weeks ago, to a group expected to turn the venue into a car storage and auction site. The businesses stationed at the circuit are understood to be safe.

The already-arranged motorsport events taking place for the remainder of the season at the Corby, Northamptonshire venue are safe and will go ahead.

However, no motorsport will take place at the track next year and the outgoing operator's plan to give the oval venue – completed in 2001 – a big send-off.

The circuit hosted the Champ Car Championship in 2001 and 2002, with races won by Dario Franchitti and Gil de Ferran respectively, and is looking to

drum up some nostalgia to end the circuit's motorsport life on a high.

"The team at Rockingham is working really hard at the moment, the idea is to hopefully try and get some IndyCars back on circuit, that's the primary aim," said Michael Galjaardt of Rockingham. "We're also on the lookout for a few NASCARs that would do some laps with us as well. That's the idea, to make it a nostalgia trip for everybody in terms of the brilliant history of the track. More news on that in the coming weeks, but that's definitely the plan."

The circuit has worked hard in the last two weeks to canvas clubs, championships and manufacturers and has a variety of all three which are interested to come on board for the new club meeting, a two-day event on November 24/25.

Friday testing will be on offer, and for the moment the



NASCARs set to demo at November farewell meeting

circuit is looking for drivers, championships and clubs to come forward and confirm entries. It is merely an expression of interest at this point, and this can be done on the circuit's website, rockingham.co.uk.

At a minimum, the circuit is offering multiple allcomers races, but will offer further grids depending on the amount of interest received.

"It's going to be Rockingham staged and managed with the support of major clubs, so the BARC, BRSCC and MSVR, those guys have said they will support the event as best as they can," added Galjaardt.

"It looks like we'll have involvement from three of the major manufacturers, so Ginetta appear keen to put together a grid, as are Caterham. Radical have said they're keen to support with some entrants too.

"We'll have allcomers in different categories, and then if there's sufficient demand from individual championships or makes then we'll have specific grids for those as well.

"We'll go out to the C1 guys [C1 Challenge] and try to get them involved with a grid, either as part of the allcomers or on their own, it's probably the biggest series in terms of grid size."

## Clubs may run fewer meetings after track's demise

The British Racing and Sports Car Club may reduce the number of meetings it runs next year following the demise of Rockingham.

The BRSCC is one of four organising clubs to have race meetings at the Northamptonshire venue this year but is the only one to have multiple events at Rockingham and not benefit from operating a portfolio of other British tracks.

The club's competitions secretary Dominic Ostrowski admits losing Rockingham is a

blow but it could benefit smaller venues, like Mallory Park.

"It's a problem really, we normally have two or three meetings there," he said. "We need to think about where we go and are just starting the long and arduous process of booking dates.

"If we can run a couple less meetings and still offer all of our championships what they need then we would do that and not run some of the less profitable meetings.

"But it [the loss of

Rockingham] might help the likes of Mallory Park, Croft and Pembrey. We haven't run a meeting at Pembrey for many years and that is something we might look at now."

The British Automobile Racing Club has the most Rockingham club dates in 2018 with six and the club's general manager Ian Watson says it will be a challenge to try and fit all of those in elsewhere.

"It's very sad to see it go," he said. "We were fortunate enough to be involved from the very first day as we helped to organise the first meeting. We have quite a few meetings there and will hopefully try and pick up a few extra dates at other venues."



Adam scored maiden British GT win at Rockingham in '11

## Adam: "Unique" circuit will be missed

Two-time British GT champion Jonny Adam believes the closure of Rockingham will lose a degree of variety from UK motorsport.

The Scot, twice a winner on the Corby roval in 2011 and '16, found that Rockingham's abrasive surface – estimated to take eight tenths out of the tyre from its peak – meant significant extra preparation was required to make the car work over a race stint.

"It's a shame what's happened with the circuit, it's nice to have different circuits within the calendar," Adam told MN.

"That means more input, we need to test or we need to

go and do more simulator time because Rockingham is very different to, say, Silverstone GP, which is wider in places.

"The surface at Rockingham is a bit like Thruxton in a way, it's so abrasive on the tyre that you need to perfect the set-up for a full stint, it was one of those circuits that was a unique set-up point and a unique engineering challenge to get the car to work well over a stint.

"It's good to have different variety in the championship in terms of it was the shortest lap of the year in British GT, so if you made a mistake or got traffic on that lap, it really screwed up your qualifying."



BRSCC runs two meetings at Rockingham

## EDITORIAL ASSISTANT

# MATT KEW

"Watching at Brook was scary"



**T**he news that Rockingham Motor Speedway's days of racing are soon to be over made for an unwelcome, if not unsurprising, reading. Even before the circuit's sale was formally announced, there had long been an air of uncertainty around the venue.

Since 2007, only the Pickup Truck Racing Championship has used the full 1.47-mile oval to race on. Last year, just the main grandstand was open after alleged subsidence rendered the Turn 1 seating unsafe and two stands were only ever used for CART's visits.

For two years the Northamptonshire track had been searching for a buyer after owner Bela Partnerships went into administration. It then dropped off both British Touring Car Championship and British GT '19 calendars amid uncertainty about its future. Ultimately, CEO Peter Hardman confirming last week that racing would "cease" at Rockingham was nothing if not expected.

And yet, despite the advanced warning, Rockingham will still be a massive loss. It's the venue that sparked my interest in motorsport. After flirting with Formula 1 and the World Rally Championship as a kid, it wasn't until I watched ASCAR on the banked oval that I fell in love.

A 40-minute drive from home, it was an ideal place for my parents to take my brother and I on a Sunday to distract us from fighting. As part of a large crowd, we got to see these NASCAR-lite stock cars entice Jason Plato out of the BTCC and (to bring it full circle) watch Colin McRae race.

Later in life when I decided to start marshalling, Rockingham was again the destination of choice. Watching touring cars beat seven bells out of one another through Brook chicane from three feet away was bloody scary but a great rush.

Regardless, I'll be the first to say that even the sunniest of days and 50 Cent performing live struggled to lift a somewhat soulless and grey venue that was left to decay. Had it not been for RML-run '03 ASCAR champ Ben Collins, a flying (more like barrel-rolling towards a concrete wall) Dutchman Michael Vergers and co putting on a good show then it shouldn't hold a candle to a place like Brands Hatch.

With no further visits planned, my last memories of the track are snow-filled – a whiteout on the the '17 Rockingham Stages Rally and a Pickups spotters' course (not much to spot in the snow) earlier this year.

Rockingham's closure isn't all bad. New businesses are set to move on site to create more jobs and that has to be seen as a positive. But the diversity it offered national motorsport will go and, when you've got a personal connection, the practical gains don't always cut it.





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# HISTORICS

'Stewart tackles  
FF2000 at Oulton'  
Scot's 'local' event, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

**ANDREW LANCASTER**

Age: 30 Lives: Leamington Spa  
Pilbeam FF2000 racer

### He races a rare Pilbeam

"We've had the Pilbeam MP52 since 2013 but for a couple of years I was out of the country so I didn't do anything with it. We've now done a little bit of development on it."

### He enjoys Classic FF2000

"Due to budget constraints we only tend to do about half a season. The racing is very, very good when the Classic FF2000s share the grid with the historics and they are quite closely matched. It's nice to have a car that is different to a Van Diemen and part of the reason was that it came up at a reasonable price. It looked a little bit more interesting."

### It's a rare car

"It was converted back from a hillclimb car in about 2007, but I've got very limited history on the car. I've tried to find out how many were built in period and it's hard to get an answer. I've heard between eight and 12 were built and I'm aware of four that I've seen in various places around the world."

### He started in Locost

"I built a Locost as a road car and had a year in industry from university. I was living at home and had a bit of spare cash so I decided to race it with the 750 Motor Club. My dad Alan raced Formula 1300 and my uncle and grandfather had raced, so there is a family heritage. My uncle John was a champion in the 1960s and they built their own cars. So the Pilbeam is the first racing car that the Lancasters have bought and not built."

### F3 is a dream

"While I was racing the Locost, Formula Ford 2000 really appealed. They are proper cars, although I'd really love to have a Formula 3 car. But these are easy to run and engineer and more manageable from an amateur point of view."

### The Pilbeam is competitive

"We're getting there with it now and having Ian Pearson move to an Historic FF2000 car has opened the Classics up to a new guard. It would be good to get a bit more seat time and development and I don't see any reason why it couldn't be as quick as a Van Diemen in the right hands."



Lancaster: Big FF2000 fan



The Chevron has been restored

# LAST B4 TAKES TO THE TRACK AGAIN

Gold Cup outing for Chevron raced by founder Derek Bennett

By Paul Lawrence

The only Chevron B4 sports-racing car, first raced by Chevron founder Derek Bennett, returned to racing at Oulton Park after 47 years away from the track.

The Chevron B4, now owned by Swedish Chevron collector Kent Abrahamsson, was a prototype for the later B6 and B8

designs, which were celebrated during the Gold Cup weekend.

Initially simply called a Chevron GT, the only B4 was built in 1966 and Bennett raced it from new, starting at Crystal Palace in August.

It was the first Chevron with a BMW engine and the first to race in the US when taken to Daytona in February 1967 for Peter Gethin, Roy Pike and Fred

Opert. It later went to Le Mans in 1971 but failed to qualify and had not raced since that season.

Abrahamsson, who owns around 10 Chevrons including an example of all of the key sports-racing cars from the B1 from the early 1960s through to the B26 of the mid-1970s, said: "It was in the south of England and the owner's friend started to restore it.

"But the friend died before it was finished, unfortunately, so the project stalled.

"The owner decided to sell it and I went straight there and bought it late last year.

"We have restored the whole car. We were a little bit short of time to be ready for this race, but we really wanted to bring it to this event and it is a very special car."



Lockie tamed the beast

## Lockie makes his own dream come true with Can-Am outing

Experienced all-rounder and former British GT champion Calum Lockie realised a long-held ambition when he raced a Can-Am car for the first time during the Oulton Park Gold Cup.

Lockie climbed aboard the

monstrous eight-litre March 707 of Richard Dodkins for the pair of Pre '80 Endurance races and mastered treacherous conditions to dominate Sunday's race, giving the car a rare victory.

"I've known Richard Dodkins

for a long time and I've always wanted to race this car. This weekend I finally got to do it," said Lockie. "The first time I drove it was on Saturday morning in testing in torrential rain and it was very exciting!"

## Seager keen to find a co-driver for IoM event

MG Midget driver Bob Seager has issued an urgent plea for a co-driver for the historic section of Rally Isle of Man, and could take a French speaker.

The Dorset-based driver has done the rally before but needs to urgently find a co-driver for the September 13-15 event.

"As I speak reasonable French,

if there was French or Belgian co-driver with the appropriate licence, wishing to experience this fantastic event, I would be only too pleased to do it with them," said Seager. "It needs to be someone of small to medium build; it is an MG Midget after all!"

Seager can be contacted via bobseager@btinternet.com.

## Hammond hangs up helmet after Oulton

Alec Hammond signed off his racing career by competing in the Chevron B6/B8 50th anniversary race at Oulton Park.

The prolific historic racer has been racing for 25 years, both in Europe and the US, and shared his Chevron B8 with Nigel Greensall in the special race. His B8 is now for sale.

"My last race was going to be at Dijon last October, but I just had to do the Chevron anniversary race," he said.

Instead, Hammond will focus his motorsport on classic rallies in a 1964 Ford Mustang, and will contest the 27-day Rally Round Africa in October, co-driven by his wife Barbara.

## Colmans get back to action in their Chevron

More than a year after their Chevron B8 was heavily damaged at Brands Hatch, father and son Hugh and Mark Colman returned to race in the Chevron B6/B8 50th anniversary meeting at Oulton Park.

In July 2017, Mark was at the wheel when the Chevron crashed heavily at Paddock Hill Bend. He suffered a leg injury in the accident.

The chassis of the B8 has since been extensively rebuilt and the car was finally completed on Friday afternoon. "The B8 race was always our target and we just made it," said Hugh.

Despite a detached oil pipe in testing, they finished ninth overall from 31st place on the grid in Sunday's Guards Trophy race.



The repaired Chevron B8 returned to the circuit

## IN BRIEF



Sykes was on the podium

### Sykes on form

Formula Junior racer Adam Sykes had only his second race in nine years at the Oulton Park Gold Cup when he borrowed the front-engined Merlyn Mk2 of his father John. Sykes junior has his own Merlyn being prepared but borrowed the Mk2 to claim a podium finish while his father was away watching the Manx Grand Prix motorbike racing.

### It's a wonderful life

Historic FF2000 racer Jimmy Stewart took in one of his local championship rounds at the Oulton Park Gold Cup, just an eight-hour trek from his home north of Fort William in Scotland. Stewart, who runs a classic Jaguar exhaust manifold business races the ex-Scott Temple Crossle 33F and also hillclimbs a Jaguar in more local events.

### F2 goes Dutch

A 27-strong field of Historic Formula 2 cars will head to Zandvoort this weekend for a double-header at the Dutch track's Historic Grand Prix. Frenchman Robert Simac (March 712M) could move closer to a sixth straight title ahead of the deciding double-header at Dijon in October. Matthew Watts (March 772P) rejoins the series and will be among the overall pacesetters.

### Mitchell's woe

Title contender Ben Mitchell got his Historic Formula Ford weekend at Oulton Park off to a bad start when he shunted his Merlyn Mk20 in heavy rain during testing on Saturday morning. He had to drive back to his parents' base in the Cotswolds to borrow suspension parts from the family's sister car to rebuild the damaged car before qualifying on Monday morning.

### Deja vu... again

A star-studded field of more than 100 cars will gather in Belfast this Saturday for the Deja vu Ulster Rally retro event. The mix of rally and road cars will drive a range of famous Ulster special stages in a gentle tour. Heading the cars away will be Walter Rohrl (Porsche 911RS) and Paddy Hopkirk (Mini Cooper) while other notable entries include Dennis Biggerstaff (Metro 6R4).

### Dodd misses out

James Dodd missed the Oulton Park Gold Cup due to the imminent arrival of his third child. Dodd elected not to be away contesting the Super Touring and Jaguar Classic Challenge races as his wife Amy was poised to go into labour. His father Grahame raced solo to fifth place in their E-type.

### Cox on Guard

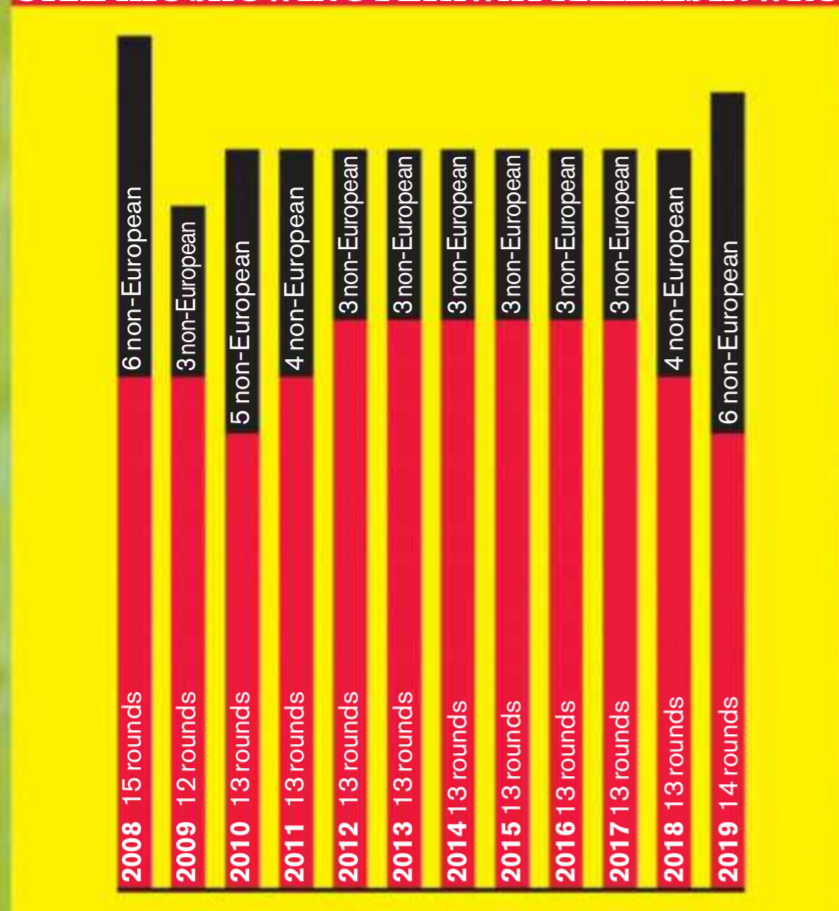
Historic Touring Car ace Dan Cox rejoined the Guards Trophy grid at Oulton Park on Sunday to share the Merlyn Mk4A of Michael Richings. Cox took up an invitation to race it for the first time. They finished fifth in class in the rain. "The car has been put together really nicely," said Cox.



