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German marque has had the WRC its own



Evans visited the Volkswagen plant in Germany as 2017 car reaches conclusion



The Volkswagen factory is ready to prepare six 2017-spec cars for next season's WRC

By David Evans

Volkswagen's domination of the World Rally Championship is over, as technical director Francois-Xavier Demaison fears its competitors are set to rebound in 2017.

Since the German firm arrived in the series at the start of 2013, it has enjoyed previously unrivalled success, winning 38 of the 46 rallies the Polo R WRC has started. In its last two complete seasons, Volkswagen won all but one event. This year, however, looks like it could be heading towards being its least successful so far.

Already the Polo has been beaten on three of the seven rallies run so far in 2016. In its debut 2013 season, the Hannover-built World Rally Car was only defeated three times all-year.

While this year's inability to match the last two is partly due to an increase in pace from Hyundai, the regulations forcing the championship leader to open the road has hit Sebastien Ogier and VW harder than anybody.

Next year, Demaison says the competition will make it harder than ever and winning all-but one rally in a season will be a thing of the past.

"This is not the normal situation for one team to win so much," said Demaison. "Last year Citroen was involved in WTCC and WRC was the second project, Hyundai was starting out and Malcolm [Wilson, M-Sport] didn't have the budget and driver.

"Next year, Citroen is at full speed and with a good driver, Hyundai has good experience and they will be strong, Toyota's coming back and M-Sport has the new car. The competition will be back where it should be and when it's like this, it's not so easy to win the rally."

Demaison added that, unlike its rivals, Volkswagen is limited to just 42 days of testing because the 2017 Polo is underpinned by the same car which is being used in competition this year. Only a new car permits unrestricted testing.

"This is the reason why we are doing all of the pre-event tests for this year with the 2017 car," said Demaison. "For sure, this penalises us this year – we saw that a little bit in Poland. All the time, the drivers are coming to me and saying I want to test the 2016 car, but I say to them: 'No, I am a b*stard and you know it!' I have to tell them this otherwise it will be so much more difficult for us next year. It's more important for us to focus on 2017. This year there aren't so many runners [in competition] and at the moment what we have is just about enough, but next year it's going to be more [competition] and we have to be ready."

Demaison refused to criticise the 42-day test rule, adding: "I won't use this as an excuse. We know the rule and we use it to our



Polo is in regular action

way since 2013 but Demaison fears big manufacturer opposition next year

VW FEARING STRONG OPPOSITION IN 2017



VW expects new Polo to reach 5000 miles testing

advantage in 2012 when we made the Polo. And anyway, it's good to have the competition again. The fight is why we are here. If you go to the rally with your only stress being a visit to scrutineering then it's not so nice."

As well as better-funded and more experienced rivalry coming next season, the technical regulations will continue to make it difficult to achieve any gains – particularly in the engine.

Volkswagen's director of engine development Donatus Wichelhaus told *MN*: "Because of the restrictor and the turbo, it's not possible for any car to have more than five bhp more or less than another. Next season won't be won or lost on the engine."

Which means it will be won or lost with the chassis.

Demaison added: "There is more chance to win with the chassis and with the suspension – this is why we spend so much time working with these areas. Another key area will be the aero. We have more horsepower, so we have to decide how much downforce we want and how much drag we are prepared to accept. We all made our calculations, but it's only in Monte Carlo that we will see who has done the best homework."

Part of the ongoing homework is to study what the opposition is doing, the design office in Hannover spends a reasonable amount of time chasing YouTube footage from around the world just to see what Citroen's running on its C3 WRC or to listen for another change to the engine note from Tommi Makinen's Toyota Yaris.

"We're watching," said Demaison, "and we're definitely not too proud to look at the others and see if we can spot something and use it without having to spend any money. If we can, for sure, we are going to take this kind of thing for free!"

The take on what's in and what's out on the aero front has been fascinating, but recent confirmation from the FIA means the Yaris' rear wing currently sits outside the law; the veined rear wing to give increased lateral downforce is a thing of the past.

Increased aerodynamics and longer (27.5mm) suspension arms will still raise corner speeds next season, Demaison said a key area is saving the extended aero at the front and rear. The 2017 cars are 60mm longer at the front and 30mm at the rear – with a rear diffuser – and look far more dramatic. But for how long?

"The big question for the aero is to make it reliable," said Demaison. "Look at Poland, we had cars coming in – most of the time ours – with broken spoilers. You have to be more careful next year. If you destroy the front splitter after 10 kilometres and still have 50 more to do in the loop, having no front aero will be tough. It's about finding the compromise between keeping it through the rally, getting the downforce and minimising the drag. We tested with broken aero to find the impact on the cars."

By the time it arrives at the start of next year's Monte Carlo Rally, the 2017 Polo R WRC will have completed close to 5000 miles of testing across all surfaces.

Final Polo specification to be set by the end of this month

The countdown to 2017 is well and truly underway at Volkswagen's Hannover base, with the final specification for next year's Polo R WRC expected to be set by the end of this month.

The team is currently running chassis 35 and 36 – the so-called zebra cars – as test Polos. The build programme shows chassis 37 as Sebastien Ogier's Monte Carlo Rally entry car.



Demaison felt under pressure with 2013 car

"Everything has to be with the FIA for homologation for November 1," said Demaison. "After that, we cannot change anything – the only thing that will change is if the FIA is not happy with something. The final validation process is the end of this month, the specification will be frozen at the start of September then we start building nine chassis – three for Monte, three for Sweden and three spares – at the start of December."

Demaison says the weight of expectation for next year is nothing like it was in 2013.

"That was the biggest challenge," he told *MN*. "For us, we came with everything and of course the goal was to win from the beginning. This is not what we said, we said we wanted to come and look, to make the experience and this kind of thing – we were not allowed to say we wanted to win. But I remember the day I signed the contract, I was told: "You are here to design the best car, to design the car to win Monte [in 2013]."

MATT EDWARDS GETS R5 FOR BRC PAGE 15

RACING NEWS

F1 ROUND-UP

India chases

Force India team principal Vijay Mallya is confident his Force India team can overhaul Williams for fourth in the F1 constructors' championship, despite having brought development of its 2016 car to a halt. In the previous four rounds, Silverstone-based Force India has cut its deficit to Williams from 51 points to 19, and gained 14 points alone at the previous round at Silverstone. "We haven't quite optimised our update yet, so I have every reason to smile," said Mallya.

Haas decisions

The Haas F1 team will not pick its 2017 driver line-up until after September's Italian Grand Prix. Romain Grosjean has scored all 28 of the team's points since it joined F1 at the beginning of the season, with team-mate Esteban Gutierrez having endured the bulk of the team's mechanical issues. Haas recently gave Ferrari junior and GP3 series leader Charles Leclerc a run out in first practice during the British Grand Prix. Alongside its two existing drivers, is understood Leclerc is in contention for one of the seats.

Vandoorne's wait

McLaren test driver Stoffel Vandoorne says he can do no more to land a drive with McLaren next season. Both Vandoorne and Jenson Button are in contention for the team's second seat alongside Fernando Alonso and, while McLaren has indicated it will not enter discussions with either driver until after the summer break, Vandoorne feels he has proved his worth to the team. The Belgian is competing in Super Formula.

Unfinished business

Valtteri Bottas' "unfinished story" with Williams is likely to mean he will stay with the team for another season, says the Finn's manager Didier Coton. Bottas had again been linked with the second seat at Ferrari before compatriot Kimi Raikkonen was reconfirmed by the team. With few other options available, Coton said Bottas, who has raced with Williams since his debut in 2013, was likely to remain with the outfit.

Honda's approach

McLaren driver Fernando Alonso feels that Honda's approach is now logical compared to its first year back in F1 with McLaren last season. Improvements to Hondas power units have been reflected with an upturn in form for McLaren this year, which has already bettered its 2015 points total. Alonso said: "Everything is more logical, more of a racing team, with all the facilities working 100 per cent, and with more people in the factory in Sakura."

Photos: LAT

MERCEDES: RED BULL IS HUNGARY

Pack leaders fear stern challenge in Budapest



Mercedes is keeping an eye on rapid Red Bull duo



Wolff: Bulls are quick

By Rob Ladbrook

Mercedes chief Toto Wolff says his team is bracing itself for a major threat from Red Bull Racing at this weekend's Hungarian Grand Prix.

Due to the high-downforce and slower speed nature of the Hungaroring circuit, Red Bull is expected to fare well, with the strength of its RB12 chassis making up for the lack of power from its Renault engine.

Red Bull has a strong history at the track, with Daniel Ricciardo having won there in 2014 and both of its cars finishing on the podium at the track last term. In contrast, Mercedes has struggled there in recent years, with both Lewis Hamilton and Nico Rosberg outside the top five last year.

Wolff said he was prepared for a renewed challenge from the Milton Keynes team.

"We face a very different challenge in Budapest," said Wolff. "This circuit has not been kind to us over the past two years, and it plays to the strengths of our rivals.

"The Red Bull, for example, is a car that functions well where high drag isn't penalised as much as at other types of circuit. So in wet conditions and at low-speed circuits, such as Hungary, they are a major threat. We will need to be flawless to come out on top at this track."

Ricciardo comes into this year's race off the back of a string of misfortune this season, which has robbed him of the chance to win at least two races.

In Spain, an alternative pit strategy meant his team-mate Max Verstappen won ahead of him, and a pit blunder in Monaco cost him when leading.

Red Bull boss Christian Horner said the Aussie was owed some luck soon. "Daniel is dealing with it very well, it's just the rub of the green," he said. "He's going to have a couple of Sundays come up when everything will fall his way, it's swings and roundabouts.

"Daniel is a class driver, and he has demonstrated this year that he is at the top of his game. We have two very strong drivers in the cars and they are pushing each other hard, which is great to see.

"It's a positive thing for the team and there is no animosity – it's just two guys going flat-out trying to win. There's a lot of confidence here and you can see a team that is growing, and the car is improving all the time."

Hamilton considers copping double Mercedes engine penalty in order to store parts

Lewis Hamilton is mulling over taking a double engine penalty at a forthcoming grand prix in order to create a pool of race engines to get him to the finish of the season.