# RALLY NEWS

Photos: mcklein-imagedatabase.com

## GRAPHIC SHOWING FLYAWAY RALLIES IN WRC



Rally Japan last ran back in 2010

# EXPANDED WRC CALENDAR GOES LONG-HAUL

## More flyaway events pencilled in for 2019 schedule

By David Evans

**Next year's World Rally Championship is expected to include the most long-haul events in more than a decade as the promoter looks to deliver on FIA president Jean Todt's demand that the series becomes more global.**

Japan is the latest event to cement a deal with WRC Promoter – a move announced at a press conference in Japan last week – which would mean six rallies on what's understood to be a proposed 14-round roster will be outside Europe. The last time the WRC included so many flyaway events was in 2008.

Since his arrival as president in 2009, Todt admitted he was disappointed at the lack of WRC action outside of Europe. The Frenchman has been a key driver in the Safari Rally's return to the WRC circle, with Kenya expected to be back on the schedule for 2020. Such a move would mean almost a 50-50 split between European and worldwide action

in the WRC. "The World Rally Championship is a *world* championship," Todt said. "Our calendar needs to reflect that."

Chile's arrival in the WRC is confirmed, with the organisers of the Concepcion-based event already having made payments to the series' stakeholders. Japan joining a calendar which already includes Mexico, Argentina and Australia means more flying time than in the last 12 years (*see graphic*).

Talking during the Rally Japan press conference, WRC Promoter managing director Oliver Ciesla said: "[It's] great news we can confirm the WRC Promoter came to an agreement with Rally Japan to host an event in Japan from the start of 2019. The proposal will now go to the FIA World Motor Sport Council where we assume we will get a positive approval to bring the rally back to Japan and then the event will take place from 2019 for probably four years. We are very much looking forward to being back in Japan." Japan ran a WRC round six

times in seven years between 2004 and 2010 and a return is reckoned to be a high priority for the government and tourism departments preparing themselves for the 2020 Summer Olympics in Tokyo.

The 2019 WRC calendar is a work in progress, but is expected to be shown in some form at October's World Motor Sport Council meeting.

One insider told *MN*: "There are four or five different versions of the calendar right now, it could be possible that we just get the first half of 2019 dates confirmed in Paris on October 12. It's not an easy job sorting the logistics out on this one."

If, as expected, the FIA agrees to Japan's return at WMSC in October, the deal will finally be sealed at a candidate event – the Shinshiro Rally on November 3/4. Based out of Nagoya, on Japan's main island, *MN* understands the event uses asphalt roads in the Mount Fuji region to the east. The stages are reckoned to be as twisty as

Corsica, but the road surface is more akin to Catalunya.

Having spent time in Japan in recent years, Toyota team principal Tommi Mäkinen confirmed to *MN* the passion for the WRC remains. He said: "When you come to Japan, you will see the number of interested people, it is incredible. The support for the sport has never changed. There was always a lot of people when we were on Hokkaido in Obihiro, but you had to fly there. In the last year, Sapporo was a bigger city with more population so we saw even more people there, but now we're on the main island with a massive population. It will be a big event."

While not all the stages utilised on the November event would make it to the WRC next season, one leg is reckoned to be completely transferable.

Speculation remains rife about which European round will be canned next season. *MN* understands both Corsica and Germany remain in the drop zone.

### Mäkinen keen on more 'home' rivals

Toyota team principal Tommi Mäkinen has echoed Akio Toyoda's comments about the need for a World Rally Championship return from Subaru and Mitsubishi.

Mäkinen, who drove for both major Japanese marques, said a successful Rally Japan next year could be pivotal in bringing the two giants back to the WRC table.

Toyota Motor Corporation president Toyoda told *MN* earlier this month: "Many fans remember Toyota, Subaru and Mitsubishi and I hope the WRC coming to Japan will stimulate not only Toyota, but all the manufacturers – we would like to see them back. I want to support this [return]. This is what Gazoo Racing is about, we are not only thinking to Toyota, we are working for the good of the sport."

On hearing his boss's views, Mäkinen said: "That would be absolutely brilliant. I remember the first time



Toyoda (l) wants interest

we met with Akio, there was also president of Subaru [there] and he tried to support them. He said [to the Subaru president]: 'Hey, come on think about it...' It would be absolutely brilliant news if some more Japanese manufacturers was joining the championship.

"I think, if they do well with Rally Japan and it's a big success, in the best case we can make this a nice big show and make the Japanese manufacturers more interested for the WRC again."

▶ HOW A SMALL CLUB IS TURNING HEADS IN NATIONAL RACING

▶▶▶ PAGE 24



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*'Jason Pritchard  
mastered the roads'*  
Mewla Rally report, p19



# INGRAM HAS WRC2 PODIUM AIM



Ingram will make step up

Britain's Chris Ingram will make his WRC2 debut driving a Toksport-run Skoda Fabia R5 at next month's Rally Turkey.

The 24-year-old Manchester driver will put his European Rally Championship campaign to one side when he steps up world-level competition for the WRC's first visit to the Marmaris-based event.

Turkey will be his fifth start in a four-wheel-drive car and only his seventh ever World Rally Championship outing.

Having waited all his career to go toe-to-toe with the best

drivers in the WRC's feeder series, Ingram dives into the middle of a fascinating title tussle between Skoda factory drivers Jan Kopecky and reigning series champion Pontus Tidemand.

"It's going to be fantastic to be there," Ingram told *Motorsport News* shortly after keeping his ERC Junior U28 title bid on track with third place on last weekend's Rally Zlin.

"Zlin was a tough weekend. We went to the rally with a set-up far more suited to dry conditions and it took us a while to get the

car right on the really wet roads. But we got through and I took more experience in a four-wheel-drive car. But now I can't wait for Turkey.

"I have been waiting so long for an opportunity like this one and I'm glad it's come on an event like Turkey. So many of those [WRC2] guys know rallies like Germany or Spain, but Turkey is a real level playing field.

"Nobody's been there and nobody knows what's coming. It's going to be amazing."

Ingram is working with

Toksport in Germany this week before he heads to Turkey to test next weekend.

Ingram is determined not to let his lack of experience of the car or the surroundings get in the way of a strong WRC2 debut.

"My first time in this car was at the Azores at the start of the season," he said. "That's the only time I've driven [in four-wheel-drive competition] on gravel. I can't change that, so I'm not going to think about it. I'll go, do my test, work hard with the team, stick to our plan and set my sights on a podium finish."



Sordo claimed third place on Barum

## Sordo pays tribute to competition after Barum outing

Dani Sordo paid tribute to the ERC competition after taking third place on his Barum Rally Zlin debut last weekend.

The Spaniard was competing in the Czech Republic to promote Hyundai's i20 R5 car, but he struggled to compete with the pace of winner Jan Kopecky and ERC series leader Alexey Lukyanuk, finishing close to a minute behind them after punctures.

"It's really nice with the atmosphere and the spectators, more than on some world rallies," said Sordo. "I must congratulate the other drivers because the level was really good. But it's one of the most difficult rallies I've done.

"I understood that when it's dry, it's difficult, but when you come here for the first time with a new car, new stages, wet conditions when it's slippery like this,

you have everything."

Zlin winner Kopecky said the Spaniard had impressed him on his debut, adding: "I have done this rally and if I remember all good drivers when they are here for the first time, they were much worse than Dani. In these conditions he did a really amazing job."

Sordo's next outing will be back in Hyundai's factory i20 Coupe WRC at Rally of Spain in October.

## Tir Prince to kick off Rally GB action

The Tir Prince stage of this year's Wales Rally GB has been given a makeover with more action on offer for fans on the Thursday October 4 opener on the north Welsh coast.

Event managing director Ben Taylor sees the mixed-surface stage – the event's most accessible sitting next to the A55 north Wales Expressway which runs to Manchester and Liverpool – as a crucial opportunity to showcase the sport close to a big centre of population.

Taylor said: "I have no doubt that we'll get another amazing crowd for a memorable opening evening."

A 360-degree mid-stage donut has been included on the stage route, offering fans more chance to see the cars sliding. Advance tickets are £15, with admission included in the four-day World Rally Pass at £99.

## Kopecky hints at quitting after extending Czech run

Victory at Barum Rally Zlin extends Czech star Jan Kopecky's 23-rally unbeaten run at home, but the Skoda factory driver has admitted his time in the sport could be coming to an end.

The 36-year-old started competing in a Skoda at the age of 19 and has driven for his home manufacturer

officially since 2004, tackling the World Rally Championship as well as European and Asia Pacific rounds. Last weekend, however, Kopecky admitted his future in a works Fabia R5 could be in doubt.

He said: "I don't know what is going to be for next season. If I get some

nice programme then I will continue, if not then I will stop. It's like that. I am doing this sport for quite some time. We will see, but I believe we will find something."

Kopecky is chasing this year's WRC2 title and is perfectly placed, having won all four rounds he has started so far this season.



Kopecky: Victory

## Cook wants a decent night's sleep to ramp up the WRC3 pressure



Cook is crowdfunding

Brit Louise Cook is hoping a crowd-funding campaign will raise enough to find her an entry and a bed at next month's Rally Turkey.

Fighting for this year's WRC3 title, Cook missed Rally Finland due to a lack of budget, but was back in Germany driving a Ford Fiesta R2T for the first time. Unfortunately for Cook and co-driver Stefan Davis, their finances for

Germany fell short of hotel rooms, forcing the pairing to sleep in their Ford Fiesta recce car for six nights.

"The recce car's not the best place to get a rest," Cook said. "It's hard on the body when you can't lie flat. It was tough to get sleep and I didn't have much energy as the week went on."

Despite the lack of sleep and competing in a turbo Fiesta for the first

time, Cook bagged third place in Germany – a result which moves her up to seventh in WRC3.

"The finance pot is empty again," said Cook, "and we only have two weeks to make it happen. The pressure's on again."

Further details of Cook's crowdfunding efforts are available by visiting: [cutecookie.co.uk/crowdfunding/](http://cutecookie.co.uk/crowdfunding/)

## GROUP RALLYING EDITOR

# DAVID EVANS

**"Words are being whispered in the right ears"**



**T**axi drivers in white gloves; piped bird song at pedestrian crossings, bang-bang chicken and some of the most committed rally fans I've ever seen in my life.

**That's what Japan will bring back to the World Rally Championship. Those things, and the third largest economy in the world.**

How has it taken so long for us to get back to Japan? It's eight years since Sebastien Ogier celebrated victory at the Sapporo Dome after three days of racing on the Hokkaido gravel. Well, if the World Motor Sport Council does the decent – and common sense – thing in October, the World Rally Championship will be back where it belongs.

Oddly, Japan's presence in the world championship has been linked to local manufacturer involvement. Last time around, with Subaru, Mitsubishi and Suzuki all competing, it was impossible to ignore the Nippon call. But when those three heavy-hitters all departed, Rally Japan became unsustainable financially and it reverted to being a round of the Asia Pacific Rally Championship.

Now, with Toyota's feet well and truly under the WRC table, it's time to welcome Japan back. And I can't wait. I loved the place and the people last time out and, according to Tommi Makinen, nothing has changed. Nowhere else in the world do you see so many fans queuing to see their heroes at first service every morning. And when I say first service, I mean the one before each day's first stage. Most often, before dawn has broken. I couldn't be sure some of them hadn't slept outside their favoured team's service park.

And that was on the northernmost island of Hokkaido, a flight and some hassle away from the hustle of Tokyo. This time around we're bound for Nagoya, just two and a bit hours away (admittedly those two and a bit hours are spent at close to 200mph aboard a Shinkansen). The potential for Rally Japan is huge.

And the potential for the World Rally Championship is even bigger. When Toyota president Akio Toyoda talks of the opportunity to bring the likes of Mitsubishi and Subaru back to the table, everybody has to listen. Our sport has never had a stronger sporting advocate than Toyoda and, commercially speaking, he's a potential game-changer. He has the right message for the right ears and we need to make sure he gets everything he needs – including a long-term deal to see the WRC arrive and remain in his own Nagoya backyard.

Having seen the success Toyota has made of its return to the world championship, I can't begin to imagine what their countrymen will deliver in terms of a WRC round. Personally, I think it's a shame we're not going back to Hokkaido, back to the far north for Obihiro's gravel and the chill of Japan's coolest place Rikubetsu.

But actually, I don't care. We're closer than ever to going back to a rally and a place that must become one of the cornerstones of the WRC moving forward. We've been and gone to Japan before, but this time we must make a longer-term commitment to the place, the people and the potential.

**AGREE/DISAGREE?**  
[letters@motorsport-news.co.uk](mailto:letters@motorsport-news.co.uk)



# RALLY NEWS

Photos: Jakob Ebrey, Kevin O'Driscoll

## Drivers defend Ulster after Cronin's non-start

British Rally Championship frontrunners believe the Ulster Rally R5 battle was not a write-off due to the loss of 2017 winner Keith Cronin.

Reigning BRC champion and Hyundai i20 R5 driver Cronin pulled his entry in the lead up to the event with the rest of his campaign unclear.

He has fallen into fourth in the BRC points in the year he was hoping to equal Jimmy McRae's record of five titles.

Instead Matt Edwards won the Ulster Rally from Josh Moffett (non-BRC entrant), David Bogie and Rhys Yates.

"I would have wanted Keith to be here," explained Edwards.

"In some ways it makes it difficult the fact that he isn't. But you have people like Rhys and David who are on a strong pace. The fact Keith isn't here certainly doesn't devalue the championship or the event; it's still very competitive."

Yates added that he felt the pace was high regardless of the drivers: "There is no doubt about it – if Keith had been here he would have been at the front of the field."

"But he isn't and the pace is still really strong. Just look at what Josh Moffett is doing. Things aren't exactly slow."

Edwards leads the series by 39 points over Bogie with three rounds to go.

## Junior 1000 winner gets Lakeland Fiesta R2 outing

Double Irish Forest Rally Junior 1000 Championship winner Jason Murphy will receive a prize drive in a Ford Fiesta R2 thanks to his success.