Hamilton was forced to take his fifth turbocharger during the Austrian GP recently, meaning it is inevitable that he will be forced to take a 10-place grid drop at some point with the single unit not being able to last the remaining 11 races.

When a driver exceeds his five allocated engine components it triggers an automatic 10-place penalty, and should they take another on the same weekend they will start at the back of the grid.

Hamilton has confessed that he could take two new engines at one round in an effort to create a pool of spare parts to get him through the season without further sanction.

The downside of that plan is that it would make Hamilton ineligible to receive any performance or reliability upgrades Mercedes may have in the pipeline.

Hamilton said when asked about the possibility of taking a double penalty to ease his spares situation: "That's a solution I've come up with myself. That would definitely be something that could be done. I'm definitely going to be taking another engine. It's more of a question of when I take it.

"The strategists will be looking at it at all the races and saying 'This is a track where it is easier to overtake'. Ultimately it's my decision because I'm the one who actually knows where I'll be able to do the job in the best place.

"I have to be strategic in how I decide that, but it would be nice to get a few engines in the pool at the same time. I hope at some point I'm able to get some fresh ones."



Lewis: it's tactical

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Photos: Jakob Ebrey, LAT

GREEN TAKES FIRST EVER ZANDVOORT WIN



Green finally landed Zandvoort DTM win

Jamie Green said victory at Zandvoort was a "dream come true" after clinching his first win at the Dutch circuit in last Sunday's second DTM race.

Having edged compatriot Gary Paffett for the race two pole, Green led away at the start but came under increasing pressure from those behind.

Race one winner Robert Wickens was the most aggressive of those to challenge the leader, the Canadian drawing alongside Green on lap 11 at Tarzan corner and drew alongside the Briton on the exit of the corner, but couldn't force a way past.

Audi driver Green made the most of that break after his mandatory pitstop to edge clear while slicing through traffic, finishing a comfortable nine seconds clear of Paffett, who claimed a first podium of the season, and Edoardo Mortara.

Green is now second in the points, seven behind BMW's Marco Wittmann.

"The two fifth places in qualifying and the race on Saturday were OK," said Green. "[But] the pole position on Sunday was really great.

"In 2006, I'd taken pole position once before but for my first victory on this fantastic race track I had to wait for another 10 years.

"Winning at Zandvoort has always been my dream. Today, it came true.

"Zandvoort is one of the real driver tracks on the calendar. Winning here is really special for me.

"In the early stages, my rear-view mirror was filled and I thought winning would be difficult. But on my second set of tyres I was faster and able to control the race."

Wickens failed to finish the second race after suffering a puncture, but took maximum points in the opening event with a dominant drive, the HWA driver leading from start to finish to take the flag comfortably clear of Wittmann and the Mucke Mercedes of Christian Vietoris.


Victory was first for Green in 2016



Norris sealed R1 win

Norris extends Euro lead with victory

Lando Norris increased his lead at the head of the Formula Renault Eurocup standings with victory at the Red Bull Ring.

The 16-year-old started the opening race from the front, having beaten team-mate Jehan Daruvala to pole by more than a quarter of a second.

But the Briton found that performance hard to replicate in race conditions and faced a stern challenge from nearest rival Max Defourny, and now leads the championship by 26.5 points.

"We looked comfortable in practice and qualifying but the pace wasn't quite there in the races which made things difficult," said Norris. "I had to fight really hard to win the first race – it was a great battle.

"In the circumstances, I'm pretty satisfied with how I raced and obviously pleased to stay at the top of the standings.

"Points-wise it was a really good weekend. I've extended my lead at the top of the championship and have a pretty good gap to the second place man."

Norris finished third in the weekend's second race, which was won by compatriot Harrison Scott.

Scott was denied a podium by just 0.2s in the first encounter, but held on to win ahead of Defourny and move up to third in the series standings.

European F3 teams angered by Zandvoort crane incident

European Formula 3 Championship competitors expressed their anger after a crane retrieved a stranded car under yellow flags during Sunday's final race at Zandvoort.

Carlin driver Weiron Tan went off track at one of the Dutch circuit's fast right-handers near the back of the circuit in the final stages of the race, which was won by Prema's Maximilian Gunther (*see right*), with a crane dispatched to recover his Dallara.

The vehicle was sent against the direction of the circuit from the following corner to collect the stranded car, which was separated from the circuit by an extensive grass run-off area, with local yellow flags in place where Tan crashed.


Crane interruption came during third Euro F3 race

The incident occurred on the first anniversary of the death of Jules Bianchi, who died nine months after injuries sustained in a collision with a recovery crane during the 2014 Japanese Grand Prix at Suzuka.

"Bizarre, isn't it? I was really surprised to see that," said Motopark team boss Timo Rumpfkeil.

"Also, on the team radio channel [to race control] at first Olly Oakes [Hitech GP director] was complaining about it, then Prema were confirming they were also unhappy about it.

"I think it was quite dangerous, because at the end of the day it's so easy to drop a wheel, and you don't ever want to imagine what happens if someone hits the crane.

"To race with the crane on the bloody circuit, it's clearly not the perfect solution."

THE FASTEST NEWS ROUND-UP



Will Power continued his recent IndyCar revival with a third victory from four races on the streets of Toronto. Power pitted just as Iowa winner Josef Newgarden launched himself over the kerbs and into the wall at Turn 5, with polesitter and race leader Scott Dixon's stop behind the safety car instead, handing Power the initiative. The Penske driver eased clear in the final 20 laps to beat team-mate Helio Castroneves, taking second place in the championship as a result… Matt Kenseth survived a spell of late-race cautions to win the New Hampshire NASCAR Sprint Cup race, his second victory of the season. Kenseth profited from a gearshift issues for long-time leader Martin Truex Jr and problematic restarts for Kyle Busch to inherit the lead, and held off Tony Stewart near the finish for his 38th career victory… **Prema drivers Lance Stroll, Nick Cassidy and Maximilian Gunther took victories in the three European Formula 3 Championship races at Zandvoort. Williams protege Stroll made the most of a squabble between his team-mates at the start of race one to sweep into the lead and clear to victory, before Cassidy claimed his first win in the championship ahead of Gunther in race two. Gunther then reversed that order in the final race to complete the rout**… But it wasn't all plain sailing for the Italian outfit, which was forced to play down talk of involvement from Williams on its car. Stroll was stripped of his race two and three poles from second qualifying after his suspension was found to be non-compliant with the regulations. Speculation suggested a modification that had been made to his car had come from Williams, although *MN*'s sister publication *Autosport* was instead told that Prema has a development car at the F1 team's factory… **The Thiriet by TDS Racing ORECA/Nissan of Pierre Thiriet, Mathias Beche and Ryo Hirakawa claimed victory in the European Le Mans Series 4 Hours of the Red Bull Ring, beating Eurasia Motorsport's similar car by 51 seconds. Alex Brundle, Michael Guasch and Christian England won the LMP3 class in their United Autosports Ligier JSP3, while the JMW Motorsport Ferrari 458 was victorious in LMGTE**…



Pitstop timing helped Power

RACING NEWS

Photos: Gary Hawkins, Mick Walker, Kerry Dunlop, Jakob Ebrey

RENAULT BOLSTERS EUROCUP PRIZE FUND



Eurocup will have 10 rounds and cash prize

By Rob Ladbrook

The Formula Renault Eurocup will expand to run almost double the number of races next season after Renault Sport increased its backing for the championship.

The French firm has announced an expanded calendar and prize package for the pan-European junior single-seater contest, which will increase from seven to 10 events in 2017.

Plans are also underway to effectively double the number of races from the current 15 to almost 30.

Together with the expanded schedule, Renault Sport F1 Team has leant its support to the class, pledging to help fund the top two drivers in the points at the end of the season in 2018, along with making them Renault Sport Academy members. The champion will receive 75 per cent of their 2018 budget, while second place will get 35 per cent backing.

While the calendar has yet to be finalised, two races on the support card to the Monaco Grand Prix are in discussion, as is a triple-header at the Pau street circuit in France.

The increased support comes after Renault's decision to cease its funding of Formula Renault 3.5, which has continued this season under the Formula 3.5 V8 moniker.

Fortec Motorsports' Richard Dutton said: "This move is fantastic for the Eurocup and it's all very positive. We haven't seen commitment like this from Renault since FR3.5.

"Renault wants to make the Eurocup a serious contender and aim for that slot between Formula 4 and Formula 3 and the prize fund will be a big attraction to drivers. There's no restriction to where they have to go either, it's up to the drivers to choose their next move."

Dutton acknowledged that the expansion would have a knock-on effect on budgets, but argued that an expanded Eurocup could take the place of regional classes such as the Formula Renault ALPS and Northern European Cup.

"Many of the current drivers are doing dual programmes in the Eurocup and NEC, or ALPS, or all three, so the rise in budget wouldn't be prohibitive to them so they'd now just need a single campaign," added Dutton on the planned changes for next year.

GT Cup rivals try out Bentley GT3

GT Cup rivals Jordan Witt and Darren Nelson could team up for an assault on the next British GT Championship rounds at Snetterton after a test last week.

Nelson swapped his regular Lamborghini Huracan GT3 for a run in Witt's Bentley Continental GT3, which has dominated the GT Cup so far this term.

Witt and his Jordan Racing team – which is operated by experienced GT and Porsche squad Redline Racing – are known to be keen on a British GT entry this season as a toe in the water ahead of a more substantial campaign next season.

Witt, who is rated as a silver driver by SRO, is on the lookout for a bronze co-driver to make the deal happen.

Nelson said after his test at Donington Park: "I loved the experience of driving the car, it was just different to the Lamborghini. I think I have to be more aggressive in my car than I did in the Bentley though, but won't be considering a change as there is still a lot to develop with my car."



Nelson liked Bentley

WRC legend Blomqvist makes Mini return

Stig Blomqvist, the 1984 World Rally champion, returned to the Mini Festival at Brands for the first time since 2014 last weekend.

Blomqvist shared a Morris Cooper S with Hans-Ake Soderqvist and Daniel Frodin in both the SU Euro Challenge and Sanwa Endurance events. His best finish was sixth in the first SU Euro Challenge.

"I just came from the Midnight Sun Rally in Sweden, where I drove a Ford Falcon, so the Minis are a different challenge for me," said Blomqvist. "The competition here is amazing, all the guys are really quick."



Stig enjoyed handling lively Mini Cooper at Brands Hatch

Cars back to Lydden, at a bike meeting

Car racing briefly returned to Lydden Hill Circuit on Saturday - but it was during a motorcycle race meeting.

This 1971 Berkeley was originally supplied with a 328cc two-stroke, twin cylinder engine but it now boasts a Mini subframe and running gear and a 1275GT motor.

It was crewed by Steve Hutchinson and passenger Sue Whittaker from Hucknall, Nottinghamshire who were competing in a Vintage Motor Cycle Club event. Their three-wheeler finished second in class, beaten only by a 1,000cc Vincent-powered "kneeler" sidecar outfit, which weighs about one third of the car.

There are still no motor racing events planned for Lydden, although the British Rallycross Championship will return on August 29.



Interesting Berkeley three-wheeler raced at Lydden Hill

Photo: Jim Moir



BTCC star Adam Morgan made his debut in the Celtic Speed Mini Cooper Cup at Knockhill last weekend. He took a drive in the guest car, which is being raced this season as part of a season-long competition to win the car. Morgan held off stiff competition to win the second race of the day and came second in the other two encounters. For more information about the race car raffle see facebook.com/courierconnections.

British GT man Mowle joins Formula Junior

British GT regular Lee Mowle will make his single-seater debut at the Silverstone Classic next weekend after buying a Formula Junior Lotus.

Mowle will swap his regular AmD Tuning-run BMW Z4 GT3 for a Classic Team Lotus 20-22 FJunior in the July 29-31 event. Mowle bought the car from Phil Ingle, and has entered the Classic as a warm-up for more race outings next season.

"I'm good friends with Chris Dinnage from Classic Team Lotus and I was talking to him about the old Lotus single-seater and how much I liked them, then he managed to hunt down this one for sale so I thought 'why not?" said Mowle.

"I've not even sat in it yet, and I've never raced a single-seater, so I think Silverstone will be an eye-opener. It's at least a circuit I know and hopefully the Lotus will behave a bit like a go-kart, but aside from that I'll be keeping out of people's way.

"I'd like to give this side of the sport a crack. I'll test the car at Hethel for my first go and then it's straight into the Classic."



Mowle (inset) has bought this classic Lotus 20-22 FJunior

"Something to steady the nerves would be nice"
***MN* tries out a NASCAR, p20**



Photos: Gary Hawkins, LAT archive and Mick Walker

MONSTER MINI MAKES ITS DEBUT



Mini Estate runs a Yamaha R1 engine

Racing novice Les Stanton is aiming to make more outings this year with his unique Mini Estate after debuting the car at Brands Hatch last weekend.

Stourbridge-based Stanton, 36, has been building the spaceframe racer for the last six years through his ExtremeMinis.co.uk business. It features a Yamaha R1 bike engine producing 292bhp and is rear-wheel driven.

Stanton made his racing debut on what was the car's first ever outing in the Mini Festival's Fastest Mini in the World event. He qualified sixth but failed to finish either race due to technical gremlins.

"The car is just brilliant to drive," said Stanton. "We opted for the estate bodyshell as it gives us six inches extra of wheelbase, which really helps the car cope with the extra power as a standard Mini chassis just wouldn't handle it.

"The front and rear subframes are from a Z Car chassis and we've got various bits of Lotus Elise in there too, such as the pedal box, so it's a real hybrid.

"It was a tough, but brilliant weekend. Small things like leads popping off cost us, but we've got plenty of development to do with the car still.

"We want to run it more this year but we're searching for the right championship to do as it's quite hard to find the right regulations to run something like this."



Jackson liked new G57

British touring car man Jackson gets late Ginetta G57 outing

British Touring Car Championship regular Ollie Jackson was a late entry to the Dunlop Prototype Series at Donington Park last weekend with the factory Ginetta team.

Jackson took to the wheel of one of Team LNT's Ginetta G57 sportscars for the event. Jackson, who usually handles an AMDTuning.com Audi S3 in the BTCC, qualified on pole but failed to finish after an oil pump pulley failed during the race.

"The car has nearly double the power of my BTCC car [580bhp], on the warm-up lap the G57 is the same as full speed in the Audi, it also has masses more grip and carries so much speed through the corners," said Jackson.

"I'd never driven the car before a track day on Friday, but we had rain and noise issues so I only had about 20 minutes in it. In truth this track [Donington National] is too short for the car, it's barely stretching its legs. But it's an awesome bit of kit and I'd love another go."

Sky Sports Formula One presenter Brookes makes Radical SR1 Cup debut at Oulton Park

Sky Sports Formula 1 presenter Rachel Brookes made her racing debut in the Radical SR1 Cup at Oulton Park last Saturday.

Brookes, whose brother Matt won the 2014 SR1 championship, finished 12th and 14th in the double header, losing a place at the end of the final lap in both races to a spin and a misfire respectively.

"I didn't want to pootle around at the back and watch everyone lap me, which didn't happen, and I overtook people so I absolutely loved it," said Brookes, who was coached by 1988 Le Mans 24 Hours winner Andy Wallace.

"I didn't know what to expect because I had so much running in mixed conditions and never felt like I knew the limits of the car in the dry, but that races were the same and I'm really pleased with the performance."

"I learned that I definitely couldn't make a career out of it, but I'd love to do a lot more."

Sky Sports F1 will broadcast cover Brookes' debut during the German Grand Prix qualifying show next weekend.

Bladon closing on Daytona prize drive run

Mini Challenge Cooper class dominator Max Bladon insists he's not yet thinking about a prize trip to Daytona, despite continuing his remarkable winning streak at Brands Hatch last weekend.

Bladon took another double win in the Challenge's Cooper Class to raise his unbeaten tally to 11 races so far this year. Bladon has won every round in 2016 and is on the brink of the class title with three rounds still to go.

With the Mini Challenge being registered as part of the Sunoco Daytona Challenge, Bladon has also opened out a clear lead in the Sunoco 200 Challenge contest, which rewards the winner with a funded seat in the BMW Performance 200 sportscar race that supports the Daytona 24 Hours. Bladon leads the standings by 20 points ahead of Radical racer Steve Burgess.

"My main focus this year is wrapping up the Cooper title as early as I can," said Bladon. "But I plan to carry on and finish the year as the Daytona prize is too good to risk missing out on.

"The minute something like that plays on your mind the minute it gets harder to achieve. I'm not putting pressure on me."



Bladon: 11 wins in Minis

OBITUARY

Alfonso Toledano

Mexican racing driver Alfonso 'Alfie' Toledano, best known for racing in FF1600 in Britain in the early 1980s, has died aged 56.

Toledano arrived in the UK in 1980 as a 20-year-old and raced a PRS in FF1600, suffering several big accidents. But it was the following season that really marked him out as a fresh talent. He joined the works Van Diemen team alongside Ayrton Senna and Enrique Mansilla and was often a match for his rapid team-mates. He finished the year third in the Townsend Thoresen championship.

A move up the single-seater ladder proved difficult but he spent time in British Formula 3 and both FF2000 and F3 in Germany. He later switched to sportscars and contested three rounds of the 1990 World Sports Prototype Championship in a Porsche with Team Davey.



Toledano raced in FF1600

After his return to Mexico he raced from time to time until 2011 but his main focus became organising and promoting single-seater racing in his home country and taking grids to other Latin American nations.

His son, Alfonso Jr, followed his father into racing but a serious accident in 2007 left him with major leg injuries. He has since returned to the sport following a period of recovery.

MN sends its condolences to his family and friends in Mexican motorsport and to those who remember this cheerful character from his time racing in the UK.

DEPUTY EDITOR

ROB LADBROOK

"Passion makes our sport special"



Part of what has kept me in love with national motorsport for so long is the sheer variety of it.

I don't even mean the vast number of racing championships we have to choose between – at 209 in the UK and Ireland there is a valid point there are perhaps too many already and a bit too much racing going on in that sense.

But what I enjoy mostly is more the variety of cars and how they got there. Last weekend's Brands Hatch Mini Festival was a superb case.

There can only be one Mini, surely? But which 'one' that is largely depends on your outlook. From classics, to FIA Appendix K endurance racing versions, to Sevens and Miglias, Mighty and even more Mighty and then the turbocharged and naturally aspirated BMW variants of the Mini Challenge. They all have their appeal, but my favourite was the Fastest Mini in the World race.

These cars are totally bonkers, and it's the most random shed-concocted machines that really caught my eye.

In this issue you can read about two superb home-build specials, Les Stanton's brilliant Yamaha R1-powered Mini Estate and Roger Evans' truly nuts Alfa Romeo Giulietta/8C hybrid (see page 9).

The best thing about these cars isn't their performance or their sound, it's the stories and passion behind them that brought them to the starting grid.

Stanton's car has been six years of hard graft, then the seemingly endless hours of tuning and perfecting and the decision between the much-loved Suzuki Hayabusa or the Yamaha R1 engines.

Evans' story is just great. A late-night trawl of eBay ending up in an impulse purchase of a fire damaged 8C chassis from a salvage company. Only when it arrived did he have a brainwave of what to actually do with it, and the most natural thing was plonk a Giulietta body on top, purely because "nobody had tried it before".

Some of the best moments in motorsport come out of experimentation and a seemingly crazy idea. In an era of motorsport where so many series are single-make, operating only for homogenised off-the-shelf cars from a single supplier, it's refreshing to see the spirit of the home-built 'special' lives on.

These cars have a personality all their own, and far more chance of building a fan base than a spec formula or tin-top racer.

While in the paddock I also grabbed a word with the evergreen Bill Richards, who won both the allcomers races in his mighty spaceframe Mini Metro, affectionately nicknamed 'Bessie'. That car now runs a two-litre Ford Duratec engine, having had numerous powerplants over the years since it was built Richards' workshop in the late 1970s.

"Considering she's 40 years old she's still got some poke," said Richards with a grin. "I wouldn't swap her for the world."

Passion makes motorsport special, and it's good to have cars that reflect that.

AGREE/DISAGREE?
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RACING NEWS

IN BRIEF

New karts
A new fleet of Sodi RT8 390cc karts from France will be introduced at all of Daytona Motorsport's venues. The first batch of 35 karts has arrived at Daytona Sandown Park and will replace the previous karts that date from 2014. They again feature Honda's GX390cc four-stroke engine.