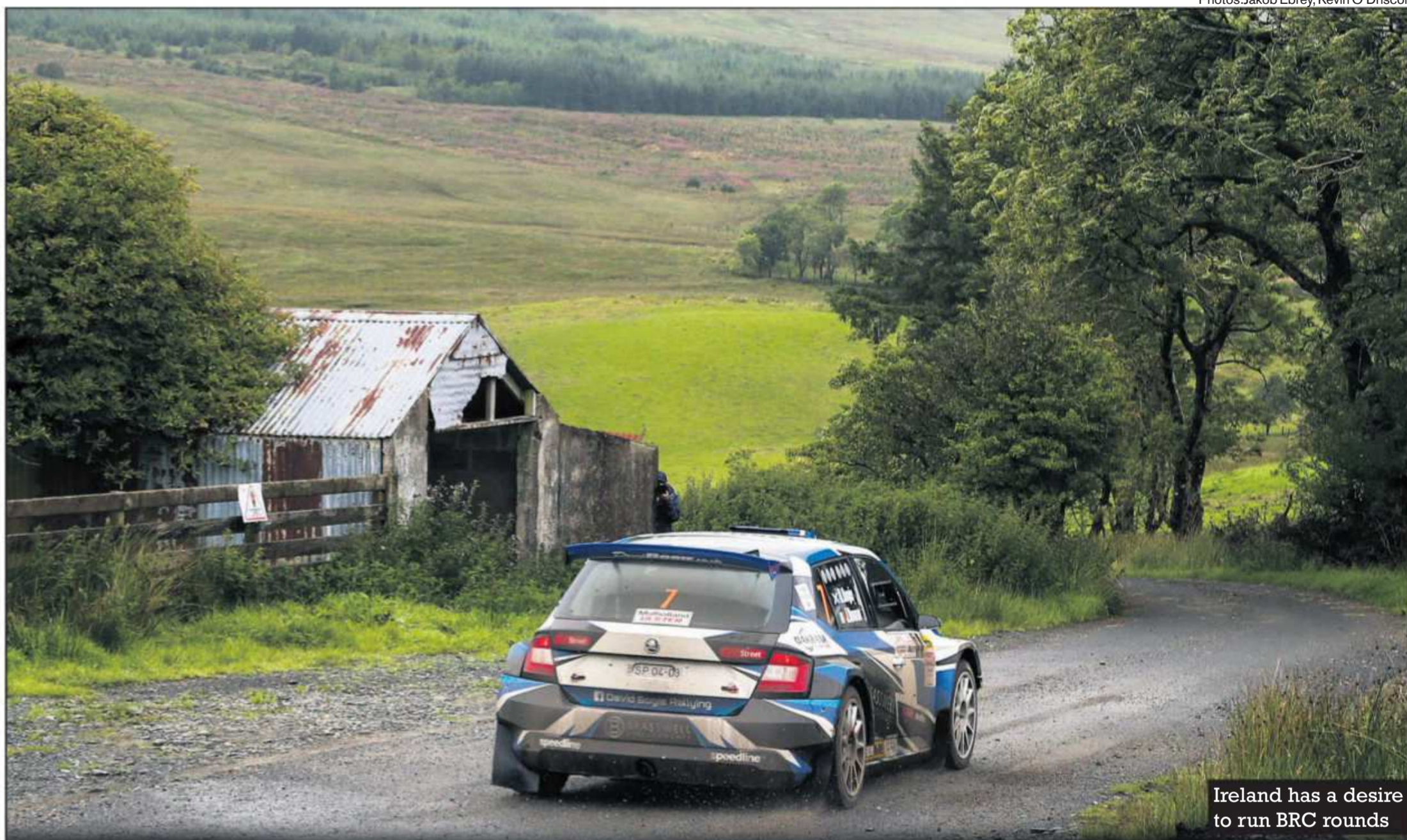
Murphy drives a Peugeot 107 in the series – which allows drivers aged 15 to compete on gravel forest rallies – and will debut in the car on the Lakeland Stages this Saturday.

"Getting a drive means a lot as it would be difficult to afford to rally an R2 at present, and I'm really looking forward to it," said Murphy. "The forestry championship is a brilliant championship and hopefully more drivers will come on board for J1000 2019. It's a very cost-effective way to go rallying and with all cars equal, the competition is great."

"I'd like to thank the various sponsors for helping to make the drive on the Lakeland Rally happen, and something like this is a great incentive for any young driver starting out."

The Lakeland Stages has received a strong entry as the latest round of the Irish Forest Rally Championship, with over 100 cars expected to start a gravel event in the Emerald Isle for the first time since 2007.

● The Sligo Stages will attempt to run this Sunday for a third time after cancellations brought about by the recent heatwave in the region. The nine-stage event has around 100 entries, headed by last year's champion Sam Moffett (Ford Fiesta R5). The Irish National Rally Championship is shaping up to be a battle between Sam's younger brother Josh and Declan Boyle, both in Ford Fiesta RS WRCs. They are tied after dropped scores while Josh has won the last two events.



Ireland has a desire to run BRC rounds

# FIVE IRISH EVENTS WANT BRC CALENDAR SLOT

## British championship has been approached to visit Ireland

By Jack Benyon

**The British Rally Championship has been approached by five different Irish-based rallies to join its calendar in the future.**

Over the course of the Ulster Rally two weeks ago, BRC championship manager Iain Campbell was inundated with events looking to become a part of the series.

Since the loss of the Circuit of Ireland for 2017, the British and Irish Tarmac Rally Championship have only shared one round annually, the Ulster.

That means the two championships are fighting over the same customers instead of being able to join together, due to calendar difficulties.

"We were approached by five different Irish events over the

weekend of the Ulster," Campbell told *Motorsport News*. "There's interest in the British Rally Championship and they must see that we are bringing value."

"We can pick up asphalt rounds, it's where do we get the gravel ones from? Calendar-wise they wouldn't all work out but it would be great to see."

The BRC came under fire from some in the rallying community for the lack of entries on the Ulster but the championship took only one fewer car than it did in 2017.

While the number of R5s is down, the Irish Tarmac Rally Championship is also down on numbers in that category, with just four competing on the Ulster.

While R5s were down, R2 entries were up. A total of 12 entered that class, while 11 entered in 2017.



Campbell: BRC proving value

## Two events abroad allowed

Due to a change at the last FIA World Motor Sport Council meeting, British championships can now go abroad twice a year, instead of the one event previously allowed.

The change affects racing and rallying, and applies to all championships at a national level.

Both the British Rally Championship and the MSA Asphalt Rally Championship go abroad to Belgium once a year, but now both could take an extra event abroad.

That means both championships could keep Belgium away trips and add an Irish round to the calendar.

The move came as a surprise from the WMSC, and wasn't initially noticed by many, thanks to the many rulings the council makes.

▶ PRITCHARD TAKES BIG MSA ASPHALT WIN ON THE MEWLA RALLY

▶▶▶ PAGE 19

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'Closed-road Cornish hillclimb fills entries'  
Great start for Watergate Bay, p29



Photos: Jakob Ebrey, NI:Media, JMS Photographic



## BTRDA FRONTRUNNER BLACK RETURNS IN TITLE WINNER

Former BTRDA frontrunner and reigning Welsh Rally champion Callum Black will return to his first title winning car – a front-wheel-drive 1400cc MG ZR – on next month's Woodpecker Stages.

Black hasn't competed since 2017, when he used his Ford Fiesta R5+ to push Stephen Petch's Fiesta World Rally Car for overall honours, eventually coming up short, despite scoring podiums on all but one of the six BTRDA events he entered.

He won the Wydean Rally in November and hasn't competed since due to business commitments and sold his Fiesta in January this year.

Black won the British Rally Challenge, which followed the

British Rally Championship but used shorter events, in 2010, his second and last full season in the MG ZR.

He bought the car back in 2014 and used it on one event, the Nicky Grist Stages, where the throttle linkage snapped, and it hasn't been out since.

He said: "I sold it to one of my dad's mechanics, and we got it back off Malcolm Hague in 2014, who had been hiring it from Matt Edwards and then rolled it."

"It's now in mint condition though and it's a lovely car."

"We tested it at Walters Arena last week and it was great fun."

It's not got the power of the likes of Dave Brick's Vauxhall Nova, we'll do well to keep up with them, but I'd like to

### ENTRY LIST

BTRDA, Woodpecker Stages, round 6/7, Ludlow, September 1

NO	DRIVER/CO-DRIVER	CAR
1	Matt Edwards/Darren Garrod	Ford Fiesta R5
2	Luke Francis/John H Roberts	Ford Fiesta RS WRC
3	Stephen Petch/Michael Wilkinson	Ford Fiesta RS WRC
4	Hugh Hunter/Rob Fagg	Ford Fiesta RS WRC
5	Sacha Kakad/Jamie Edwards	Ford Fiesta R5
6	Martyn England/Dawn England	Ford Fiesta R5+
7	Dylan Davies/Llion Williams	Subaru Impreza
8	Ian Joel/Graeme Wood	Ford Escort RS Cosworth
9	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9
10	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9

have fun and be in the mix."

The car is in the original spec from 2011 when Black won the title, and it will likely be his last event in the car this year as he will rent it for hire for future

events. So far, 11 1400S-spec cars have joined Black on the entry, among them the top three in the championship: Chris Powell, Brick and Kieran Darrington.



Bird: unlikely to challenge

### Bird looks to be out of BTRDA title bid in Woodpecker no-show

Paul Bird's BTRDA title challenge looks to be at an end after he has not entered the Woodpecker Stages.

BTRDA Gold Star contenders can drop two scores, and Bird missed the previous round, the Nicky Grist Stages.

Motorsport News understands that Bird is appealing a drug test-related ban and is unable to compete this weekend.

A fourth win this year will give Matt Edwards the 2018 title. Reigning champion Stephen Petch (Ford Fiesta RS WRC)

needs to win the remaining two events to deny Fiesta R5 driver Edwards the title.

The Ludlow event, which features the infamous ex-Wales Rally GB stage Radnor, gets underway at 0831hrs from Ludlow Racecourse.

### Jones rally auction raises £9500 for MS

Geoff Jones' recent co-driver auction helped to raise over £9500 for charity, with the winner Chris Shaw getting an outing on the Gareth Hall Memorial Stages earlier this month.

It was the fourth consecutive year that Bala Motor Club and Machynlleth-based preparation firm Geoff Jones Motorsport have held an auction for the Gareth Hall Memorial Rally, raising money for Wales Air Ambulance.

This year's auction also donated to Jones' wife, Moira, who will climb Kilimanjaro next month to raise money for the Multiple Sclerosis Society. "I must thank the rallying

community for this, our total so far now reaches over £9500 which is much more than I was ever expecting," said Moira Jones.

On the event Bala Motor Club presented a cheque for £450 for the MS Society and £1500 for the Wales Air Ambulance.

Event organiser Emyr Hall said: "Geoff and the team have continued to raise an exceptional amount of money and we are pleased to help support such great causes."

Ex-Nissan and Proton works driver Jones and Rally2 Nissan Micra competitor Shaw took third on the event, and a class win, in their Ford Escort Mk2.



Geoff (r) and Moira (l) on the Gareth Hall Memorial Rally

### GROUP NATIONAL EDITOR

# JACK BENYON

"Entry 'problems' are a product of circumstance"



**W**hen are rally fans going to get off the British Rally Championship's back?

The Pirelli was four entries down, Ypres one, and Ulster two. All I saw at the weekend

was grumbles that the BRC was weak and on its knees.

My view is different. While I didn't get to the Ulster, I saw increased streaming on social media with some knowledgeable guests, live text updates on the BRC's website, and a revamped results system which allows you to tab between seeing class results as well as overall results. You can also track the cars on stages. That's an unprecedented amount of resource which many in the UK don't realise is there and isn't being done elsewhere.

There's no doubt rallying faces struggles at a national level. But it's not all BRC-specific.

There's still too many events diluting entries. In France, there's no rallying the week before a French Championship round. It helps give the national championship events a sense of occasion, something lacking in many UK events.

The question is, do we want another Colin McRae or Richard Burns, or are we happy that rallying is for fun? If it's the latter, we may as well get rid of the BRC and everyone can do the BTRDA and British Historic Rally Championship. If it's the former, these series should be on a graduated path towards the BRC, where drivers will get vital training.

It's a big problem we don't have enough variation in events. I've been to BTRDA events that offer the same level of occasion as some BRC counters. For what UK rallying needs the BRC to do, that's not good enough.

If there's fewer events, that should increase the entries of the remaining ones. The more money coming in for organisers of those events, the more they can reinvest into promotion and recruiting for much needed fresh blood in the organising teams.

For a BRC to work, it needs to give some of the country's rising talent the chance to compete against the established best. Rhys Yates is a fine example, compete against the likes of David Bogie for a couple of seasons, raise the pace and move on up to Europe or the world.

But until there's a better path, UK rallying won't produce another WRC champion. There's too many classes of cars and too many events to house them. There should be a direct path from top to bottom. Single-venues, National BTRDA-style rallies, BRC and then up to international.

There's plenty of people putting money into rallying out there, look at the MN Circuit Rally Championship for its double-figure number of backers. If there are fewer events and championships and a more defined path to the top of rallying, then potentially the people who are putting money in have fewer places to do it. Prizes and driver sponsorship becomes easier to obtain and there's more prizes for championships. Everybody wins.

It's a pipe dream, and it would need the help of the governing body. But less regulation and more promotion appears the intention of new chairman David Richards. If we want another world champ, then this is the difficult course of action required.

**AGREE/DISAGREE?**  
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**UNDER NEW MANAGEMENT**



## Congratulations to Tom Golding on sealing the 2018 Ginetta G40 Cup with three rounds to spare

The Assetto Motorsport driver has dominated on his way to eight wins, incredibly wrapping up the championship with three rounds to spare.

Golding has consistently performed to a high level in the championship which supports British GT, fighting for podiums at every round.



[instagram.com/golding114](https://www.instagram.com/golding114)

[facebook.com/tomgoldingracing](https://www.facebook.com/tomgoldingracing)



# RALLY REPORTS

Photos: ERC Media, Mark Sims – rallygallery.com

# KOPECKY

## WINS AS LUKYANUK NEARS ERC TITLE

Win number 23  
for Kopecky. By  
Graham Lister

Kopecky can't be  
stopped at home



Lukyanuk's sensible approach is being rewarded in ERC

### RESULTS

European Rally Championship, round 6/8, Zlin, August 24-26

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Jan Kopecky/Pavel Dresler	Skoda Fabia R5	2h07m47.2s
2	Alexey Lukyanuk/Alexey Arnautov	Ford Fiesta R5	+7.5s
3	Dani Sordo/Carlos del Barrio	Hyundai i20 R5	+53.6s
4	Miroslav Jakes/Petr Machu	Skoda Fabia R5	+53.9s
5	Nikolay Gryazin/Yaroslav Fedorov	Skoda Fabia R5	+1m13.2s
6	Fabian Kreim/Frank Christian	Skoda Fabia R5	+1m58.2s
7	Jaromir Tarabus/Daniel Trunkat	Skoda Fabia R5	+2m14.0s
8	Chris Ingram/Ross Whittock	Skoda Fabia R5	+2m27.8s
9	Bruno Magalhaes/Hugo Magalhaes	Skoda Fabia R5	+5m25.8s
10	Laurent Pellier/Geoffrey Combe	Peugeot 208 T16	+7m03.1s

ERC2: Tibor Erdi Jr/Gyorgy Papp (Mitsubishi Lancer E10); ERC3: Martins Sesks/Renars Francis (Opel Adam R2); Junior Under 28: Gryazin/Fedorov; Junior Under 27: Sesks/Francis. Points: 1 Lukyanuk 149; 2

**O**ne puncture is enough to put a serious dent in any driver's victory ambitions. Three punctures?

Well that's game over for most. Unless you're Jan Kopecky.

Skoda's factory star was unbeaten on Czech soil since 2014 prior to Friday night's opener through the streets of host city Zlin – a run of 22 events – and he'd won the previous three editions of this sealed-surface monster, made all the more challenging by rain across all three days.

While Kopecky was fortunate in that he didn't have to stop to change tyres on

any occasion, thereby keeping the time lost to a minimum, the punctures combined to leave him trailing overnight leader Alexey Lukyanuk by 16.8s starting the final leg.

With Lukyanuk adamant that a first ERC title would mean more than a maiden triumph in Zlin, Kopecky was able to chip away at the Russian's advantage largely as he pleased, to the extent he was 2.6s behind with Sunday afternoon's trio of stages left.

But midday service in Otrokovice presented a difficult choice for crews – rain had been persistent for most of the event but had finally started to abate. Drivers went in multiple directions on tyre choice, from Dani Sordo's extreme wets to aid his understanding for future

world rallies to soft slicks for Kopecky, standard wets for Lukyanuk, Nikolay Gryazin and Miroslav Jakes and even a mixture of slicks and wets for ERC Junior U28 points leader Fabian Kreim.

Those choices had an immediate effect. Kopecky surged into the lead he'd craved since his Saturday delays while Sordo edged ahead of Gryazin, the ERC Junior U28 event leader, into third.

Stages 13 and 14 had been mostly dry but the final stage was still damp, making Kopecky's all-slick tyre selection a challenge. Uncertain he'd done enough, he refused to celebrate at the finish until Lukyanuk pulled up 7.5s in arrears.

"Yesterday was like a nightmare but

after we showed good performance yesterday, I was still believing when I woke up today," said Kopecky at the finish.

The win had been Lukyanuk's for the taking. While the Lukyanuk of old would have gone all-out for the win, a new approach for 2018 means he is playing the long game.

"I am not so happy that we are second and not first but let's keep something for the future," said Lukyanuk. "Here we scored lots of points for the championship."

It transpired that Lukyanuk was lucky to even make the finish after the power issue he eluded to on Saturday afternoon turned out to be a sensor fault that could so easily have put him out of the rally.