Golfs return
Entries in the BRSCC's Mk2 Production GTi Championship should increase after a small turn out at the recent round at Brands Hatch. Twelve cars took part in the Kent races but organiser Rob Sadler is confident it was just a one-off. "We had the perfect storm," he said. "It's disappointing but we had the British GP, Le Mans Classic and Wimbledon tennis that weekend which were all more appealing than Brands Hatch. It's a shame because we had to rejig the calendar at the start of the year [and were given this date]."

Edwards back out
Channel 4 F1 commentator Ben Edwards made a return to Formula Ford 1600 racing in last weekend's Champion of Brands fixture. He managed 12th in his Van Diemen RF92. "I love FF1600 as you have a great mix of young stars and old hands," said Edwards.

FF1600 focus group established
Organisers of the National Formula Ford 1600 Championship will form a new focus group aimed at safeguarding the future of the formula.

The new six-member group will be charged with brainstorming various aspects of the championship going forward, covering everything from parts supply and longevity to technical regulations suggestions, promotion and fixture planning.

Six members will be elected from applications to form the new committee. The six posts up for tender are: chairperson or secretary, marketing representative, Pre '90 drivers' representative, Post '89 drivers' representative, teams' representative and technical representative. All elected members will serve until the end of the 2017 season.

National FF1600 coordinator Ian Smith said: "We've had a similar working group on a smaller scale in just the Northern Championship previously and this is about giving the wider FF1600 community a voice.

"The focus group will meet regularly and put suggestions to the BRSCC and other competitors about ways to improve and better the championship."

Photos: Steve Jones and Ollie Read



Circuit of Wales has yet more difficulty

FRESH FUNDING BLOW FOR CIRCUIT OF WALES

Welsh Government turns down new guarantee plan, but developers are confident

By Rob Ladbrook

Circuit of Wales bosses are still confident of reaching a revised funding agreement with the Welsh Government, despite a second proposal being rejected last week.

The Welsh Government turned down a second funding proposal from the Heads of the Valleys Development Company, which aims to build the £371m motorsports facility in Ebbw Vale near Blaenau Gwent in South Wales.

HOTVDC is seeking further financial assurance for the project, and had previously asked the Welsh Government to underwrite £357.4m of private capital from investors, chief of which is the Aviva insurance firm.

That original proposal was rejected in April with then Welsh economy minister Edwina Hart labelling it as an "unacceptable risk" for the taxpayer. Last week the reformed Welsh Assembly gave the thumbs down to a second proposal, which asked for around 83 per cent of the private funding to be guaranteed by the government and local councils.

Hart's successor, Ken Skates, said the plan needed further work to reduce the risk to public money, and cited the economic uncertainty brought about by Britain's vote to leave the European Union as a further factor towards the decision.

The revised proposal asked for the government to guarantee 75 per cent of the investment, with local authorities supplying an additional eight per cent.

Skates said: "We recognise the potential positive economic impact it [Circuit of Wales] could have for Wales, and Ebbw Vale in particular.

"It is a large undertaking and we have always been clear that any support provided by the taxpayer needs to be proportionate and fair. Unfortunately despite the efforts of the project backers this leaves only 17 per cent of the risk being taken by the private sector.

"That amount of risk falling on the Welsh taxpayer – through the Government and local authority support – is unacceptable as it stands, especially when we are facing significant economic uncertainty from a UK exit from the Europe Union."

Skates said his "door would be firmly open" to a third proposal, but stressed that the Government would only be willing to underwrite 50 per cent of the investment, with the other half needing to come entirely from private funding.

Martin Whitaker, chief executive of the Circuit of Wales project, said: "We are confident that an equitable balance of risk sharing can be delivered. The cabinet Secretary has requested we deliver the guarantee to below 50 per cent of the total project costs and we are confident we can do so."

The Circuit of Wales holds a contract to host the British round of MotoGP for five years, with an option for a further five, but currently leases the event back to Silverstone.



Classic FF1600 is busy

Classic Formula Ford 1600 fields get ready for two championship rounds at different circuits

The Classic Formula Ford 1600 Championship is gearing up to hold two championship rounds across two days at two different tracks this weekend, both of which could feature sell-out grids.

The Classic FF1600 field will hold a single qualifying session and a race at Donington Park this Saturday as part of the BARC meeting, before the field decamps to join the Vintage Sports Car Club at Cadwell Park to do the same on Sunday.

The FF1600 field had 30 entries for Donington when *Motorsport News* closed for press, leaving just two grid slots left. The grid at Cadwell Park is sold out at 26 starters.

Classic FF1600 coordinator Peter Hackett said: "It'll be a busy weekend but we wanted to do something different and this smacks of the old school days when Formula Ford drivers raced all over the place on the same weekend.

"We've had to plan it carefully. For example we qualify and race before the lunch break at Donington and have the area in the paddock closest to the gate, so we can be in and out easily. Donington and Cadwell are only 70 miles apart so it makes it achievable. Mike Gardner has also booked exclusive testing at Cadwell from 1600hrs-1900hrs Saturday evening, and then we have a party planned with the VSCC to celebrate their 40th anniversary of going to Cadwell. It should be a superb weekend."

Dolby and Enge to crew Wessex Lamborghini

New sportscar squad Wessex Motorsport will make its International GT Open debut this weekend with Craig Dolby and Thomas Enge handling its Lamborghini Gallardo.

Wessex, which is run by GT Cup and Britcar regular Nigel Mustill, has entered its Gallardo REX into this weekend's round on the Silverstone Grand Prix Circuit.

Mustill has raced a variety of sports prototypes from Aquila and Riley across recent seasons, but this will be only his second event with the new Wessex team.

"We've entered the GT Open to show what the Gallardo can do and to also give Craig [Dolby, Mustill's long-term co-driver] a shot at something on a decent stage," said Mustill.

"Thomas is factory driver for Reiter Engineering, which builds the REX version of the Gallardo, so the deal fell in place with a little help from Reiter. Both Thomas and Craig are great drivers, so we're going in looking for the win."



Gallardo will race again

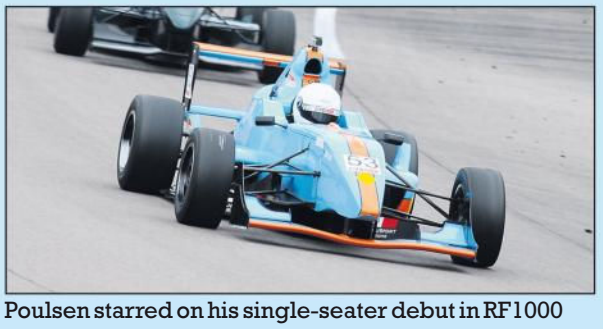
The British round of the GT Open has also attracted entries from FF Corse, which will run Jamie Stanley and Paul McNeilly in the new Ferrari488 GT3, which took a podium finish in British GT at the same track last month.

Danish ace gets fresh Mono deal

Danish teenager Cato Poulsen has extended his UK racing programme to take in a further three rounds of the Monoposto Championship after an impressive debut last month.

Poulsen, 16, made his UK racing bow in the non-championship Monoposto races for the Tiedeman Trophy at Rockingham last month. He qualified on pole in the Gulfsport team's Ralph Firman-built RFR1000 machine and won both races.

He will now take part in the next round at Brands Hatch this weekend, as well two further rounds at Donington Park and Silverstone.



Poulsen starred on his single-seater debut in RF1000

Poulsen said: "My first race day in the UK was pretty special to get pole, two race wins and a new lap record. The organisers, marshals and competitors were all very friendly and demonstrated sportsmanship. The UK is the home of motorsports in many ways so I'm looking forward to my next races here."

The Brands Hatch Mono rounds will also feature two further teenage entrants, with former Junior Saloon Car Championship driver Alex Fores making his debut in a Van Diemen RF97 Formula Ford Zetec and Chinese Jacky Liu handling a Tatuus Formula Renault.

Formula Jedi bosses eye format switch

The Formula Jedi Championship could switch to a three-race format for next season and introduce reversed grid races after a successful recent pilot of the format.

Jedi racing traditionally consists of a single qualifying session and two sprint races, but the last championship round at Brands Hatch earlier this month featured two additional races, both run with a reversed top eight grid.

Jedi organisers are now evaluating a change in the race format to offer more to competitors.

"The driver feedback after Brands was very positive," said Jedi coordinator Frazer Corbyn. "Running four races was a one-off, but the reversed grids were great as they shuffled different drivers up the order and gave different people a chance at the front.

"We're looking into maybe shuffling the format to triple-headers next season with race two using a reversed grid."

Corbyn added that additional TV coverage was also being explored for next year. Two of the championship's final three rounds – Silverstone and Donington Park – are due to be covered on MotorsTV later this year.

Photos: Mick Walker

NEW LICENCE RULE TO GOVERN POWER

Drivers will need licence upgrades to race high-powered machines



GT Cup allows National B licence competitors

A new rule from the MSA will require drivers to have a National A licence if they race a sportscar with a high power-to-weight ratio.

From 2017, drivers of cars with a power-to-weight ratio of 0.34bhp/kg will need to have the licence, except for those in single-seaters. This will affect all GT3 cars and the majority of 'Cup'-spec GT machines but most GT4 cars will escape the censure.

A spokesman for governing body, the Motor Sports Association, said: "This is a new safety regulation to help ensure the competence of drivers competing in cars with a higher power-to-weight ratio. The ratio of 0.34bhp/kg is derived from FIA regulations and should only affect a relatively small number of competition cars in domestic UK motorsport."

The new rule will have no impact on British GT as all drivers need international licences, but some club championships will be affected.

The GT Cup Championship caters for largely amateur drivers with powerful sportscars. Series technical director Phil Boland said: "I can't see the change affecting us that much. I lobbied quite hard with the MSA a few years ago to allow National B holders into our championship. While the change would effectively rule those drivers out of three of our four classes, we still have the lower class to cater for them and as long as we have somewhere to offer then we shouldn't miss out.

"I can see it being an issue for the guys who have gone out and bought a Porsche 911 Carrera Cup car or similar for track days and they now won't be able to race it until they have upgraded their licence, but there are many options to upgrade a licence.