Sordo, meanwhile, found the going tough from the moment he punctured on the Zlin superspecial. More punctures struck on Saturday and with his tyre choice not ideal for Sunday's closing loop, Sordo didn't prove the strongest opponent for Jakes to overcome. But he just did enough to resist, albeit by 0.3s, with Gryazin winning ERC Junior U28 in fifth overall.

Chris Ingram took eighth and third in ERC Junior U28 after a tough outing which began with a confidence-zapping off on Saturday's first stage. Set-up issues also did little to help. Compatriot Rhys Yates retired with broken steering on SS5 after he struck a steel post.

Catie Munnings finished sixth ERC Junior U27.

## TOP MSA ASPHALT POINTS FOR PRITCHARD IN WALES

### Mewla Rally

By Simon Gronow

Organiser: Epynt Motor Club When: August 26 2018  
Where: Epynt Ranges, Powys Championships: MSA Asphalt Rally Championship; Welsh National Tarmacadam Championship; King of Epynt Challenge; ANWCC Stage Rally Championship; Senior 1000s Stages: 13 Starters: 70

Following an accomplished drive in treacherous conditions, Jason Pritchard and co-driver Phil Clarke dealt best with the slippery roads over the Epynt Ranges to win the 40th anniversary of the Mewla Rally in their Ford Focus WRC 05.

Second-placed Damian Cole/Jamie Edwards were left to rue early issues which resulted in them playing catch up in their Ford Fiesta RS WRC, while Daniel Harper/Chris Campbell had a good afternoon to finish third in their Mini WRC.

In the torrential rain, Pritchard/Clarke had a "steady and smooth run" through the opening three tests, setting fastest time on two of the stages to open up a 17-second lead, which he maintained over repeat runs of stages one to three, before dropping a second to Cole on the long stage seven, the Focus driver's only problem being a misted up windscreen.

Meanwhile, Cole was struggling on the first loop with too hard a



Pritchard: Mewla Rally winner

suspension set-up. With the car softened, he set fastest time on SS5 before being quickest on stage seven, but only took a second out of the leader in the process.

Harper had a difficult morning in his Mini John Cooper Works WRC, going off on stage three, dropping 30 seconds, only to repeat this on the same bend when run as SS6.

Nonetheless, he held third at the halfway point, ahead of Melvyn Evans/Mark Glennerster, who were making their debut in a Hyundai i20 R5, the driver not happy with his early tyre choice and was experimenting with the settings. The surprise of the event were leading historic runners, Daniel Jones/Kevin Lewis, who

held fifth in their Ford Escort Mk2. Sadly the car refused to start in the afternoon and their day was done.

Over the first loop of afternoon stages, Pritchard/Clarke took another two fastest times to extend their lead over Cole to 25 seconds.

With his car set up to his liking, Cole went fastest over SS11 but had to be content with the runners-up spot as Pritchard was second fastest over 11 and 12 before securing his win in style with fastest time on the final stage.

Behind Cole, Harper was obviously getting used to Epynt and, after overcoming power steering problems, some tyre and suspension changes worked well as he set two fastest

times. Evans was happy with his new car and spent the event testing different settings with a fourth place earned.

Leading MSA Asphalt contenders, Wayne Sisson/Max Freeman, lost time after stalling their Mitsubishi Lancer E10 on stage seven, but held on to their class-winning fifth position. David Morgan/Richard Suter survived a couple of big moments to win their class in their Darran T90.

A throttle sensor slowed Richard Merriman/Kath Curzon, but once fixed their Darran T90 won class B11. The 1400cc class winners were William Mains/Claire Williams in 11th, despite broken engine mounts on their Vauxhall Nova.

### RESULTS

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Jason Pritchard/Phil Clarke	Ford Focus WRC05	1h07m29s
2	Damian Cole/Jamie Edwards	Ford Fiesta RS WRC	+26s
3	Daniel Harper/Chris Campbell	Mini John Cooper Works WRC	+2m15s
4	Melvyn Evans/Mark Glennerster	Hyundai i20 R5	+3m36s
5	Wayne Sisson/Max Freeman	Mitsubishi Lancer E10	+5m57s
6	David Morgan/Richard Suter	Darran T90 GTR	+6m00s
7	Richard Merriman/Kath Curzon	Darran T90	+6m35s
8	Philip Turner/Simon Anthony	Mitsubishi Lancer E9	+6m37s
9	Tony Rees/Geraint Thomas	Darran T90 GTR+	+7m10s
10	Terry Brown/Den Golding	Ford Escort Mk 2	+7m59s

Class winners: William Mains/Claire Williams (Vauxhall Nova); Rhidian Daniels/Tomas Whittle (Citroen C1 Max); Merriman/Curzon; Morgan/Suter; Sisson/Freeman; Cole/Edwards; Wayne Bosner/Richard Aston (Ford Escort RS 2000); Stuart Anderson/Kenny Owen (Vauxhall Chevette HSR); Tony Stilling/Abie Haycock (Lancia Delta HF Integrale); Robert Morris/Bryn Perry (Subaru Impreza); Edward Fossey/Michael Gilbey (Peugeot 208 R2); Evans/Glennerster; Lee Sparrowhawk/Samuel Myers (Subaru Impreza).

## Mighty Subaru Impreza duo Morrison and MacPherson win at Warcop

### Pendragon Rally

By Phil James

Organiser: Kirby Lonsdale MC, Eden Valley MC & Northallerton Automobile Club When: August 26  
Where: Warcop, Cumbria Championships: STRC; NETRC; ANWCC; ANCC; STRC; NHMSC; KLMC; BECC Stages: 7 Starters: 83.

Gordon Morrison and Calum MacPherson took a well-earned victory in their Subaru Impreza WRC after surviving a fifth-stage excursion to regain the lead from the Ford Escort Mk2 of runners-up Rob Snowden and Mark Fisher.

After being forced to tackle the final stage with no anti-lag as a result of a cracked exhaust manifold, Morrison finished with an 18-second winning margin over Snowden who said he was frustrated by being balked by slower cars.

Barry Groundwater and Neil Shanks completed the podium places in their Mitsubishi Lancer E10 despite dropping time on the penultimate stage undertaking a multi-point turning exercise following a half-spin on a narrow section of track.

A pair of Subaru Impreza WRCs fought over fourth place. Chris Ford and Neil

Colman got the upper hand after they out-paced Brian Watson/Sean Donnelly on the final stage.

Class 2 winners Donald Bowness and Paul Gribben took seventh place, despite putting their Vauxhall Nova off on stages one and seven, ultimately finishing two seconds ahead of James Gibb and Charley Sayer-Payne's Mitsubishi Lancer E8.

Completing the top 10 were Colin Gemmell and Derek Keir's Escort Mk2 and the Impreza of Murray and Mark Grierson who dropped time on stage four with a throttle issue.

The event was briefly halted on stage three for Martin and Sarah Payne's crash. Martin was kept in hospital for observation.

### Results

1 Gordon Morrison/Calum MacPherson (Subaru Impreza) 1h06m53s; 2 Rob Snowden/Mark Fisher (Ford Escort Mk2) +0m18s; 3 Barry Groundwater/Neil Shanks (Mitsubishi Lancer E10); 4 Chris Ford/Neil Colman (Subaru Impreza WRC); 5 Brian Watson/Sean Donnelly (Impreza WRC); 6 Ian Paterson/Harry Marchbank (Impreza); 7 Donald Bowness/Paul Gribben (Vauxhall Nova); 8 James Gibb/Charley Sayer-Payne (Lancer E8); 9 Colin Gemmell/Derek Keir (Escort Mk2); 10 Murray Grierson/Mark Grierson (Impreza).  
Class winners: Stephen Bethwaite/Ann Forster (Vauxhall Nova); Bowness/Gribben; Kenny Moore/Richard Wardle (Hillman Avenger); Gemmell/Keir; Ford/Colman.



# BTCC REPORT: KNOCKHILL

## Matt James watched Ash Sutton win – and then hit rock bottom

**T**here wasn't much that Ash Sutton did wrong at Knockhill. The Subaru man drove from eighth on the grid to claim a sensational win in race one and then performed a repeat in race two. His momentum towards the top of the title chase seemed inevitable.

And then there was a pesky roller, which officials use to measure the ride height of the cars. Sutton's Levorg failed the check after race two, despite repeated attempts.

It was bitter sweet, as second-over-the-line Tom Ingram (Speedworks Motorsport Toyota Avensis) was similarly penalised, which handed the glory to Andrew Jordan in his WSR BMW 125i M Sport.

If that was a boost for points table-topper Colin Turkington (WSR BMW 125i M Sport), his second place behind Tom Chilton's Motorbase Ford Focus in race three meant he was leaving with a large grin – and a 43-point buffer in the standings.

### Race one

From pole position – his first in the category – Dan Cammish (Team Dynamics Honda Civic Type R) knew he would have a fight on his hands to reach the top of Duffus Dip in the lead. He had three rear-wheel-drive machines behind him and, despite a rule tweak at the start of 2014 to mandate first gear ratios for rear-motivated cars, they are still strong away from the line.

Cammish was desperate to beat fellow front-row starter Stephen Jelley (Team Parker Racing BMW 125i M Sport), Jordan and Turkington as the lights flicked off. And he did.

His start was strong and he was able to turn in to the right-hander unopposed. Jelley was second, while Turkington performed a great outside pass on Jordan.

Cammish powered clear as Turkington set about unseating Jelley, which he managed when his foe slid slightly wide coming out of the hairpin as they charged to start lap four.

Sutton was up to fifth on lap three when Chris Smiley (BTC Norlin Honda Civic Type R) ran wide at Clark's and he soon had Jordan in his sights. On lap six, Sutton went around the outside at the hairpin to grab fourth, and then performed a superb slingshot move to unseat Jelley from third at McIntyres two laps later.

A copycat move on Turkington on lap 11 brought the Subaru into second, and Cammish's glory in the lead was short-lived.

He was the only one of the front-wheel-drive brigade to realistically have a shot of a podium. "I felt I brought a knife to a gunfight in that race," said Cammish. "I knew my days were numbered when I saw Ash in my mirrors, but I am pleased with third place."

It became third because Turkington and Jelley had both wriggled past him by lap 17. However, the battle between the two BeeEmms overcooked a lap later. Turkington, uncharacteristically, nerfed into the back of his foe and sent Jelley into the gravel.

He held on to second, but there were some serious conversations with the clerk of the course later and he was handed a formal reprimand and was given two penalty points on his race licence.

"To go from P4 on the grid to P2 is great progress, and I didn't expect a podium with 75kg of success ballast on board," said the Northern Irishman, who maintained his points lead in the title chase. "We have really made the most out of the car."

"I feel sorry for Stephen, and we had been having a great scrap. He made a small slip coming out of the chicane and we both went to the inside of the track going into Clark's. He hit the brakes and I had nowhere to go and we touched. I will go and apologise to him straight away – there was certainly no malice in it."

Jelley, for his part, was just frustrated. "We had shown what we were able to do, and it was simply annoying. I know Colin didn't do it on purpose and he has said sorry, but that doesn't get our points back."

For Sutton, it was all about controlling the pace and he even survived a late safety car, to clear up Jelley's car, to maintain a grip on the event.

"That was a great race," said Sutton. "We need results like that. The conditions were hard, particularly on the new Tarmac which they have laid here and we were all on a journey to find out where the grip was. The car was just superb though and I could almost put it where I wanted to."

Behind Cammish, Jordan had a lonely race to fourth in a car which didn't give him as much confidence as he would have liked, and he finished just ahead of the flying Power Maxed Racing Vauxhall Astra of Josh Cook. Cook had started in 10th place after losing his fastest lap from qualifying for exceeding track limits.

Undeterred, he battled through the lower order of the frontrunners to execute a superb pass on Ingram with four laps remaining.

Ingram was happy enough to have banked points for his title chase, and he headed home Tom Oliphant's Ciceley Motorsport Mercedes-Benz A-Class, which marked the driver's best result in the BTCC to that point.

Smiley had been in the top six in the opening stages before a slip at Clark's dropped him back to an eventual eighth. He headed home Adam Morgan's Ciceley Mercedes-Benz A-Class and hometown hero Rory Butcher, who had made up 13 places over his starting spot in his AmDTuning.com MG6.

One of the big losers of the race had been Matt Neal in his factory Honda Civic Type R. He qualified in a lowly 21st on a track that was a tough one for his car, fitted with its 39kg of ballast. It rides the kerbs well, but there aren't any long corners for the superb chassis to gobble up in Fife.

Neal was mired in the midfield when he was collected heavily by Matt Simpson in his Simpson Racing Honda Civic Type R – a move which earned Simpson two points on his race licence.

The damage, for Neal and his title hopes, though, had been quite literally done.

# SUTTON'S HIGHS AND



### Race two

Sutton and Ingram were muted as they climbed the podium for the second race of the weekend.

Both should have had reason to celebrate after a difficult 20-lap shortened race. Rain had made things treacherous, and both had driven excellently. However, the pair failed a post-race ride height check on their cars and that broke their hearts.

Sutton led from the start on the soaking surface in a race that was immediately neutralised when Ollie Jackson (AmDTuning.com Audi S3) collided with the tyre barrier at the chicane.

The race restarted on lap seven and Sutton powered away from Turkington. However, soon after, Turkington slewed wide at Duffus Dip and dropped back to third behind his team-mate Jordan.

The big mover was Ingram. He had started in sixth but slipped ahead of both Cook and Cammish's Honda by the end of 10 laps.

On lap 11, Ingram moved into third with a pass on Turkington at the hairpin, which forced the BMW wide and pushed him down the leaderboard. That was just before the safety car was called again as cars littered the gravel trap as Oliphant and series newcomer Carl Boardley (Team Hard VW CC) had both had excursions.

After six more caution laps,

the race was restarted. Ingram powered inside Jordan at Duffus Dip to take second spot but Sutton was already two seconds in front. Red flags flew when Sam Smelt (AmDTuning.com Audi S3) locked up and went straight on at the top of Duffus Dip on lap 21.

After a long period of checking and double checking, the top two were found to be running outside the regulations. There was an extraordinarily long wait for the results of the checks to be known, and everyone was on tenterhooks.

Jordan thus inherited top spot, with Cook second in the Astra. Cammish held on for third place in front of Turkington.

Sutton was extremely disappointed as the bombshell hit. "The car was fine on the left-hand side, and at the front and the back. However, it failed on the right-hand side. I had slipped off the track earlier on at Duffus Dip when I was pushing and maybe that has caused a bit of damage. I can't change it now, so we have to look forward."

Ingram was pragmatic afterwards: "The rules are black and white – they are written in a book! There was contact in the queue for the hairpin on the opening lap and that might have caused some damage. I am not sure that would have represented a performance advantage, but we will have to take it on the chin."

Winner Jordan agreed with the decision to halt the race. He said: "The car was aquaplaning on the straights and they were some very tough conditions. I am not sure we could have carried on for much longer. But these conditions aren't going to change, so we will have to prepare as well as we can for race three."

The number six was pulled out of the hat for the reversed grid draw, which meant Chilton would start the day's third race from pole position.

He would be at the front, while Sutton and Ingram would start from the very back. Turkington, on the other hand, would start fourth with a much lighter car.

The trajectory of the title fight was shifting hugely.

### Race three

Chilton was so hungry for success on his return to the BTCC. He had been away from the category for five seasons before returning with Power Maxed Racing in 2017, but he has found a real home this year at Motorbase.

Chilton made a superb start to head into Duffus Dip first ahead of his fellow front-row starter Morgan, with Turkington and Cammish following closely behind.

Following a brief early-race safety car to clear up debris on the circuit after contact between Simpson and Mike Bushell's Team

Hard Volkswagen CC, Chilton controlled the restart and was able to scamper clear. Turkington set about unseating Morgan from second.

Turkington managed to hold off Chilton for 15 of the 27 by out-dragging him away from the hairpin. He set about carving in to take a 2.7-second advantage.

He narrowed it to a few tenths of a second, but Chilton held off the victory.

"It was a brilliant race for Chilton, whose last BTCC win had been in 2011. "I could have protected my title, but so I was protecting my title, on so I would have some of it at the end."

"My engineer came out to tell me Colin was catting on me. I do have eyes. I could see him coming in. I had done earlier in the race. Turkington said that he wanted to bank the points, but he wanted to push his rival too. Especially given the fact that he is one of the main title rivals. Turkington before the race he was saying he wanted to concentrate on his own car, but it was obvious that he was also concentrating on the bigger picture."