"To be honest it's good from a safety point of view as the closing speeds with the faster cars can be quite frightening if you don't know what you're doing. GT4 is a better starting point for amateurs, and most of those cars come in under the limitation."

Britcar's Claire Hedley welcomed the move: "This is something we've been trying to put in place. We have a rule that if you qualify you will have to start the car, so the novices wouldn't be in the car at the start. We think it's a great idea from the MSA and we're supportive of it. You could have someone with just trackday experience starting on pole position and there could be such a difference in speed."

Sports prototypes could also be hit by the rule change. The BRSCC's Open Sportscar Series runs a variety of cars, but currently recommends that drivers in its top class have a National A licence.

Alfa Romeo star Evans working on monster 8C-powered Giulietta project

Double Alfa Romeo champion Roger Evans is working on a new Giulietta racer that will be powered by parts from the marque's rare 8C sportscar.

Evans is building the one-off machine, which mates the running gear and 4.7-litre Maserati engine from the 8C Competitizione sportscar to a widened Giulietta bodyshell, at his Peak Alfa facility in Derbyshire.

Alfa only built 500 of the limited edition 8C road car, which was produced between 2007-2010. Evans bought a damaged chassis and is using the spares to construct the one-off racing version, which he hopes will hit the track in time for a full season of competition in 2017.

"I stumbled across a badly fire-damaged 8C on eBay and couldn't resist buying it as it's such a rare car," said Evans, the 2012 and 2013 Alfa champion. "When I took delivery of it I was determined to do something with it so came up with this idea of mating it with a saloon to create something totally unique.

"I chose the 2012 Giulietta bodyshell as it's actually only half an inch shorter than the original wheelbase length of the 8C, so needed less modification, but it's still a fair bit wider and will have a real DTM look when it's finished.

"I've retained the front and rear subframes from the 8C and all of the running gear, so it's ended up being a spaceframe chassis with a Giulietta bodyshell on top. The build is coming along nicely, so hopefully it will run before the end of the year. It won't fit into any class in the Alfa championship, so will run as an invitation entry next year."

Evans will also make a return to the BRSCC's Alfa Romeo Championship at Donington Park next month with a newly built 145 for the Twin Spark Cup Class. Evans hasn't raced this year after loaning his car to another competitor.



New Giulietta has 8C engine and parts



Only 500 8Cs were built



Engine is in a Giulietta

KARTING REPORT



MacDonald was supreme on his way to a brace of wins at Shenington

Dominator MacDonald grabs double victory

Dean MacDonald stamped his authority on a growing and resurgent British Kart Championship in the CIK senior class, winning both finals at Shenington.

The flying Scotsman cruised clear of Oliver Hodgson in the first final, as Toby Sowery dropped out. That elevated Jacob Stilp to third. Stilp was pressed by Jamie Flynn until the latter also retired, which left Luke Knott in fourth, well clear of Roy Johnson. Veteran Bobby Game had been in the mix for fifth but fell to 11th.

In the second final, Stilp leapfrogged the fast-starting Harrison Thomas and Hodgson for second but MacDonald had already cleared off. Thomas nipped past Hodgson in the chicane whilst Flynn roared up from the back to challenge Ross Martin for fifth.

In the **Junior OK** category, Jonathan Hoggard was at one with the track on a very hot weekend and went virtually unchallenged, although Morgan Porter did his best for second in both finals. In the first, Kiern Jewiss lost second to Axel Charpentier before Porter took them both. Mark Kimber leapfrogged to third, as Jewiss was penalised for a dropped front fairing from contact, elevating Charpentier, Callum Bradshaw and local driver Roman Haskett.

Hoggard swiftly pulled a gap on Porter in the second final leaving all the action around third place. Jewiss had put in a stupendous first lap for fifth, he and Charpentier soon joined by Kimber in the battle for third. Amid much jostling on the last lap, both into the first hairpin and through the chicane, Jewiss held onto third over Charpentier and Kimber.

Roman Haskett won an engine for best newcomer, finishing in seventh position, whilst Ross Martin took home the senior engine prize.

Hoggard and MacDonald can now sport the new MSA E Plates on their karts.

RESULTS

MSA British Kart Championship OK Class Final 1 (19 laps) 1 Dean MacDonald (Tony Kart); 2 Oliver Hodgson (Birel ART) +1.37s; 3 Jacob Stilp (Mad Croc) 4 Luke Knott (Tony Kart); 5 Roy Johnson (Tony Kart); 6 Harrison Thomas (Kosmic). Fastest lap Knott 40.38s. Pole MacDonald.
Final two (19 laps) 1 MacDonald; 2 Stilp +1.17s; 3 Thomas; 4 Hodgson; 5 Ross Martin (Birel-ART); 6 Jamie Flynn (DR). FL Johnson 40.4s. P MacDonald.
MSA British Junior Kart Championship OKJ Class Final 1 (19 laps) 1 Jonathan Hoggard (Kosmic); 2 Morgan Porter (Octane) +2.04s; 3 Mark Kimber (Tony Kart); 4 Axel Charpentier (Tony Kart); 5 Callum Bradshaw (Exprit); 6 Roman Haskett (Tony Kart). FL Hoggard 41.65s. P Hoggard.
Final two (19 laps) 1 Hoggard; 2 Porter +2.78s; 3 Kiern Jewiss; 4 Charpentier; 5 Kimber; 6 Bradshaw. FL Hoggard 41.63s. P Hoggard.

RALLY NEWS

Photos: mcklein-imagedatabase.com

NO PRIVATEER CHAMPIONSHIP FOR 2016 CARS


M-Sport: '16 cars still in demand


Privateers won't get FIA championship

By David Evans

The FIA has confirmed there will be no new World Rally Championship for privateers next season.

With tighter controls over who drives the next generation World Rally Cars in 2017, there had been speculation that the governing body would sanction a new title for private drivers using 2016-specification cars. But FIA rally director Jarmo Mahonen told *MN* this will not be the case.

"We want to encourage the private drivers to come in the current cars," Mahonen said. "But at the same time we have to be careful not to screw the [WRC2] R5 competition, which has been really good. We are still talking about this one and we're going to find a solution, but it's out of the question to make another FIA title for another [privateers'] championship."

There had been talk of the current 2016 cars being banned from the WRC – a move which would be impossible given their homologation under current regulations.

"We can't stop privateers from using these current cars," said Mahonen, "it's good to have them with us. What we won't do is we won't give them a passport to continue the homologation beyond the next two years – that's when the current cars will reach the end of their lifecycle. Driving the current cars does make sense for those drivers looking to make the step to a 2017 car."

Mahonen pointed out that the last time the FIA introduced a second-tier World Rally Car category it was taken over by the manufacturers. In 2006 Manufacturer 2 teams were permitted with restrictive regulations over what specification of car and how much success a driver had. Eventually, M2 teams became known as WRC Teams – which is where the second-string Volkswagen Motorsport II and Hyundai N squads run.

"If we look back in history, look what happened in WRC Teams," said Mahonen, "the manufacturers came and ran full teams – that's not what was intended. We have to be careful."

The FIA has already made clear its intention to control the number of drivers competing in the next generation of World Rally Cars next season; the last meeting of the World Motor Sport Council confirmed entries will only come from manufacturers and any private entries must be sanctioned by the governing body.

M-Sport's client liaison manager Rich Millener maintained there remained a case – and the demand – for a privateer 2017 series.

"I've spoken to a lot of the teams, those running our cars and other cars," Millener told *MN*. "There are some common points coming out, the most important thing is they want to fight for some sort of an FIA title. If we can get another six or seven guys in to do a calendar of seven events mainly in Europe then we can have a good championship.

"There are guys out there who don't want to drive R5 cars and we have to consider them. At the same time, it's important that we keep the current cars there to bridge the gap between R5 and the 2017 cars. The [performance] gap between R5 and a current World Rally Car is big, but the gap to next year's cars will be even bigger.

"Having said that, we don't need to alienate the true privateers by allowing young [career-minded] drivers to come into any series we agree on."

Millener accepted that a series would have a limited shelf life due to homologation.

"I agree that we're looking at a couple of years," he said. "But in those couple of years, it's important we keep our cars as well as the Citroens and Hyundais out there. These cars are still very exciting and entertaining to watch. We've had a lot of feedback from the guys out there competing and we want to do what we can to develop something in time for next year. We don't want to devalue WRC2, but the demand for this is coming from the drivers."

Quirin Muller, team manager of Martin Prokop's Jipocar Czech National Team said he wasn't holding his breath for any kind of private award next season.

Muller said: "We are waiting since four seasons for the privateers' championship which is promised every year to come for the next season. We will see what happens. The 2017 car is no discussion for us: if we want to drive a World Rally Car, we want to run the car ourselves."


Martin Prokop

Prokop won't be tempted back

The decision to overturn Martin Prokop's penalty from Rally Italy won't change his decision not to contest any further World Rally Championship rounds this season.

The former Junior world champion was hit with a five-minute penalty before the start of the Sardinia event in Alghero after it was discovered by scrutineers that a seal was broken on the rear differential of his Jipocar Czech National Team Ford Fiesta.

Team manager Quirin Muller had always argued that the seal on the spare differential remained intact and could be checked back at the team's base in Czech Republic.

This was done after the event and the original decision annulled via the Right of Review in the FIA's International Sporting Code.

Muller told *MN*: "I'm disappointed the penalty was applied in Sardinia without proper evidence. They could have given us the [suspended] penalty with the remark that if the seal is found broken, it would be applied.

"This would have been the pro-competitor way of doing it."

Asked if the decision made any difference to the decision to withdraw from the WRC, Muller said: "No. For the moment, we switched all focus to Dakar 2017, there's no more time for Martin to do WRC."

FIA rally director Jarmo Mahonen said: "There was some confusion from two emails and [once the rally was running] it was difficult to check [the differential in Czech Republic].

"There were some big headlines about this, but I read before Sardinia even started that Martin was going to focus on Dakar and not WRC."

SIRMACIS TAKES ANOTHER ERC WIN AS LUKYANUK CRASHES PAGE 17


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'Latvian Sirmacis takes second R5 win in ERC'

Rally Estonia report, p17



Photos: mcklein-imagedatabase.com



Michelin remains in WRC

DMACK likes deferral decision

CONTROL TYRE DECISION DEFERRED

The decision on whether to run a control tyre in the World Rally Championship has been deferred for a year – Michelin and DMACK will remain the series main suppliers in 2017.

News of a potential change in regulation broke at Rally Poland earlier this month, when WRC Promoter confirmed a control tyre remained an option for next season. WRC manager Jarmo Mahonen told *MN* it would not happen in 2017.

"It's the normal business of the promoter to investigate these things," said Mahonen, "but it can't happen next year."

Asked if it could happen in 2018, Mahonen replied: "It's always a possibility. With the multi-supplier approach we have at the moment all of the brands are benefitting from promotion with the world championship and, of course, we like the competition in the series. This is important.

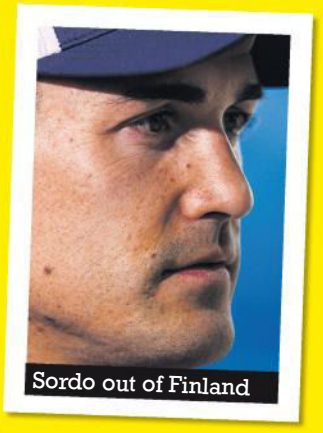
"On the other side, we remember when Pirelli was investing as the control tyre supplier – there was a financial element to this. Beyond that financial side, having a control; tyre would obviously give us some sort of control over what the tyre is and how much grip it offers. We have to discuss some more, but it's sure it won't be for next season."

DMACK's Dick Cormack said the deferred decision was commonsense for the series.

"The view that we have is the same as Michelin," said Cormack, "and that's very simple: a control tyre is not the right way forward. Michelin and DMACK want the same thing, we want competition.

"But what we need more than anything right now is some clarity on this whole issue. We have some significant investment coming and we've got big plans for the future, but we need to know what the future holds beyond 2018. And I can say right now that a control tyre would hold no interest for us."

Pirelli ran the WRC's only control tyre from 2008-2010 and the Italian firm has said it could be interested in a frontline WRC return under either control or multi-supplier regulations once it sees what it feels is an upturn in the promotion of the series.



Sordo out of Finland

Hyundai believes Sordo testing crash issue is fixed on its i20 WRC

Hyundai is confident it has fixed the failure which caused Dani Sordo's pre-Rally Finland test crash, ruling him out of the Jyvaskyla event later this month.

The Spaniard suffered a fractured vertebra when his i20 WRC hit a rock after a suspension arm broke following a landing from a jump. He and co-driver Marc Marti were hospitalised after the crash with Sordo kept in overnight. Marti was uninjured.

Team principal Michel Nandan said: "Dani is recovering well and making good progress. After a detailed analysis, we have identified the technical problem that led to Dani's crash. The specific parts are under investigation and we have already taken steps to ensure there will be no repeat of the issue."

Kevin Abbring and Briton Seb Marshall will take over the #20 entry, their first outing in the 2016-spec i20. They were called up as cover for Hayden Paddon and John Kennard in Sweden last year when the New Zealanders replaced Sordo and Marti after Sordo broke two ribs falling from his mountain bike while training.

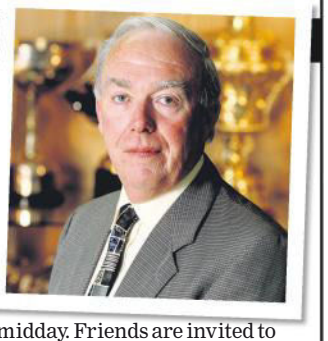
Nandan added that the priority for Sordo is Germany – the only WRC event he has won.

"It is important that he recovers fully so we have made the mutual decision for him to miss Rally Finland. This will allow him to be at his best for Deutschland."

Abbring, Paddon and Thierry Neuville will take part in Hyundai's rescheduled Finland test next week.

OBITUARY

Malcolm Neill



Former RAC Rally and Rally GB clerk of the course Malcolm Neill died last week following a short illness.

Born into a motorsport family, Neill's father Gordon raced Bugattis and organised the Circuit of Ireland Rally – an event Malcolm ran himself in the early 1970s.

It was, however, running Britain's round of the World Rally Championship for which he will be best remembered. For 14 years, from 1986 to 2000 (10 as clerk of the course and four as rally manager), Neill ruled over the event through arguably its biggest and most successful years with Britain's Colin McRae winning in that period.

Current Rally GB co-ordinator Andrew Kellitt was employed by Neill in 1989.

"This rally has an awful lot to thank Malcolm for," said Kellitt. "When it was clear we had to allow a recce on the event, it was Malcolm who made it a two-pass speed restricted recce, which has become standard around the world.

"The success of the Sunday stages, when there was reported to be a million and a half spectators, was thanks to Malcolm's diligence is doing commercial deals with the venues – he was more than just a clerk of the course."

When he stepped down from Rally GB, he worked closely to establish Rally of Turkey and Mexico as WRC rounds, his association with the Mexicans remained this season. As well as that, he established The Rally Show, which brought crowds to Chatsworth and Cornbury for a weekend of rallying.

Beyond his time as an organiser, he was also a successful co-driver, winning the 1976 Donegal Rally with Brian Nelson in a Porsche 911.

Malcolm's funeral service takes place at West Berkshire Crematorium, Bath Road, Thatcham, Berkshire, RG19 4LD on Monday July 25 at midday. Friends are invited to the service and a celebration of Malcolm's life which follows at Wasing Park, Aldermaston, Berkshire, RG7 4NE.

MN extends its deepest sympathies to his wife Irene, children Andrew and Helen and many family and friends around the world.

GROUP RALLYING EDITOR

DAVID EVANS

"Shelsley altered my opinion of hillclimbs"



I've never been a big fan of climbing hills. Don't mind coming down them and I like looking at them, but I'm more than happy to let a chairlift or car take the strain on the ascent.

Last weekend changed my mind. I climbed a hill in Worcestershire for the first time and thoroughly enjoyed the view. Looking out over the valley through which the River Teme winds its way, the scene was unmistakably that of an idyllic English summer afternoon.

Then the day improved immeasurably as the first in a long line of Group B cars left the line and powered through a long left-hander just beneath my feet. Perfect just got better at Shelsley Walsh's Classic Nostalgia event.

Last month's Goodwood Festival of Speed had whetted the appetite with Audi UK's quattro S1 E2 and that car was back with the David Llewellin remaining behind the wheel. You simply never tire of watching drivers of Dai's ability trying to persuade way too much horsepower to find traction via a set of soft-compound wets.

It was the same for Jimmy McRae, reunited with the Prodrive MG Metro 6R4 he drove in 1986. As was the case then, the five-time British champion had embarked on this event with advice ringing in his ear from David Richards. This time, however, DR's words were more focused on the net worth of the beautiful Rothmans-dressed machine rather than how to best use it to edge Llewellin's RED 6R4 or a Hannu Mikkola-wheeled Audi.

Russell Brookes completed the period job perfectly with an Opel Manta 400 while Ryan Champion made a brave hill debut in a Ford RS200.

I'd been in two minds about whether or not to go. I'm so glad I did. Not often enough do we get the chance to wheel these cars out and listen to their tunes – and the same should be said about the drivers and their stories.

The banter between Llewellin and McRae was like the last three decades had been wiped away in a flash.

I was, of course, slightly miffed that Group B and the boys weren't seen as the main event. But even I had to admit I was mighty impressed at the sight of the Type C Auto Union, and that was before I heard the backstory of Hans Stuck driving a similar motor up the same hill his father had 80 years earlier.

I'd never expected the cake to be iced in quite such a way. But it was.

Just before I go, I'd like to take this opportunity to express my sadness at the death of Malcolm Neill. When I first started in this job, folk like Malcolm scared the life out of me. He didn't suffer fools, so once I'd blindsided him and got him sitting down, I thoroughly enjoyed every moment that we worked together.

As Andrew Kellitt says in *MN*'s obit, he was something of a visionary in the way he ran a rally and it's his sort that added a real richness to the fabric of our sport.

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'Ahlin-Kottulinsky after more BRX'

Swede wants RX150 return, p28



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

MONTE ROUTE IN HUGE OVERHAUL



Event changes for 2017

Next year's Monte Carlo Rally – the first event for the next generation of World Rally Cars – will be 85 per cent new compared with this year.

The Automobile Club de Monaco revealed details of the 2017 season opener earlier this week. The biggest change to the itinerary is the loss of the legendary Sisteron stage, which has traditionally been the last action in the Haute-Alpes region before the cars head south for Monaco.

The season officially starts on Monday January 16, when the crews embark on two and a half days of recce in the French Alps. Shakedown remains the same as last year, close to Gap. The ceremonial start is out of Monaco on Thursday January 19 at 1815 with two stages planned before an overnight in Gap.

The second of those two tests (Bayons-Beziers) is new and replaces Sisteron on the run south.

Friday is the longest day of the event with 100 miles of competition split between two loops of three stages. The action remains in the same region as last year, but with alterations to all three of the roads used.

Saturday's opener is cut short from last year (20 miles instead of 34). Once again the stage starts in Lardier et Valenca, just outside Gap, but this time it heads north to Oze instead of south to Faye. The day's second test starts from La Batie Monsaleon and finishes in Faye.

Sunday is two runs at the three-mile Luceram-Col St Roch, the second of which is the powerstage. They sandwich the run from La Bollene Vesubie-Peira Cava, which means an identical run over the Col de Turini as this year.

A change to the final day is the replacement of Sunday morning service with a tyre-fitting zone. It means the rally cars will have no assistance after the 170-mile road section on Saturday night.

The rally finishes outside the palace in Monaco at around 1400hrs on Sunday January 22.

Ingram hoping for co-driver reunion

After competing on their first rally together, Chris Ingram is hoping Elliot Edmondson will stay on for the rest of the season as the Brit looks to win the European Junior Championship.

Ingram parted ways with Katrin Becker with the hope of securing a navigator closer to home for Rally Estonia. Brit Edmondson stepped in and the duo headed title rival Marijan Griebel heading into Sunday's Stages.