"I could have tried for a win, but the risk in overtaking him would have been too much," said the Northern Irishman.







# BTCC REPORT: KNOCKHILL



## MOTORSPORT NEWS STAR DRIVER

### ASH SUTTON

The one man who would have been happy with the weather was Ash Sutton, the driver who has learned best how to walk on water. Climbing to win race one was superb, and he won race two as well – until he was stripped of glory. He still bagged eighth in race three, but the damage has been done to his title bid.

## MOTORSPORT NEWS WOODEN SPOON

### THE WEATHER

It is hard to find a more enthusiastic circuit operating team, and the Knockhill staff did all they could to make sure that the meeting was a success – well, everything inside their control. The rain tried hard to dampen spirits, but the action on-track remained as healthy as ever.



## DRIVER ANALYSIS BY MATT JAMES

### MATT NEAL

**5/10**

Dynamics Honda Civic

It was hard to judge Neal's weekend, but it was when the wheels came off his title hunt. He was struggling in qualifying with weight and then was taken out of race one by Matt Simpson. He was only able to fight back to the points in the final race of the weekend, but it was too little.



### DAN CAMMISH

**7/10**

Dynamics Honda Civic

A superb maiden pole position was followed by a podium in race one, but he couldn't resist the rear-wheel-drive onslaught. He dropped down the pack to fifth in race two – which became third with penalties applied to others. An overheating car ruined his run in race three and he dropped out of the points.



### TOM INGRAM

**7/10**

Speedworks Toyota

Ingram was ready to turn up the heat in the championship battle and hauled his 66kg to sixth place in the opening race, which was good. Second in R2 would have been perfect, but a ride-height issue kicked him in the backside. He couldn't get back into the points in race three, sadly.



### COLIN TURKINGTON

**8/10**

WSR BMW 125i M Sport

Second place in the opening event was remarkable given the full level of ballast, even though there was a drop-kick on Stephen Jelley along the way. He slipped and skidded his way to fourth in race two, and banked second-placed points in race three to leave Scotland with a big smile.



### STEPHEN JELLEY

**6/10**

Team Parber Racing BMW

It is hard to know what Stephen Jelley has to do to catch a break in the BTCC. On a weekend when he felt a lack of straight-line speed could be masked, he qualified second and was able to fight at the front before being taken off by Turkington. Damage thwarted him in race two before he was 14th in race three.



### ANDREW JORDAN

**8/10**

WSR BMW 125i M Sport

A return to form for Jordan. He was in the fight for pole and narrowly lost out, but scored a fourth in race one amid handling difficulties. Tweaks worked for race two and that earned him a win (after the top two were pinged). Another podium in the finale made him the joint top scorer from the Scottish races.



### RORY BUTCHER

**7/10**

AmDTuning.com MG6

The hometown boy, racing on the track owned by his dad, was superb. Admittedly, the wet played to the strengths of the car but he used it superbly. He climbed into the top 10 in race one and then built from there for a pair of seventh places in the last two races of the weekend.



### TOM CHILTON

**8/10**

Motorbase Ford Focus

Chilton struggled a bit in qualifying for 15th place and could only battle to 12th in race one, but continued his march to the top in race two with a strong sixth. That was enough for pole in race three and that was the only invitation he needed to romp to his first win in the British Touring Car Championship since 2011.



### JOSH COOK

**8/10**

Power Maxed Vauxhall

Cook's weekend began by being pinged for track limits in qualifying, and got better from there. From 10th on the grid, he was a man on a mission in race one as he climbed to fifth – and it could have been more without a safety car. Second in race two was strong, and he capped it with sixth spot in race three to round out a strong weekend in terms of points scored.



### ASH SUTTON

**9/10**

Team BMR Subaru Levorg

There wasn't much more that Sutton could have done at the weekend. From eighth on the grid, he powered to a win in race one and performed brilliantly with 75kg in race two to win again – until the scrutineers got involved. Went from the back to eighth in race three to rescue something, but it might be too late for the title bid.



### JACK GOFF

**4/10**

Eurotech Racing Honda

Hot and cold: that is the story of Goff's season, and this was one of the down weekends where he couldn't quite get the car hooked up. That left him battling in the midfield, and his best result was eighth in race two.

### RICKY COLLARD

**5/10**

WSR BMW 125i M Sport

His second weekend in a BMW was a strong one, as he was experiencing a 125i M Sport in the wet for the first time. Was knocking on the door of the top 10 in the first two races, but it was a very wild ride along the way.

### ADAM MORGAN

**5/10**

Ciceley Racing Mercedes

An under-the-radar weekend searching for set-up, Morgan still scored well as the Merc was hooked up around the 1.3-mile track. A ninth was followed by a fifth and a fourth, but it was down to earth after Rockingham.

### SAM TORDOFF

**5/10**

Motorbase Ford Focus

Traffic ruined qualifying and put him 16th but set about his fightback manfully. He battled to 17th in the opening race, which was subdued, and then powered to 11th and then an impressive fifth in the weekend's showdown.

### CHRIS SMILEY

**6/10**

BTC Norlin Honda Civic

A small slip at Clark in race one cost Smiley dear as he dropped from the top five to eighth, but he followed that up with two top 11 finishes to underline the progress that he has made over the latter part of the season.



# SUPPORTS

*'Stoney takes a double to close on Kellett'*  
Ginetta GT5 Challenge, below



Photos: Jakob Ebrey

## Hoggard's brace as Jewiss struggles

### British F4

By Stephen Lickorish

Johnathan Hoggard had gone 13 races without a win. Now he has been victorious in three of the last five F4 contests, having taken a brace at Knockhill – but again the focus was on title rivals Kiern Jewiss and Ayrton Simmons.

Hoggard strolled to an easy win in the dull opener, while Jewiss and Simmons finished behind Patrik Pasma in third and fourth.

Wet weather for the other two races livened things up and Simmons was the star in the second race, taking his first win since June.

"It's been a long time but it's great to win, especially in these tricky conditions," said Simmons. "We're working extremely hard and I'm delighted it's paid off."

But further back Jewiss was having an error-strewn day that started by him running wide at Clark's and losing third to Pasma. He was then hit by Jack Doohan at the hairpin before finishing fourth.

The two title rivals made contact for the second meeting in succession in the finale while squabbling for third. Simmons had a better run out of the hairpin but Jewiss appeared to move across on the pit straight. Shortly afterwards, Jewiss ran wide at the chicane to let Simmons through, with Dennis Hauger also profiting to leave Jewiss fifth, and his points advantage cut to 31.

## Two wins for Stoney as he closes on summit

### Ginetta GT5 Challenge

By Stephen Brunson

Shane Stoney ensured the Ginetta GT5 Challenge title will go down to the wire after securing maximum points in two vastly contrasting races at Knockhill.

The ex-Scottish Mini racer used his knowledge of the Fife circuit to climb up from sixth on the grid to claim victory in Saturday's dry opener before edging title rival James Kellett in a rain-soaked second race.

Kellett lost a probable win in the first race following a high-speed incident with guest entry Declan Jones approaching Duffus with six laps left. The pair pirouetted a full 360 degrees down Duffus, but continued to finish third and fourth respectively.

Race two was stopped as soon as it began following a multi-car pile-up at McIntyres, eliminating five drivers on the spot.

Once the race got going, Stoney led for the duration, but nearly threw it away after a hair-raising trip through the gravel exiting the chicane. The Quattro Motorsport driver just did enough to keep Kellett at bay to claim victory by a quarter of a second.

Stoney now lies just 25 points adrift of Kellett in the standings ahead of the final round at Donington Park.



Foster was never headed in the wet

# FOSTER ON FORM AS HE DOMINATES IN SCOTLAND

Four wins from five keeps his title bid alive as Browning also stars

### Ginetta Junior

By Stephen Lickorish

Louis Foster only describes a "mathematical chance" of winning the Ginetta Junior title. But regardless of where the Elite Motorsport racer finishes in the final standings, he is certainly the form teenager in the series at the moment.

The rookie claimed another two victories at Knockhill – taking his run to four from the last five races – to keep the pressure on points leader Adam Smalley.

The first few corners proved the key to his opening Scottish win. Although his getaway was no better than poleman James Hedley's, his approach to Duffus certainly was. Despite the wet conditions, Foster was able to brave it out around the outside of his team-mate and made the move stick.

From there, he wasn't to be stopped. Even an early safety car didn't derail his charge as he headed Smalley and James Taylor home.

While Foster's drive was impressive – any win by over five seconds in the often-chaotic Ginetta Junior series certainly is – he wasn't driver of the race. That honour instead fell to Luke Browning.

His race got off to a miserable start as he was tagged into a spin at Clark's by Fin



Browning was an incredible fourth in the opener, despite pitting on the first lap

Green, who also spun but was unable to get going and brought out the safety car. That led Browning to pit at the end of the first lap so his Richardson Racing crew could check his car. But the crucial factor was that he never went a lap down and, as soon as the race began, he quickly started to pick off other drivers. By the flag he was an incredible fourth and right on the rear bumper of Taylor.

"I couldn't believe it, coming from last to fourth!" said a delighted Browning, who entered the meeting second in the points. "I'm trying to get my title back [he was disqualified from a race win earlier in the year]. This is helping my championship and I want it to rain every round now!"

Sure enough it was wet again in a truncated race two. And Browning was

again in the thick of the action. Starting fourth he was ahead of Hedley by Duffus and then produced a stunning move down the inside of the hairpin to pass Smalley. But he could do nothing about Foster up front, who was able to manage the race despite two safety cars caused by Green and series returnee Harry Dyson.

"The safety cars made it a bit more interesting," said Foster, son of former British Touring Car racer Nick. "It was a perfect weekend and we've now taken four wins out of the last five races. I still have a mathematical chance of winning the overall title and anything can happen."

He now sits 32 points behind Smalley, with Browning a further 15 back, with the title fight interestingly poised ahead of the final six races of the season.

## Dan's the man in the Carrera Cup while Zamparelli maintains his slender points advantage over Ellinas

### Porsche Carrera Cup GB

By Stephen Brunson

Dino Zamparelli extended his Porsche Carrera Cup GB points lead over Tio Ellinas by a solitary point as JTR's Dan Harper stole the show at Knockhill.

Northern Irishman Harper came into the weekend insisting he had "nothing to lose", and showed as much by converting pole position into a victory and a second place at the Fife circuit.

"It's been a fantastic weekend and it was good to put on a bit of a show for everyone. Hopefully this can kick-start the last two rounds of the championship going into next year now," an elated Harper said.

He was made to work hard for his opening race win, having lost his early lead to team-mate Lewis Plato after being baulked by the lapped Steve Gales on the main straight.

After a brief safety car intervention to recover the beached cars of Jamie Orton and Fraser Robertson, Harper retook the lead with a forceful late lunge on Plato under braking into Clark's.

Plato then spun at the hairpin, allowing Zamparelli and Ellinas through to claim the final positions on the podium.

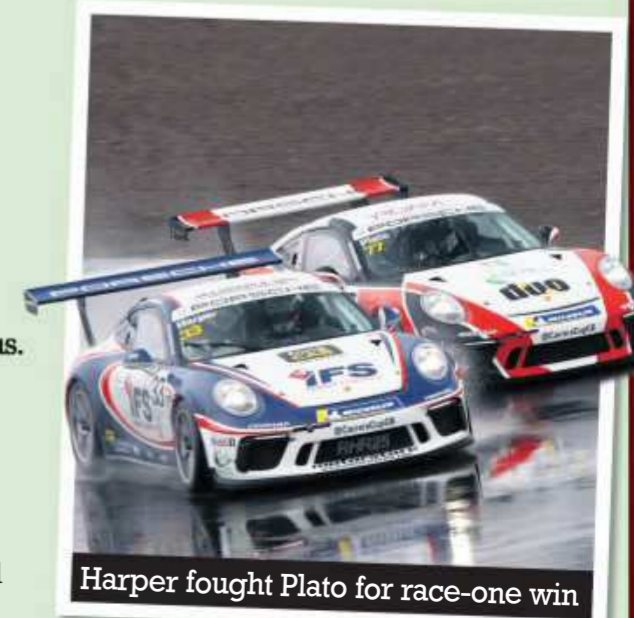
As torrential rain hit the circuit throughout the day, organisers elected to start the second race behind the safety car. With that, polesitter George

Gamble led from start-to-finish for Team Parker, with Ellinas this time beating Zamparelli for third.

Harper made swift work from fourth on the partially reversed grid and profited from a perilous slide from Zamparelli at the exit of the chicane to take third.

The rookie then followed Ellinas for several laps before grabbing second as the pair turned into Duffus. Harper took to the sausage kerb while the Cypriot trundled across the run-off on the outside.

While far from a perfect weekend for Zamparelli, the Redline Racing driver maintains a five-point lead heading into the penultimate round at Silverstone next month.



Harper fought Plato for race-one win

## RESULTS

**Ginetta Junior (17 laps)** 1 Louis Foster (Elite Motorsport); 2 Adam Smalley (Elite) +5.240s; 3 James Taylor (Richardson Racing); 4 Luke Browning (Richardson); 5 Jonny Wilkinson (Elite); 6 Greg Johnson (Elite). Fastest lap Browning 1m04.790s (70.39mph). Pole James Hedley (Elite). Starters 17. **Race 2 (17 laps)** 1 Foster; 2 Browning +0.476s; 3 Smalley; 4 Hedley; 5 Taylor; 6 Johnson. FL Browning 1m04.724s (70.47mph). P Foster. S 17. **Points (after 20/26 rounds)** 1 Smalley 541; 2 Foster 509; 3 Browning 494; 4 Patrick Kibble (TCR) 365; 5 Taylor 338; 6 Ruben del Sarte (TCR) 327.

**British Formula 4 (25 laps)** 1 Johnathan Hoggard (Fortec); 2 Patrik Pasma (Arden) +1.175s; 3 Jack Doohan (Arden); 4 Kiern Jewiss (Double R); 5 Seb Priaux (Arden); 6 Ayrton Simmons (JHR Developments). FL Hoggard 49.266s (92.58mph). P Hoggard. S 12. **Race 2 (18 laps)** 1 Simmons; 2 Priaux +5.126s; 3 Pasma; 4 Jewiss; 5 Dennis Hauger (Arden); 6 Manuel Sulaiman (JHR Developments). FL Simmons 56.288s (81.03mph). P Simmons. S 12. **Race 3 (20 laps)** 1 Hoggard; 2 Pasma +0.954s; 3 Simmons; 4 Hauger; 5 Jewiss; 6 Doohan. FL Doohan 56.190s (81.17mph). P Hoggard. S 12. **Points (after 24/30 rounds)** 1 Jewiss 353; 2 Simmons 322; 3 Hauger 283; 4 Doohan 259; 5 Pasma 239; 6 Hoggard 223.

**Ginetta GT5 Challenge (22 laps)** 1 Shane Stoney (Quattro Motorsport); 2 Max Bird (Century Motorsport) +0.461s; 3 James Kellett (Century); 4 Declan Jones (W2R Motorsport); 5 Geri Nicosia (Optimum Motorsport); 6 Alex Toth-Jones (Richardson Racing). FL Kellett 56.391s (80.88mph). P Kellett. S 30. **Race 2 (15 laps)** 1 Stoney; 2 Kellett +0.243s; 3 Bird; 4 Nicosia; 5 James Robinson (Kentek Motorsport); 6 Jones. FL Stoney 1m01.735s (73.88mph). P Stoney. S 30.

**Carrera Cup GB (30 laps)** 1 Daniel Harper (JTR); 2 Dino Zamparelli (Redline) +4.395s; 3 Tio Ellinas (Slidesports); 4 George Gamble (Parker); 5 Tom Wrigley (JTR); 6 Lewis Plato (JTR). FL Ellinas 53.562s (85.15mph). P Harper. S 19. **Race 2 (32 laps)** 1 Gamble; 2 Harper +8.251s; 3 Ellinas; 4 Zamparelli; 5 Plato; 6 Wrigley. FL Harper 52.938s (86.15mph). P Gamble. S 19. **Points (after 12/16 rounds)** 1 Zamparelli 91; 2 Ellinas 86; 3 Wrigley 72; 4 Plato 67; 5 Harper 62; 6 Gamble 58.