"I think he'll stay on," said Ingram. "Hopefully we'll do the whole of the season now but it's not quite confirmed yet. I still want to put a bit more funding together. It was probably one of the most enjoyable weeks of the year thanks to him."

Ingram slipped behind Griebel on Sunday after he was forced to sweep the road due to the ERC reversing the running order of the top 10 on the final day.



Edmondson (r) could return

The Manchester driver said he sympathised with WRC's Sebastien Ogier and his plight at running first on the road.

"The stages felt perfect but it was slow because it was loose. I know how Ogier feels now, it's mad.

"We went to bed and only then found out we were first on the road. We didn't know [on the super special]. We were 11th going in to the superspecial but pushed on a moved up to 10th. That put us first on the road."

Loeb helped by team-mates in Silk Way Rally

Sebastien Loeb has endured mixed fortunes on his Silk Way Rally debut – the Frenchman admitting he had team-mates Stephane Peterhansel and Jean-Paul Cottret to thank for his continued participation in the race from Moscow to Beijing.

Loeb's event didn't get off to the best of starts when he and Daniel Elena lost 12 minutes trying to find a way point on the fourth day.

Further time was lost on the road from Astana to Balkhash in Kazakhstan when Loeb stopped to help Peterhansel roll his 2008 DKR back onto its wheels.

Peterhansel would repay the favour on Monday, when Loeb got stuck on the section near Hami in China.

Loeb said: "We lost about 10 minutes and Daniel even thought our rally was over. A huge thank you, therefore, to Jean-Paul [Cottret] for helping us to dig ourselves clear. After that, we pushed very hard in order to make up ground and we ended up with the second-fastest time – so you can tell we weren't hanging about."

Peterhansel said at the end of the stage: "Jean-Paul dug like a madman for 10 minutes to help Sebastien."

Peugeot is running one-two with Despres 12 minutes clear of Loeb. Al Rajhi is third and first Mini, 27 minutes off the front.



Loeb: eventful Silk Way Rally

Chris West is close to an Ulster deal as Vauxhall put an entry in

Chris West is hoping to put together a deal to compete in the Ulster Rally in the vacant Vauxhall Junior British Rally Team's Adam R2.

West – who won this year's Brands Hatch Stages in his Peugeot 306 Maxi – is looking to benchmark himself against the current BRC Juniors, including would-be team-mates Rob Duggan and Mattias Adielsson.

"Obviously I'm not entering the BRC championship for the juniors because I'm only doing one round," said West. "But if I can go there and beat them or be in the top three I'll be very happy. It's a case of hopefully getting used to the car and hopefully next year I'll be able to do it [the BRC Juniors]. That's the aim but it depends on sponsorship, I can't fund it on my own."

Team boss Simon Mauger added: "We're just waiting for insurance and budgets and stuff like that but obviously I've know Chris and his dad for a long time and he keeps pestering me to let him out in the car!"



The Adam West could drive

NATIONAL RALLYING EDITOR

JACK BENYON

"Finally, good news for Welsh rallying"



Finally, signs of movement. Rally4Wales' business proposal is at least being looked at by the Motor Sports Association. It's a good week for rallying this week.

There's been a definite shift in recent weeks towards the decision-making side of rallying's future in Wales. All parties want the best for themselves, but perhaps realisation has kicked in that a decision needs to be made, and made soon.

R4W's proposal involves a co-operative with Coedwigaeth Percelyn, run by former competitor Richard Ceen who runs his own forest complex, and here's where this could be a double dose of good news.

It's been said countless times on these pages by staff and drivers, but the quality of the forest roads in Wales have been decreasing for some time. With Ceen and Rally4Wales cleaning the roads, competitors will have to maintain current entry costs (although that is only rumoured and could change by the final deal) but will benefit from better roads.

There's still a long way to go, but the signs of doors opening and discussions being entered into is something almost unimaginable a few months ago.

That's not the only good news for Welsh rallying. It's giant-killing rally driver Matt Edwards has triumphed for the little man and scored a big entry in the BRC next year. While this isn't a fundamental change in rally funding, and Peter Smith doesn't deserve to have his front door cluttered with people asking for a Fiesta World Car, it is a sign that hard work is rewarded. Smith – after helping son Guy Smith in his career – has mentored and helped Edwards in a truly selfless manner. Giving him a lot, but not quite enough forcing him to get out and find the rest. A life lesson Edwards reckons he wouldn't be the same without.

Edwards debuted splendidly in a Fiesta on the DMACK Carlisle Stages and it's only recently come to light (*see story on p15*) that the car was an R5 and not an R5+ which makes the fact he was leading over Desi Henry even more impressive. Edwards had that lead in a Fiesta equal to the Skoda of Henry.

With Edwards out in the Fiesta on the Ulster, there's another driver in a similar car who could be one to watch out for.

After an excellent second place on the Pirelli Carlisle, Matthew Wilson is planning another comeback on the same event. It would be great to see the Cumbrian back out on asphalt and increasing what could be one of the largest R5 contingents of the year in the championship as it combines with the Irish Tarmac Championship for a second time this year. It's nice to celebrate some good news, for a change.

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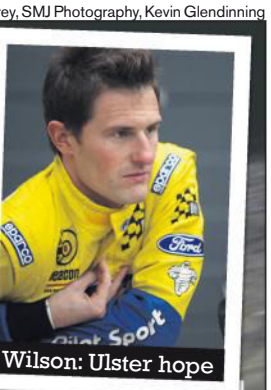
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RALLY NEWS

Photos: Jakob Ebrey, SMJ Photography, Kevin Glendinning

WILSON LOOKS TO ULSTER FOR MORE BRC ACTION

Cumbrian's comeback could take in Tarmac event



Wilson: Ulster hope



Wilson managed second on BRC return

By Jack Benyon

Matthew Wilson is targeting a second British championship outing on the Ulster Rally next month, providing he's not called on to test M-Sport's new-generation World Rally Car.

Wilson finished second to Fredrik Ahlin on the Pirelli Carlisle Rally in May to end an 11-year absence from his domestic series. He was a regular in the WRC from 2006 to 2011 before stepping down from full time driving to develop the Ford Fiesta R5 and help manage the Bentley GT programme, run by his father Malcolm's M-Sport organisation.

"I'm trying to do it [Ulster]," said Wilson. "At the minute we're looking to get the 2017 car running as soon as we can. As soon as that calendar is fully confirmed, I'll probably be doing a lot of the initial driving. So as long as everything fits around that – obviously that's the priority – I'd love to try and do it for sure."

Wilson's BRC return earlier this year was all the more impressive due to the lack of a test beforehand because the car he drove had been used by Elfyn Evans on Rally Argentina the previous week.

The Cumbrian has always favoured the Northern Irish event and hopes he would be on the pace should he compete.

"Tarmac is one thing I've done a lot less of," added Wilson. "It would maybe just take that little bit longer to get back into it, but you never know. It surprised me on the Pirelli how quickly it came back."

The 29-year-old has started the Ulster twice, finishing sixth on both occasions in 2004 and 2005.

Notorious Rousky stage will return to Ulster

This year's Ulster Rally will feature the return of the infamous Rousky stage, one Matthew Wilson once labelled as the most challenging in the BRC.

Event clerk of the course Gary Milligan believes the stage is more like an Isle of Man test in nature with plenty of tricky parts including a demanding right-left section.

"It's a bit like an Isle of Man stage," said Milligan. "Up over moorland with cattle grids, you're going pretty fast and suddenly there's an unseen right. It becomes a bit of a graveyard for cars. It was 2004 or 2005 we had five or six cars in the bog on that corner."

Wilson echoed Milligan's views on the tricky section when describing the challenging test to *MN* in 2005.

"One bit in particular is very deceptive," said Wilson. "You're driving across a moor on a tight, single-track road and you come over a crest. It looks as though the road goes straight on, but it actually leads into a slow right and left-hand complex. It's very easy to get things wrong."

Wilson confirmed that if he could do the event in 2016 then Rousky would be a draw: "That would be one of the stages I'd look forward to and maybe one you'd pay a bit more attention to on the recce as well."

Frank Kelly targeting Mull with free entry

Former BTRDA Silver Star champion Frank Kelly could enter the Mull Rally this year after winning a free entry on the Donegal National Rally.

The event offered a free entry to the highest-placed Irishman in Donegal and Kelly took the prize finishing second overall.

Now Kelly will bring his famous Ford Escort 'Baby Blue', which has become a YouTube sensation thanks to Kelly's flamboyant and all-out style.

"We've been trying to get to Mull for the last three or four years," said Kelly. "But when you get to the end of the season you've run out of budget or you've written the car off. It's firmly etched in our calendar now providing nothing goes wrong."

Kelly says he's is well aware of the challenges Mull presents.



Kelly's 'Baby Blue' Escort

"What I'd love to do is try and get through the damn thing," he said. "You've got local guys in Vauxhall Corsas catching you on stages, so I have no thoughts of winning anything. From what I hear it's similar to bumpy Irish Tarmac."

Stone to enter Harry Flatters after 12 years

John Stone will compete on the Harry Flatters Rally for the first time since 2004 when he takes part on the Tarmac event on July 31 in a rare Ford Fiesta.

Powered by a 2.5-litre Millington engine, the car has proved relatively reliable since Stone purchased it from Roger Moran. The rally on July 31 is a chance to perfect the set-up.

"Usually the rally falls on my daughter's birthday but it's the day after this year," explained Stone of the Epynt event. "Also it gives us the chance to try harder suspension. We want to have a play with the springs. We're taking more mechanics than we would normally do so we can swap some spring rates through the day."

Stone is also hoping to give the car its gravel debut on the Grizedale Stages in November.

"We did Grizedale on the Malcolm Wilson this year and I really enjoyed it," added Stone. "It was all smooth and flat so what could possibly go wrong? It's all off-the-shelf parts, the S2000 gravel kit. The only thing we're short of is dampers now."



Stone's rare Fiesta S2500

PRINGLE DELIVERS STRONG IMOKILLY MINI STAGES VICTORY PAGE 17



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RALLY NEWS

Photos: Writtle Photographic


Edwards has celebrated BRC 2 championship success


Will Rogers will join Edwards in Ulster and for 2017


This is how Edwards' Swift Fiesta will look

EDWARDS GETS SWIFT FIESTA R5 FOR BRC

Matt Edwards will step up to the top class of the British Rally Championship with a Ford Fiesta R5, starting with August's Ulster Rally.