## FEATURE

The story of how the Classic Sports Car Club has become so popular. By Rob Ladbrook

# PACKING



Swinging Sixties: First series and still popular

**T**here have been more than a few envious glances toward the Classic Sports Car Club from 'larger' race organisers in recent seasons. Those occasional glimpses have intensified over the last 10 years, and likely became disbelieving stares back in May when the entry list for its Silverstone meeting was published.

Four-hundred-and-eight entries. Split across 12 races on the International Circuit. That's an average of 34 cars per grid – a phenomenal level compared to other recent meetings at the Northamptonshire track. Only the incredibly successful Silverstone Classic beats it, surpassing the 1,000-mark last summer. The next closest come from both the British Automobile Racing Club and Historic Sports Car Club, which boasted 320 and 341 cars respectively last year, but both of those events ran on the full Grand Prix loop.

In that context, the CSCC will likely have run the second-busiest meeting at Silverstone this year, and only used half of the track.

It's been a meteoric rise for a club that boasts no registered MSA championships, and has only been in operation as a race organiser for the last 15 years.

The CSCC was founded when Anglo-American Challenge racers with the Aston Martin Owners' Club, Richard Wos and Richard Culverhouse, decided there was an opportunity to better cater for the club racing community. They founded the CSCC in 2001, and built the club's foundations into a fully-fledged race organiser by 2003.

The club now runs 10 different

classes, which between them cater for almost any age, or type, of racing machine. It all started with the Swinging Sixties series, founded on the principal of 1960s cars, racing on 60-profile tyres for 60 minutes. Since that was founded in 2004, expansion has been swift.

"As a club we've always looked for niches in the market, we've never watched another club do something and thought 'we could do a better version of that', and the Swinging Sixties was our first niche," says Hugo Holder, who joined the club in 2008 and is now a director.

"The Swinging Sixties gave us the foundation to expand, and that expansion almost became self-funding because, by continually finding niches, we've been able to cater for more and more drivers in new ways over the years. When I joined in 2008 we had around 300 members, and we're now just over 1,000.

"We also have a good range of ages, despite the name 'Classic'. If you're a young driver what do you choose to race – the Lotus Elan that you most likely can't afford, or the modern turbocharged Mini that you can? We deliberately spread the net wide to cater for as many drivers at grassroots level as we can."

David Smitheram, also a director, believes the ethos and atmosphere of the club's events help to attract drivers back.

"The big thing about this club is the people, both running it and within it – that's something that is very difficult for any other club to copy," he says.

"We have a dedicated and supportive committee, who are either active racers themselves, or have raced at some point. They've spent their own money in the sport, so know what

racers expect and want from an organiser. We always make decisions on what's best for the club and its members, rather than what's best for the bottom line of the bank balance.

"We have driver representatives that run raffles or offer prizes off their own backs at prize-giving, and we have a great atmosphere and camaraderie. The social aspect of motorsport is often overlooked, but we try to keep things simple and straightforward and people then make friends and tend to return to race with us."

The CSCC has been known to go the extra mile for its customers. A recent example of this was the issue of refunds to drivers involved in last year's Open Series round at Castle Combe, which had to be abandoned after a lap due to an accident and the impending circuit curfew. The club legally didn't have to act, but did anyway.

The relaxed nature of the racing is also one of the CSCC's selling points. The club elects to run series, not championships, to free itself from the restriction and regulation of a points-paying contest.

"All of our regulations fit on a single side of A4 paper, and they're all very simple," says Holder. "We made the choice to run series because we didn't want the restrictions or the eligibility criteria that come with championships.

"We can scrutineer a car in about 30 seconds, by checking it has the right silhouette for the series, the right engine, induction, safety gear and tyres – that's it. If you don't have complex championship regulations, you don't have to police them in a complex way, such as demanding power tests on rolling roads and such. Our members just want to go racing, they don't want to have

to de-code pages of rules and regulations for their cars."

The dedication to more relaxed, one-off races also helps control driving standards, adds Holder: "Nobody is using us as a springboard to British Touring Cars, and we have none of the 'maximum commitment' sponsor-driven teams. Being a series, nobody can claim they're the champion at the end of the season and there's no prize money. It all comes down to people enjoying going racing with friends and family."

The CSCC employs a team of MSA clerks to handle driving disputes, and encourages its members to report grievances at the circuit to be dealt with. One of the CSCC's founding mantras was "rubbing is not racing" and, while the club will defer most matters to the MSA for judgment, it does have its own devices to ensure clean driving, such as issuing warnings and it reserves the right to refuse entries or revoke membership at its discretion in extreme cases.

Another unique point to the CSCC is the unified race format. Almost all classes will qualify for 30 minutes and race for 40 with a mandatory pitstop. The format has been designed to allow drivers to share a car, and the cost should they wish, to make meetings as accessible as possible.

Calendar-wise the club constantly mixes it up with trips to most UK venues being rotated, along with chances for its members to race in Europe. Most clubs balk at the cost of a trip to Spa-Francorchamps or Magny Cours – which is new to the schedule this season – but the CSCC believes it gives a value of a different kind.

"As an organiser it's hard to make a financial case for racing in Europe as the costs are very high in comparison

to domestic rounds," says Smitheram. "But for us it's about allowing people to live that dream of racing at Spa. Because we're not championship-bound, drivers can do as many or as few rounds as they like. Many just do one or two and then Spa, and that represents a great season for them. Drivers are free to tailor their campaign to their budget."

The CSCC also has links with a Belgian club, Roadbook, and acts as the UK promoter for the Spa Three Hours race, which runs at the Summer Classic event. It also runs multi-class grids on the same meeting, opening doors for its members to make the trip to central Europe.

This year the club launched its latest innovation, the Turbo Tin Tops series for modern forced-induction front-wheel-drive cars. It marks the club's most forward-thinking category yet.

"We'd be lying if we said we weren't surprised by breaking our meeting entry records like we have," adds Smitheram. "We've seen the numbers grow organically, and we've made entry predictions, but to surpass them has been a shock."

"We're not getting complacent, but we've grown accustomed to catering for large grids. We also know that at least one club hold us up as an example to work toward, and that's incredibly flattering. But we must be careful not to expand too much."

"Right now, we're at a level where we know the faces and the cars in the paddock and we have a great relationship with our members, so there's an argument of why bother expanding more?"

"But we also can't stand still because drivers, cars and trends evolve regularly, and it's up to us to keep monitoring them and adapting." ■



Photos: Mick Walker, Steve Jones, Richard Styles

# THE GRID



Modern Classics is another Classic Sports Car Club category that attracts large entries from a variety of different cars



Special Saloons and Modsports features some unique cars



Turbo Tin Tops is the club's latest offering and began this year

## TIMELINE OF THE CSCC

**2001** Club founded by Richard Wos and former Aston Martin Owners' Club man Richard Culverhouse. The club's aim was to encourage and support drivers at grassroots level.

**2002** Club gains MSA recognition. Becomes a Limited Company.

**2003** CSCC runs its first standalone race meeting, with the support of the British Racing and Sports Car Club, at Snetterton. Meeting also features the Jaguar Enthusiasts' Club – a relationship that still runs today.

**2004** First Swinging Sixties race is held at Croft with a grid of 14 cars.

**2005** Tin Tops series is launched. Its first race was held at Mallory Park in May. Series was originally going to be only for Minis, but was expanded to cater for a wider spectrum of cars and drivers.

**2007** Future Classic class is created for cars from the 1970s and '80s, holding its first event at Anglesey in June.

**2008** Hugo Holder joins the club to eventually take over from Culverhouse. Original club logo is revamped to the current one. Sports vs Saloons races were introduced to allow Caterham-style cars to compete. Club begins a new relationship with the Belgian organisers of the Spa Summer Classic – Roadbook – and would eventually become the event's UK promoter and main customer.

**2009** Caterham-style events became so popular that Magnificent Sevens series is created. Grids were busy from the start, and the series has run split grids since 2013.

**2010** Jem Marsh (founder of Marcos Cars) accepts the role of CSCC President. Classic K – catering for Pre-66 cars running to FIA Appendix K rules – is launched.

**2011** Special Saloons and Modsports is revived for a race at Mallory Park – and also the track's sole car racing meeting that year. The successful event leads to the Special Saloon series being formed, which became the current Special Saloons and Modsports contest. A special President's Cup race for Marcos Cars is run at Castle Combe to honour club president Jem Marsh.

**2012** Classic Sports Car Club Elan 50 races are run at Brands Hatch and Donington Park to celebrate 50 years of the Lotus model. Deutsche Marque series launched to cater for Post-90 German cars.



2003: First CSCC meeting



2011: Special Saloons returns



2013: Celebrating 10 years



2018: Classic sponsor is back

**2013** David Smitheram joins the club as general assistant. Deutsche Marque evolves into Modern Classics for cars up to the end of 1999.

**2014** Puma Cup is introduced, as is a Porsche Production series. Classic K is re-launched after a break of two years. Enquiries from competitors with more modern cars leads to an extra grid for New Millennium races being introduced. David Smitheram becomes a director.

**2015** Club president Jem Marsh passes away. Experienced GT and touring car racer Mike Jordan accepts the role.

**2016** The Open Series is launched as the club's ninth series. It has three rules: no single-seaters, no slick tyres and no sports racers and acts as a catch-all for exotic cars or drivers seeking extra track time.

**2017** Turbo Tin Tops is announced to run for 2018, and will cater for any production forced-induction, front-wheel-drive car.

**2018** The club shatters its entries record, with 408 entries across two days at the Silverstone International Circuit. Wendy Woools agrees to sponsor the Special Saloons and Modsports series, reviving a relationship with racing that began in 1978.



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# RACING REPORTS

## OULTON PARK GOLD CUP: BY PAUL LAWRENCE

## AUGUST 25-27

Photos: Mick Walker/Steve Jones



Park was pushed hard by Simms (in orange)

# PARK HEADS A PAIR OF FORMULA FORD 2000 THRILLERS IN MIXED CONDITIONS

**Andrew Park pulled a rabbit out of the hat to win the first of the Formula Ford 2000 races at the Gold Cup, as four drivers turned in a fabulous contest in truly horrible conditions.**

As the first race on Sunday, the joint Historic and Classic field raced in heavy rain on a water-logged track. However, Benn Simms, Park, Ian Pearson and Callum Grant were nothing short of sensational.

Simms made much of the running on his first race outing since May, but Pearson tigered up to challenge. However, an attack on the lead ended in a lurid spin at Hislops and Pearson retired with a deranged side pod. That seemed to settle it for Simms, but he was struggling for visibility and in last lap traffic and yellow flags, Park closed the gap and stole ahead. Then, Grant just out-gunned Simms for second on the dash to the line. "I just managed to get round the outside at the hairpin," said Park after a win that had seemed unlikely heading into the final lap.

Park did it again in Monday's dry race, but was under growing threat until a throttle cable problem slowed Simms and almost put him into the clutches of Grant, but he was unable to pass.

Sunday was not a day for Morgans in the twin Road Sports races and Kevin Kivlochan (Historic) and Russell Paterson (70s) had to work hard to take

their third places. John Davison's Elan was the class of the Historic race, but Paul Tooms kept him honest in his Turner, while rainmaster John Williams scored an overdue first 70s victory in his Porsche 911SC after dealing with the Lotus Europa of early leader Will Leverett.

Andrew Kirkaldy was peerless in the safety car-interrupted Guards Trophy race, lapping eight seconds faster than anyone once he took over the Sandy Watson-owned Chevron B8 from Ross Hyett. Simon Hadfield, guesting in Andy Yool's B8, went from the back of the grid as a reserve to claim second, despite losing the windscreen wiper on the warm-up lap, while Dan Eagling was a sensational fifth overall and GT winner in a Sebring Ginetta G4R.

It was a good day in the rain for the Woodhouse family in **Formula Junior**. Dad Mark held off Alex Morton to win the front-engined contest and son Jack did the same later as he fended off Andrew Hibberd in the rear-engined thrash. Hibberd then hopped from his Lotus 22 to his father's Brabham BT18 to chase Jon Milicevic in the first **Historic F3** race unsuccessfully. A second F3 win in a restarted race on Monday was enough for Milicevic to retain his title with 11 wins from 12 starts.

Calum Lockie was stunning in the **Pre '80 Endurance** races as he tamed



Milicevic has won 11 out of 12 races and took Historic F3 title

the brutish March 717 Can-Am car of Richard Dodkins. Even 800bhp on a wet and greasy track failed to faze the 2000 British GT champion, although a minor last-lap spin at Knickerbrook almost derailed his romp to victory.

Such was his advantage over John Burton's Chevron B26 that Lockie had time to restart the engine, do a three-point turn and still win by 46 seconds. Lockie was equally sensational in the dry on Monday despite a spirited early challenge from Burton. Lockie broke the 100mph lap marker on his way to a second consummate win.

John Cleland (Vauxhall Vectra) twice topped the **Super Tourers** although

Jason Hughes ran him close in the opener until a broken alternator belt sidelined his newly-acquired Vectra. On Monday, Hughes finished at the tail of a great four-way battle for second also featuring Neil Smith (Alfa Romeo 156), Mark Jones (Renault Laguna) and Jason Minshaw (Volvo S40).

Jon Minshaw/Phil Keen used a win in the **Jaguar Classic Challenge** as a Goodwood TT shakedown for a fresh build E-type. Meanwhile, Paul Hogarth and Chris Boardman were elated to take **Historic Touring Car Challenge** spoils in their BMW M3. Ric Wood cut the early pace in his Cologne Capri, but pitted just too

early and had to make a second stop later in the race.

Richard Belcher won the opening **Historic Touring Car** race but was inadvertently clobbered out of the second by the Mustang of Mark Watts, leaving Barry Sime to take victory.

Finally, Ben Mitchell overcame adversity to win the **Historic Formula Ford** counter, despite an off in testing on Saturday and a stub axle failure in qualifying. In the race, his challenge came from the ever-present Callum Grant, with Ben Tusting tagging along as well. It was so close over the line as a tenth of a second covered the three Merlyns.

### WINNERS

<b>Historic/Classic FF2000 Race 1 &amp; 2:</b> Andrew Park (Reynard SF81)	<b>Jaguar Classic Challenge</b> Jon Minshaw/Phil Keen (Jaguar E-type)
<b>Historic Road Sports:</b> John Davison (Lotus Elan)	<b>Historic Formula 3 Race 1 &amp; 2</b> Jon Milicevic (Brabham BT21B)
<b>Guards Trophy</b> Ross Hyett/Andrew Kirkaldy (Chevron B8)	<b>70s Road Sports</b> John Williams (Porsche 911SC)
<b>Formula Junior - front-engined</b> Mark Woodhouse (Eva 100)	<b>Historic Touring Cars Race 1:</b> Richard Belcher (Lotus Cortina) <b>Race 2:</b> Barry Sime (Mini Cooper S)
<b>Pre '80 Endurance Race 1 &amp; 2:</b> Calum Lockie (March 717)	<b>Chevron B6/B8 race</b> Andrew Kirkaldy (Chevron B8)
<b>Super Touring Race 1 &amp; 2:</b> John Cleland (Vauxhall Vectra)	<b>Historic Touring Car Challenge</b> Paul Hogarth/Chris Boardman (BMW M3)
<b>Formula Junior - rear-engined</b> Jack Woodhouse (Lotus 20/22)	<b>Historic Formula Ford</b> Ben Mitchell (Merlyn Mk20)

## CHEVRON HALF-CENTURY RACE DID DEREK BENNETT PROUD AFTER THRILLING ENCOUNTER



The Chevron race was an experience Oulton spectators won't forget

Half a century of the timeless Chevron B6/B8 design was honoured in fine style during the Oulton Park Gold Cup as a unique single-make race ran at the spiritual home of the late Derek Bennett's beloved marque.

It was a day that may never be repeated and a typically healthy crowd was on hand to witness a very special occasion. "I think Derek Bennett would have been rather pleased," said HSCC CEO Grahame White, who first conceived the idea of the race.

A stellar line-up of drivers in the 19-car grid featured some of the best historic racing talent, with Andrew Kirkaldy, Martin O'Connell, Simon Hadfield, Nigel Greensall and Andy Wolfe as the key players.

Kirkaldy took first blood for Sandy Watson's team by claiming pole with a margin of nearly a second over Wolfe. Hadfield topped the class for those running Dunlops, generally up to two seconds slower than the Avon option.

There was no surprise as Kirkaldy headed the field away, even though his

start took a toll on both first gear and the clutch. Nevertheless, he was able to hold off the chasing Wolfe and David Pittard, who was having a guest run in the B8 of David Smithies.

Pittard wrestled ahead of Wolfe before the stops and then had the leader come back towards him a little when Kirkaldy struggled to get his car rolling after his pitstop. Within a lap, the reduced gap was down to nothing as a safety car removed Kirkaldy's cushion.

However, Kirkaldy got his head down and rebuilt a small margin as Pittard now had his hands full of Wolfe.

"On the last lap he missed a gear and I went by and then I missed a gear as well. He hit me up the back and that got me going again," said Wolfe after taking the runner-up slot by half a second.

The Dunlop runners were headed for many laps by Hadfield, but he was forced to pull off from behind the safety car.

Instead, Dan Eagling moved up to win the section and take a share in the Gold Cup with Kirkaldy. It was Eagling's first race in a B8, having been entrusted with

the car owned by Mark Halstead.

"To get the chance to race a Chevron B8 is a massive honour, and to win the Gold Cup is even more memorable," he said.

As well as Monday's race, a raft of former B6 and B8 racers were on hand to join in the celebrations, including local hero John Lepp and Digby Martland, the first driver to win in a B6 at Oulton Park during the 1967 season. Fittingly, Martland presented the awards at the end of the race. Alan Rollinson, Ian Skales, John Burton, Tony Goodwin and Peter Lawson were among the other period names on hand for the celebration.

Several non-race ready cars were also there, including chassis CH-DBE-87 which has recently been repatriated from the USA. The ex-Roger Heavens/Tony Birchenough car was one of the last production B8s and has been in America since 1975 but will now be restored to full race specification.

Heavens was there to see his old car for the first time in decades and said he'd love to carry out the car's restoration.



# RACING REPORTS

**BRANDS HATCH: MSVR BY MARK LIBBETER**
**AUGUST 25/26**

Photos: Gary Hawkins

Driving a car very different to his classic Williams FW07C, Historic Formula 1 ace Nick Padmore demonstrated his versatility behind the wheel by claiming a pair of Mini Miglia wins in contrasting weather conditions at Brands Hatch.

There was a chaotic start to Saturday's dry opener when, moments after the fast-starting Aaron Smith and Kane Astin tripped over each other leaving the line, five drivers were eliminated in a pile-up climbing Hailwood Hill leading to an immediate race stoppage.

Reigning champion Rupert Deeth briefly blasted into the lead at the restart, chased by Lee Deegan, Astin and poleman Padmore. By the start of lap four though, Padmore had worked his way to the front as Astin – sporting heavy front-end damage from his earlier clash – and Deeth dropped down the field.

While Padmore pulled clear, Deegan came under pressure from Smith in a thrilling tussle for second. Smith took the position approaching Paddock Hill five laps from the end but Deegan and the recovering Deeth never allowed him time to relax. The trio were separated by just 0.166 seconds at the flag with Smith ahead.

Deegan shadowed Padmore relentlessly in a sodden race two on Sunday but was unable to make a decisive pass as Smith finished a distant third.

There were two first-time winners in the **Mini Se7en** contests. Spencer

## MINI SUCCESS FOR F1 HISTORIC ACE PADMORE

Padmore won both Miglia races

Wanstall powered around the outside of triple series champion Andrew Deviny at Paddock en route to sealing victory in a damp first encounter. Reigning Super Mighty Mini champion Scott Kendall claimed an impressive third in his S Class machine. In an even wetter second event, Daniel Budd rewarded his team for all their hard work in rebuilding his car following his huge Thruxton shunt in June by scoring an emotional triumph. Initial race runner-up Deviny was excluded from the results post-race due to 'driving in a manner incompatible with general safety'.

Max Hunter was promoted to second following a remarkable drive from the back of the grid after an operation had forced him to miss Saturday's action.

Three further wins for Ant Whorton-Eales strengthened his claim to the **Mini Challenge JCW** title, despite not leading a single lap of the first encounter. Jordan Collard had taken a lights-to-flag win in the opener, only to be penalised for an out-of-position start post-race. Collard attempted to fight back in race two, but two trips into the Paddock gravel thwarted his progress, enabling Henry Neal and series

debutant Dan Zelos to seal the final two podium spots behind Whorton-Eales. A soaking third race was truncated by two red flags as Whorton-Eales claimed victory ahead of Nathan Harrison.

Kyle Reid was another driver to claim a hat-trick in the **Cooper Pro/Am** class on his first visit to Brands. After fending off Richard Newman in a dry opener, Reid narrowly held off the challenge of the rapidly-closing Mark Cornell on the sprint to the line in race two after Cornell had gambled on a late switch to wet tyres. Reid comfortably won a soaking race three ahead of the battling

Robbie Dagleish and Newman.

Connor O'Brien put in a dominant performance to record his first **Super Mighty Minis** win of the year in race one. Neven Kirkpatrick battled his way through to second before series leader Jo Polley produced a superb pass around outside of Surtees to snatch third from David Kirkpatrick in the closing stages.

The Kirkpatrick brothers scored a 1-2 in the wet second encounter ahead of O'Brien, with Neven leading home David despite the latter sliding wide at Clearways late on.

### RACE WINNERS

<b>Mini Miglia</b> Race 1: Nick Padmore Race 2: Nick Padmore	<b>O'Brien</b> Race 2: Neven Kirkpatrick
<b>Mini Se7en</b> Race 1: Spencer Wanstall Race 2: Daniel Budd	<b>Champion of Brands</b> Race 1: Michael Eastwell (Spectrum 011C) Race 2: Michael Eastwell (Spectrum 011C)
<b>Mini Challenge JCW</b> Race 1: Ant Whorton-Eales Race 2: Ant Whorton-Eales Race 3: Ant Whorton-Eales	<b>Mini Challenge Cooper S</b> Race 1: Will Fairclough Race 2: Will Fairclough Race 3: Jono Davis
<b>Mini Challenge Cooper Pro/Am</b> Race 1: Kyle Reid Race 2: Kyle Reid Race 3: Kyle Reid	<b>MSVR All-Comers</b> Race 1: Chris Enderby (Radical SR4) Race 2: Colin Watson (Caterham 400)
<b>Mighty Mini</b> Race 1: Connor	

**KIRKISTOWN: 500MRCI BY RICHARD YOUNG**
**AUGUST 25**

Photos: Roy Dempster

## McCULLOUGH TAKES NI FORMULA FORD BRACE



McCullough avoided trouble to take wins



Matheson (51) collided with Hearty on his way to victory in first BOSS Ireland race

**Matt Round-Garrido has led the Northern Irish Formula Ford 1600 Championship since the first round.**

But while his pace in the Bernard Dolan-run Medina has never been in doubt, the Midlander has encountered several bumps along a road which he hopes will eventually lead to a place in the Mazda Road to Indy Shootout.

One of those bumps appeared just yards after the start of the first of two races last weekend in the shape of Ivor McCullough's rear wheel, which he climbed over on the way to retirement.

Meanwhile a very on-form David McCullough, unhindered by the fracas developing around him, romped off into a lead he was never to lose. Behind him Alan Davidson, who started back in the pack after losing a front wheel during qualifying, engaged the recovering Ivor in wheel-to-wheel combat, eventually pulling clear to claim second spot and Pre-'90 honours and, just for an hour or so, moving to within 10 points of Round-Garrido in the championship standings.

Ivor McCullough had to settle for third in his first race for almost a year, just ahead of the battling Van Diemens of Will Herron and Scott Finlay. Further back, Swiss visitor Gislain Genecand monstered Paul McMorrnan's 47-year-old Crossle 20F into the top 10 in the early stages and, although eventually passed by some much younger machinery, took Pre-'82 honours.

The McCullough brothers staged a repeat performance in race two, but this time it was Round-Garrido keeping them apart on the results table. Davidson eventually placed fifth behind Herron, but remains Round-Garrido's closest rival for the

title with two rounds still to run.

Elsewhere in a very busy day, there was a win for Eamon Matheson's MM Honda turbo in **BOSS Ireland** from the mighty McLaren M10B of Swiss visitor Alain Girardet. David Parks won the concurrent Formula Sheane encounter by a nose from Richard Kearney, clinching the title in the process.

Matheson led race two as well, but was despatched by an errant backmarker at the Hairpin bringing out the red flags. The restarted race fell to Barry Rabbitt's Tatuus F Renault from Sam Mansfield's Radical SR8.

**Saloon** excitement was provided by the battling SEAT Leons of Eoin Murray, Shane Murphy and Barry English but it was Murray who took the spoils. He might well have won the second too, but mingled with the Hairpin tyre barrier and caused red flags to fly again. There were no Leons in the restarted race, which was won by the Hondas of Stephen Potter, Stephen Traub and Ciaran Denvir.

Further tin-top fun came from the solitary **Fiesta** race where Ricky Hull emerged victorious from Malcolm McKeown and Paul Stewart, while the Mondello-based **Legends** entertained as always, two victories going to Paul O'Brien and the third to veteran Ivor Greenwood. Mike Johnston and Jim Larkham renewed their rivalry in two **Roadsports** encounters, taking one win and one second place apiece.

Like the Fiestas, the **Formula Vee** contingent had just one race this time, which was won by Anthony Cross by the considerable (for Irish Vees) margin of eight seconds. Lee Newsome and Ken Brown were the placemen.

### WINNERS

<b>Northern Ireland FF1600</b> Race 1: David McCullough (Van-Diemen RF01) Race 2: David McCullough (Van-Diemen RF01)	<b>Legends</b> Race 1: Paul O'Brien Race 2: Paul O'Brien Race 3: Ivor Greenwood
<b>BOSS Ireland</b> Race 1: Eamon Matheson (MM Honda) Race 2: Barry Rabbitt (Tatuus F Renault)	<b>Roadsports</b> Race 1: Mike Johnston (Opel Tigra) Race 2: Jim Larkham (Radical PRO6)
<b>Libre Saloon</b> Race 1: Eoin Murray (SEAT Cupra) Race 2: Stephen Potter (Honda Integra)	<b>Formula Vee</b> Anthony Cross (Sheane FV94)
<b>Fiesta Zetec</b> Ricky Hull	<b>Ginetta Junior</b> Race 1: Se Og Martin Race 2: Se Og Martin



## SPORTING SCENE

Photos: Hal Ridge

# DORAN THE STAR MAN AT FULL-UP WATERGATE CLIMB

## World RX man to run RS200 on closed-road event in North Cornwall



Doran will drive 1000bhp Ford up the Watergate hill

By Matt James

**FIA World Rallycross racer Liam Doran is topping the entry list for the Watergate Bay event, the first closed-road hillclimb to take place in England, on September 15/16.**

The 31-year-old will drive his 1000bhp Ford RS200 up the hill on the B3276 road between Padstow and Newquay in North Cornwall. He is one of 90 entries for the event, which was oversubscribed in terms of interest just hours after entries opened.

He will be joined by Ginetta GT5 Challenge racer Charlie Martin, and she will drive a BMW Mini Cooper.

Martin said: "It may be the shortest race on my 2018 calendar, but that has no bearing on how excited I am to be competing at Watergate Bay Hillclimb for this historic event.

"It is the first hillclimb being held on the beach front and it's also the first event of its kind being held in the UK since legislation was passed last year. It's a great feeling to be one of the first competitors to tackle this course."

Jointly organised by Truro and District Motor Club, Newquay Auto Club and Plymouth Motor Club, the hillclimb will start from 0900hrs each day and entry to the event costs £10 per adult.

## Doran takes over WRX Renault Megane seat

British rallycross driver Liam Doran has signed for the GC Competition World Rallycross team which returns to the series for the French round this weekend.

Doran will race one of the Guerlain Chicherit-owned squad's Prodrive-built Megane R.S. RX Supercars alongside Chicherit, replacing Jerome Grosset-Janin after the Frenchman and team parted company last weekend.

Thirty-one-year-old Doran last competed in World RX with the JRM Racing team in 2016, the same squad with which Chicherit also made his first foray into the series in the same year, driving a Mini RX, but Doran split with the squad mid-season.

"I am excited to be back racing in WRX and with GCK," said Doran. "This is a great opportunity and I cannot express how happy I am to get back behind the wheel. Loheac is one of my favourite tracks."

Two-time X Games gold medallist and five-time European Rallycross race-winner Doran played a key role in Prodrive's first major involvement in rallycross. In early 2013 he drove a WRC-derived Mini RX at Lydden Hill in a public test, before racing the car to X Games gold in Munich the same season.

## British Hillclimb event off as rain floods track

The latest round of the British Hillclimb Championship at Gurston Down was cancelled last weekend due to heavy rain.

With conditions becoming worse and the rain showing no signs of stopping, the decision to cancel the meeting came shortly after midday on Sunday.

"The forecast is not going to improve and I wasn't happy with the state of the course," said Sarah Howard, South West British Automobile Racing Club chairman and clerk of the course.

Only half the competitors had completed their first timed run before the cancellation and it was confirmed the meeting would not be rescheduled.

"The competitive half of you wants to be out there driving so you can show your skills, but the other half is thinking you could have a nasty crash," said Trevor Willis, who leads the standings.

"I've been talking to the drivers who have just been up there and they say after the finish line there's standing water."

## Latvian visitor to tackle BTRDA Clubmans series

Latvian driver Roberts Vitols will make his British competition debut in the next round of the BTRDA Clubmans Rallycross Championship at Lydden Hill on September 8.

Vitols will race a Peter Gwynne Motorsport-run 1300cc Suzuki Swift against several frontrunning BTRDA Junior and MSA Junior drivers.

The 15-year-old switched from autocross to karting and won both the Latvian and Baltic States series before returning to crosskart in Latvia and North European Zone events.

In his maiden season racing in rallycross, Vitols won the NEZ Super 1600 crown, racing a Lada Samara.

"My dad always says to me to drive with my heart, to feel the car with my heart. That is the key to my success," he said. "Driving a rallycross car for the first time I felt really confident and was comfortable with my speed. Stepping up from karting and crosskarts to touring car was not really a problem for me. Just drive with your heart."

## BRITISH RALLYCROSS

### Higgins prevails after O'Donovan penalty

**British Rallycross: Lydden Hill**

By Hal Ridge

Organiser: BARC/LHRC When: August 27 Where: Lydden Hill Starters: 68.

Albatec Racing driver Mark Higgins won the seventh round of the British Rallycross Championship at Lydden Hill after Ollie O'Donovan was handed a two-second penalty for a lap-one overtake on the Manxman at the North Bend Hairpin.

The Irish driver initially won the final but was dropped to second following the penalty. Higgins' second win of the campaign, following victory in round two at Lydden, elevated the three-time British Rally champion to the lead of the standings, three points ahead of O'Donovan.

Using his Ford Fiesta for the first time this season following a complete overhaul, O'Donovan started on the second row of the grid for the final after suffering a puncture in his Q2 race.

But, as the lights went green in the final, the Irish driver made the best getaway and squeezed between Higgins' Peugeot 208 and Oliver Bennett on the run to Turn 1.

Bennett made side-by-side contact with Julian Godfrey, who had also made a fast start from row two after he had forgotten to take his compulsory joker in Q3. Godfrey was, in turn, forced left into Kevin Procter's Ford Fiesta as Procter headed straight into the Turn 1 joker lap followed by Godfrey.

Godfrey passed Procter, who had

picked up a right-rear puncture, at the Devils' Elbow. At the front of the field, O'Donovan dived up the inside of leader Higgins into the hairpin to take the lead. Higgins then immediately took his compulsory joker on lap two, returning to the main circuit ahead of Godfrey.

A lap later, just like he had at Pembrey earlier in the season, O'Donovan responded by taking his own joker, covering off Higgins as Steve Hill moved into the lead.

O'Donovan immediately closed onto the rear of Hill's Mitsubishi before Hill took his joker on lap four, releasing O'Donovan into the lead where he would remain to the finish, fending off pressure from Higgins behind.

Bennett had run third at the start of lap one and, once the joker laps had played their part, remained in the position to finish on the podium in only his second British RX start of the season. Hill passed Godfrey, who was slowed by a left-puncture for fourth.

Godfrey was fifth with Ford Fiesta driver Steve Mundy sixth ahead of Procter. Jake Harris returned to the series with his Citroen DS3 but retired from the final with gearbox issues.

Tristan Ovenden dominated the **Supernational** category final with his Renault Clio V6 at his home circuit to claim victory ahead of Paige Bellerby and Guy Corner, while Tom Constantine moved back into the lead of the **Junior** class points by overcoming younger brother Luke in the final. Tom started from pole position but Luke moved into



Mark Higgins took his second win of the British championship season

the lead at the first corner and led until he took his joker lap, at which point Tom reclaimed the advantage. Their cousin, James Constantine, held off the attentions of Patrick O'Donovan for the final podium spot.

Making his second ever rallycross start, former British Touring Car driver Tom Onslow-Cole finished second in the **RX150** buggy category behind dominant force Chrissy Palmer, while points leaders David Bell and Morgan Bailey claimed the spoils in the **BMW Mini** and **Swift Sport** finals. Steve Harris won the **Retro Rallycross** final in his Ford RS200 on its maiden competitive outing following a full restoration.

### Results

**British Rallycross:** 1 Mark Higgins (Peugeot 208); 2 Ollie O'Donovan (Ford Fiesta) +1.412s; 3 Oliver Bennett (Ford Fiesta); 4 Steve Hill (Mitsubishi Evo); 5 Julian Godfrey (Mitsubishi Mirage); 6 Steve Mundy (Ford Fiesta).

**Supernational:** 1 Tristan Ovenden (Renault Clio); 2 Paige Bellerby (Lotus Exige); 3 Guy Corner (Peugeot 206); 4 Darren Scott (Citroen C2); 5 Jack Thorne (Citroen C2); 6 Paul Coney (Vauxhall Corsa).

**Junior (All 1.3 Suzuki Swift):** 1 Tom Constantine; 2 Luke Constantine +0.270s; 3 James Constantine; 4 Patrick O'Donovan; 5 Ben Sayer; 6 Will Layton.

**Suzuki Swift:** 1 Morgan Bailey; 2 Tom Llewellyn +5.059s; 3 Dominic Fitney; 4 Max Weatherly; 5 Christopher Scott; 6 Christian Hainsworth.

**BMW Mini:** 1 David Bell; 2 Martin Hawkes +0.290s; 3 Bradley Durdin; 4 Leigh-Anne Sedgwick; 5 Andrew Hawkes; 6 Dave Ward.

**RX150:** 1 Chrissy Palmer; 2 Tom Onslow-Cole +1.214s; 3 Stephen Jones; 4 Andrew Coley; 5 Brett Harris.

**Retro Rallycross:** 1 Steve Harris (Ford RS200); 2 Roger Thomas (MG Metro 6R4) +1.514s; 3 James Harrold (Volkswagen Beetle); 4 Jason Bowes (Volkswagen Golf); 5 Paul Easterbrook (Toyota MR2); 6 Gary Dixon (Vauxhall Astra).



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MN does not always agree with opinions expressed in letters

### MN SAYS...

# The truth about F1's ugly ducklings

## It didn't take long for grand prix fans to quieten down about the halo device

I wasn't really a fan of the hysterical reaction to the introduction of the halo device in F1. Sure, it *looked* strange to start with, but even by the end of the Australian Grand Prix weekend, it was almost unnoticeable. Those who slammed the new initiative for destroying the aesthetics of F1 cars must have also taken the same view, because they quickly became very quiet.

Go and ask Charles Leclerc for his opinion on the subject now. He was incredibly lucky in the first-corner multiple accident at Spa last weekend, and it is undoubted that the halo saved him from injury. And if the device stops at least one driver getting hurt, then it has already justified itself.

The outcry was because these types of accidents are so rare, but that is absolutely *not* a reasoned argument to not introduce it. There was a similar incident in F2 in Barcelona earlier in the season too. I know there are lots of costly implications, but bosses of lower-level categories simply must try as hard as they can to find a way of introducing a halo to the bottom rungs of the ladder. The question is simple: why wouldn't you want it?

**Matt James, Editor (Twitter: @MattJMNews)**



### YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

Photographs must be of a good quality and please send no more than three images



Sam Nudd caught this Fiesta saving tyre budget

ART EDITOR MIKE STOKOE'S  
FAVOURITE OF  
THE WEEK!



Camel Vale autotest by Duncan Stephens



James Lomax's pic from Oulton Park



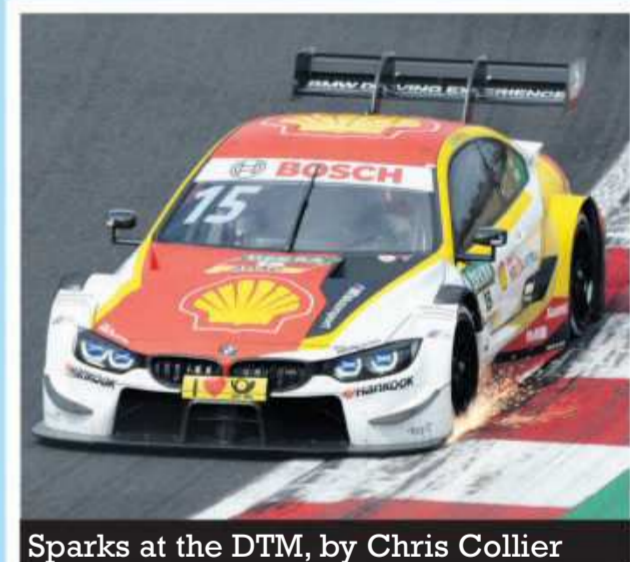
Rally fun, from Callum Grant, aged 14



Gerallt Price's pic from the Gareth Hall



Jordan Lewington enjoyed WEC cars



Sparks at the DTM, by Chris Collier



Hannah Doran went to Brands Hatch



John Taylor's pic of Ash Sutton's car



Stuart Taunton was on Rally Germany



A crumpled Honda, by Peter Atkins



John Henderson's photograph of an expensive WEC shunt at Silverstone recently



A clutch of sportscars tackle Luffied at Silverstone, photo sent in by Neil Ormston

**GOT AN OPINION?**

**LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK**



# TV GUIDE

Formula 1 and other international series may now be returning to action after their summer breaks, but there's been no shortage of club racing over the past month – with plenty of highlights programmes on this week.

The **Porsche Club GB Championship** always attracts good grids and currently features a great title battle between Mark Sumpter and Jonathan Evans. Catch full highlights from the penultimate weekend of the season (Tuesday, 1700-1800hrs).

If you'd like something a little faster, then another club



Porsche series at Silverstone

series in action recently was the **GT Cup** – at Snetterton. Tune in on Thursday for all the action (1730-1800hrs).

But for a slightly more high profile form of endurance racing, there are more editions of the **Great History of the 24 Hours of Le Mans** series on this week – including the pick of the action from the 1956 race (Wednesday, 2330-0000hrs). It proved to be a battle of the British manufacturers with Jaguar and Aston Martin fighting for the top places.

## LIVE TV

- Formula 2: Monza**
  - **Race one:** Saturday, 1540-1700hrs, Sky Sports F1
  - **Race two:** Sunday, 0950-1050hrs, Sky Sports F1
- GP3 Series: Monza**
  - **Race one:** Saturday, 0925-1020hrs, Sky Sports F1
  - **Race two:** Sunday, 0835-0920hrs, Sky Sports F1
- Porsche Supercup: Monza**
  - **Race:** Sunday, 1100-1200hrs, Eurosport 2/1130-1215hrs, Sky Sports F1
- IndyCar Series: Portland**
  - **Race:** Sunday, 1930-2200hrs, BT Sport 1



Russell looks to extend lead

- Blancpain GT Sprint Cup: Hungaroring**
  - **Race one:** Saturday, 1315-1500hrs, BT Sport ESPN
  - **Race two:** Sunday, 1345-1545hrs, BT Sport ESPN
- Formula Renault Eurocup: Hungaroring**
  - **Race one:** Saturday, 1500-1600hrs, BT Sport ESPN
  - **Race two:** Sunday, 1230-1345hrs, BT Sport 1
- NASCAR Cup: Darlington**
  - **Race:** Sunday, 2230hrs, Premier Sports
- Euroformula Open: Silverstone**
  - **Race one:** Saturday, 1400-1500hrs, BT Sport 3
  - **Race two:** Sunday, 1230-1330hrs, BT Sport 3
- International GT Open: Silverstone**
  - **Race one:** Saturday, 1500-1645hrs, BT Sport 3

## LIVE F1



Hamilton won at Monza in 2017

- Italian Grand Prix Sky Sports F1 HD**
  - **Drivers' press conference:** Thursday, 1400-1430hrs
  - **FP1:** Friday, 0945-1150hrs
  - **FP2:** Friday, 1345-1550hrs
  - **FP3:** Saturday, 1045-1215hrs
  - **Qualifying:** Saturday, 1355-1540hrs
  - **Race:** Sunday, 1330-1630hrs
  - **Highlights:** Sunday, 1835-2040hrs
- Channel 4 HD Highlights**
  - **Qualifying:** Saturday, 1700-1830hrs
  - **Race:** Sunday, 1845-2100hrs

## LISTINGS

- RACING FRIDAY-SUNDAY**
  - **Rockingham, Northants**
    - BARC meeting:** Citroen C1 24-hours, C1 Challenge, Tin Tops, Quaife Saloons **Starts** Friday, qualifying from 1900hrs Saturday, racing from 1120hrs (qualifying from 0900hrs) Sunday, 24-hour race continues **Admission** £12 **Web** rockingham.co.uk **Contact** 0870 1660438
  - SATURDAY**
    - **Oulton Park, Cheshire**
      - MGCC meeting:** MG Cup, MG Metro Cup, BCV8, MG Trophy, Cockshoot Cup, Northwest 100 **Starts** racing from 1115hrs (qualifying from 0830hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
      - **Snetterton, Norfolk**
        - MSVR meeting:** Equipe Pre '63, Intermarque, Equipe GTS, Jaguar XK, GT Challenge, Pre-War Sports **Starts** racing from 1240hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
    - **Silverstone, Northants**
      - MSVR meeting:** International GT Open, Euroformula Open, Alpine Cup, Lotus Cup Europe, Radical European Masters **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba **Admission** £20 **Web** silverstone.co.uk **Contact** 08704 588260
      - **Donington Park, Leics**
        - 750MC meeting:** Clio 182, BMW 330, BMW Car Club, Formula Vee, Locost, Toyota MR2, 750 Formula, Historic 750 Formula, Sport Specials, MX-5 Cup, M3 Cup, Armed Forces Race **Starts** Saturday, racing from 1150hrs (qualifying from 0910hrs) Sunday, racing from 1110hrs (qualifying from 0910hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
    - **Anglesey, NWales**
      - BARC meeting:** NW Sports/ Saloons, Clubmans, Karts, Caterham Graduates, Junior Saloons **Starts** Saturday, racing from 1345hrs (qualifying from 1000hrs) Sunday, racing from 0900hrs **Admission** adult £15 child free **Web** angleseycircuit.com **Contact** 01407 811400
      - **Thruxton, Hants**
        - BRSCC meeting:** Caterham Academy, Caterham 270R, Caterham 310R, Caterham 420R, Caterham Roadsports, Ford Fiesta, Fiesta Junior, BMW Compact **Starts** Saturday, racing from 1330hrs (qualifying from 0900hrs) Sunday, racing from 1140hrs (qualifying from 0855hrs) **Admission** adult £13, under 12 free **Web** barc.net **Contact** 01264 882200
    - SUNDAY**
      - **Brands Hatch, Kent**
        - Festival of Porsche:** Porsche Club, Porsche Speed Championship **Starts** racing from tba (qualifying from 1000hrs) **Admission** adult £30, under 13 free **Web** msv.com **Contact** 0843 453 9000
        - **Mallory Park, Leics**
          - BRSCC meeting:** FF1600, HRDC Allstars, HRDC A Series/Academy, Karts, Track Attack **Starts** racing from 1325hrs (qualifying from 0945hrs) **Admission** adult £13, under 13 free **Web** mallorypark.co.uk **Contact** 01455 502214
  - SPORTING SCENE SATURDAY/SUNDAY**
    - **Prescott, Glos**
      - British Hillclimb Championship** **Starts** 0800hrs **Admission** Saturday adults £12 (£10 in advance), Sunday adults £15 (£12 in advance) **Web** britishhillclimb.co.uk
  - SUNDAY**
    - **Aldershot, Hants**
      - National Hot Rods** **Starts** 1200hrs **Admission** TBA **Web** spedeworth.co.uk

Listings correct at time of press

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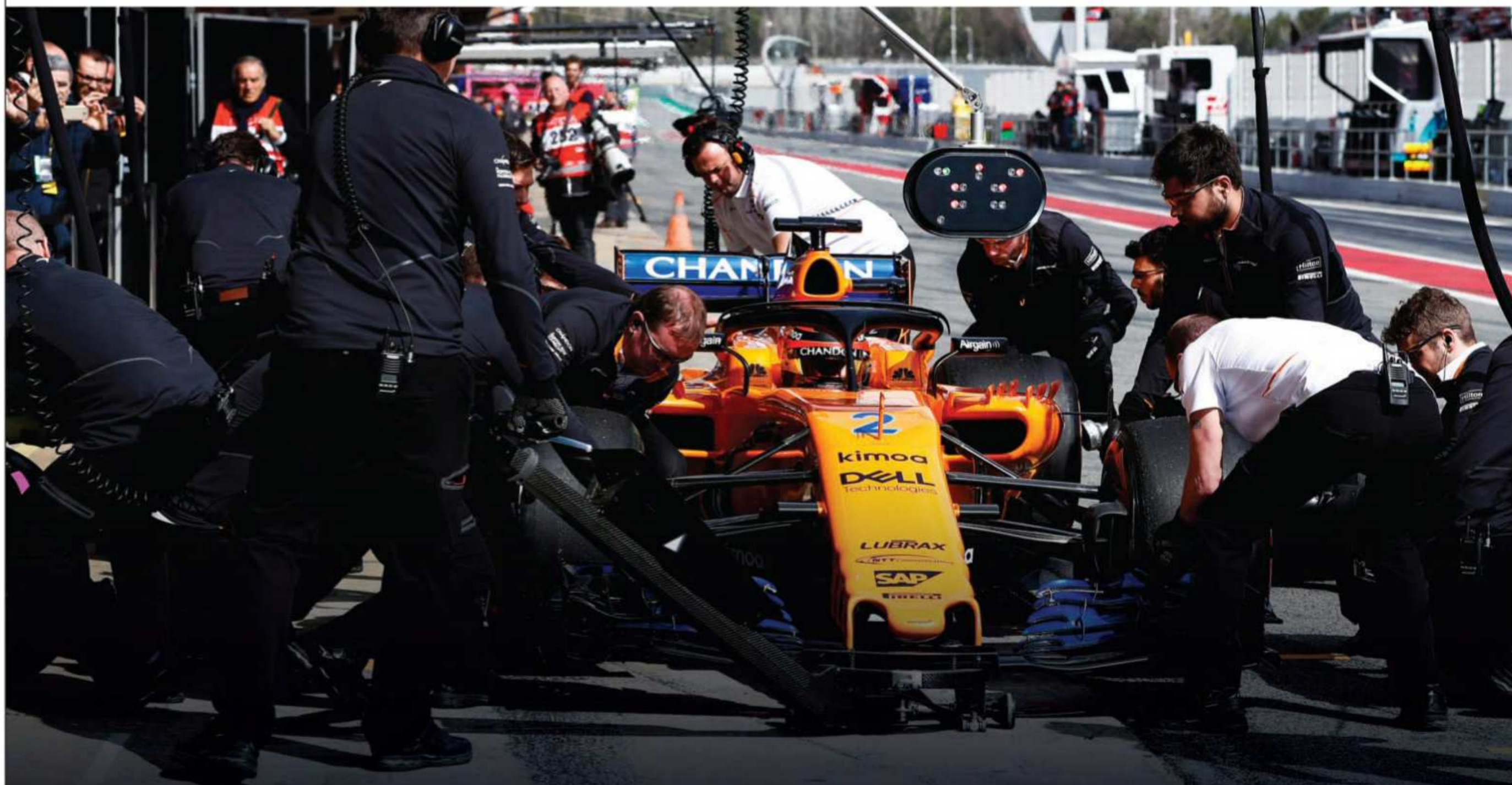
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