The Welshman sealed the BRC 2 championship on the Nicky Grist Stages earlier this month, and thanks to a deal between DMACK, M-Sport and long-term sponsor Swift Group, he'll join the likes of Elfyn Evans and Tom Cave in BRC 1 for the final two rounds of the 2016 season ahead of a full campaign in the machine next year.

"It's a big relief," said Edwards of the opportunity. "I've put everything I've had into this for so many years. I haven't achieved what I wanted to achieve yet, but I've got the chance at achieving what I want to."

Edwards has consistently beaten R5-spec cars in his production class Mitsubishi Lancer E9, and made a one-off appearance in an R5 in May for the DMACK Carlisle Stages. The car was entered as an R5+, which has a bigger restrictor than a standard R5, but in fact the car was running to R5 Evo specification.

He was leading the event ahead of Desi Henry – who finished third overall on the last two rounds of the BRC – by 14s before a technical problem ruled him out. Edwards is now hoping that he can show his ability in a top-class car, a chance he never thought he'd get.

"I'll find out what I've always wanted to know, even if it's four or five years too late, whether we can do it at this level," added Edwards, who will continue to be co-driven by Will Rogers. "We've done a lot in lesser cars but never had the best machinery."

Regular national rally competitor Peter Smith, who is chairman of Swift Caravans, is continuing to support Edwards because of the effort he puts into competing.

"He puts everything he can into it," said Smith, father of 2003 Le Mans winner Guy. "He's got the only self-built car in the top 15 of the BRC. Nobody else is working all night putting everything he has into his car to prepare it on his own. Against a lot of adversity he's come out on top, I think he'll do really well and that's why I want to help him.

"I've never given him enough [to compete]. I've always given him a little bit, but he's had to go and find the rest."

Swift has a history in rallying dating back to the 1970s with the likes of Ron Beercroft, an *MN* Road Rally champion.

"Swift are delighted to be launching the Swift Rally Car and continuing our support of Matt," said Nick Page, group commercial director. "We have had a long and successful association with the world of rallying and 2017 once again promises to be a very exciting year."

Welsh Junior Jones could take year out for new car

Newly crowned Welsh Junior champion Andrew Jones could take a year out of rallying to focus on building a new car.

Jones hadn't planned to do the whole Vital Equipment-backed series, but found his results were impressive enough to top the young driver section and leave him second in the overall standings after the Nicky Grist Stages earlier this month.

"I did the Cambrian and thought it would be a one-off," Jones explained. "My dad registered me for the championship and it went from there."

Jones' results have been impressive given the car he's driving, a road rally-specification Fiat Punto. Now he'll weigh up the options of a new car.

"It's just a Pinto built to do road rallies," added Jones. "I'm going to finish the championship now but I'm not sure what's going to happen next year. I could take a year out to save some money. I'd like to build a historic car or something similar to what Boyd [Kershaw] has with the Vauxhall and sequential gearbox."



Deadlock over Welsh forest rallying nears conclusion

The future of rallying on publically-owned forest roads in Wales has taken a step closer to being safeguarded as the Motor Sports Association and Natural Resources Wales discuss a road-preparing scheme with Rally4Wales.

The MSA and NRW have been in deadlock over a new master agreement. NRW wants to increase the costs of rallying in its forests by almost 100 per cent as it looks to recoup repair costs.

Now the two bodies have begun negotiations with Rally4Wales which put forward a business proposal to prepare and repair roads for rallying in the Principality (*MN*, June 15). The road repairs would be carried out by civil engineering firm Coedwigaeth Pencelyn, which would be contracted by the individual rallies, not by the MSA or NRW.

A spokesperson for NRW told *MN*: "We need to make sure that we can continue to deliver the wide range of services that the forests provide to the people of Wales. To do this, we must recover the cost of repairing the roads after rallies. We have had a constructive meeting with Rally4Wales and we continue to work with the MSA to reach agreement. We hope to find a resolution that will allow fans to enjoy the sport and ensure the forests are protected and maintained for the future."

Governing body the MSA confirmed negotiations are ongoing.

"Negotiations are continuing between the MSA and NRW, and those discussions include the proposals put forward by Rally4Wales," said MSA chief executive Rob Jones. "Separately but overlapping, the MSA is in discussion with Rally4Wales. All parties are aware of the need for the earliest possible resolution, whatever this might be. Although an agreement for the rest of 2016 has not been reached at this time, it is hoped that there will be no need for further interim measures and that a longer-term solution can be found in the near future."

MN understands that if the NRW and MSA accepts Rally4Wales' proposal, costs will remain similar to 2015.

EDWARDS READY FOR BRC

Photos: Jakob Ebrey



Edwards shone in BRC 2

MATT EDWARDS: GIANTKILLER

Joining a tough BRC crowd, star man has faced adversity before. By Jack Benyon

It's in the face of adversity that a person's breaking point will be tested to the limit. For Matt Edwards that came on November 11, 2014. The Roger Albert Clark Rally.

On the final day, the clerk of the course discovered a notepad containing pre-event research in co-driver Paul Morris' bag. They were thrown out of the lead and the event despite having unmarked maps. They also offered all their onboard videos from the event to the clerk to prove the notebook hadn't been used, as the event doesn't allow pacenotes. They were given the chance to check in early and take a penalty at the final checkpoint, or carry on and risk exclusion. Edwards elected to continue.

Without a special moment between Edwards and long-term backer and friend Peter Smith, this feature would be about a driver whose career had ended. Not beginning.

Now Edwards has clinched the British Rally Championship's BRC 2 division in his Swift Caravans-backed Mitsubishi Lancer E9, he is only looking forwards.

"If it wasn't for Pete being there when it was all unfolding, giving me a hug when I was in bits, I reckon I'd have stopped rallying there and then," says Edwards. "I'll never forget what he said: 'you won't be judged on what's happened, it's how you deal with it after'. And that was something that will stay with me."

Edwards had been to the crew who were second – Matthew Robinson and Sam Collis – to tell them the situation, as Edwards explains: "I didn't want [Robinson] going hell for leather trying to pull back 20s on us if we knew we were going to get excluded anyway. Sam is one of my best mates and he was the best man at my wedding. I didn't want him getting hurt and Robbo too. I love competition: that's what we all do it for at the end of the day."

And that could have so easily been the end of the career for Edwards, but thanks to Smith and his family, he was back for more in the new year.

Speaking of family, that's where Edwards' rally story started. His father – Alyn – is the Cambrian clerk of the course and Wales Rally GB organiser, not to mention former national rallying competitor. It wasn't long before Matt was following in his father's footsteps. He took to the stages for the first time back in 2004 in a Vauxhall Astra.

"I bought the shell without telling my dad," he recalls. "The first thing he heard about it was that we needed a trailer to go and pick it up."

The Astra was a successful proving ground for Edwards. After a handful of events in 2005, he won his class in the ANWCC championship and in 2007 he conquered the BTRDA B8 class for eight-valve 1400-litre cars. It was where his David-and-Goliath reputation began.

After successful one-offs in Geoff Jones' cars – who Edwards worked with at the time – it was time for a step up and Edwards took on a young Craig Breen in the Fiesta Trophy in the BRC in 2009. While Edwards was working for M-Sport rebuilding Breen's gearboxes, he was assembling his own Fiesta in a three-sided barn from discarded parts. It went pretty well.

"We were second on the Malcolm Wilson, the first round, and we won the Bulldog," adds Edwards. "Craig Breen had done the recce and was doing the international event, we did the rally on the tyres we finished the Malcolm Wilson on and beat him on every stage. Craig was quite new to it. But he'd done more rallies than I'd done in my career."

Despite the Vauxhall, Fiesta and Subaru usage, Edwards is most commonly associated with his Lancer E9, perhaps for his performances in 2012 in the BTRDA where he finished second. That was following on from a 1400 championship title, with a ninth overall finish on the Cambrian which warranted a second place in *MN*'s best gravel moment of the year award.

But one of his absolute career highlights came in 2013 on the Trackrod Rally. After making a switch to a historic Escort at the end of 2012, he took on Steve Bannister – who's in double figures for wins on the event – and beat him in his own backyard.

"A lot of the pressure I've been under on various events since then, I always come back to that day," says Edwards. "I don't think I'll ever feel *that* under pressure again. Bannister was playing all sorts of tricks, going into the last stage, everyone was saying 'you may be 16s ahead now but you'll be 16s down coming out of the stage'. All that sort of stuff. He only had one second off us.

"The enormity of what I was about to do was quite stressful. To beat Bannister on his home patch was a big thing, for me not to have been an Escort man and to have got used to the car in a year, that was one of my biggest achievements in my book."

After the R.A.C. incident in 2014, Edwards suffered a huge crash while co-driving for George Lepley on the Malcolm Wilson early in 2014. That curtailed his running, but he made the choice to return to the BRC over the BHRC for 2016. And a BRC 2 championship followed, again in a self-built car.

He's overcome enough adversity to last a lifetime. Like many drivers at a grassroots level, Edwards has forged a path irrelevant of salary or funding. He competes because he loves the sport, and has worked hard to reach this position.

Next year he'll face the adversity of his strongest competition yet. But if anyone is ready for the challenge, Edwards is. ■



Edwards has drawn admirers



Edwards Mk2 was problematic

CV

2016: BRC 2 champion
2015: Injured in co-driving crash, won on return on Gareth Hall Memorial Stages
2014: Cambrian class winner, Tour of Hamsterley and Malton historic winner
2013: Trackrod historic winner, Wyedean, Malcolm Wilson and Dukeries class winner
2012: Second in BTRDA in B13 Mitsubishi Lancer E9. Bulldog National winner
2011: Bulldog BRC Challenge winner
2010: BTRDA 1400 champion, MSA English champion, Mid Wales winner
2009: Second in BRC Challenge/ Fiesta Sport Trophy
2008: Four-wheel-drive debut
2007: BTRDA B8 class champion in Vauxhall Astra
2004: First rally in a Vauxhall Astra



Fiesta was built in a hermit barn



Edwards' rallying started in the grassroots Astra with father, Alyn



Mid Wales Stages win in 2010



MG stint was a successful one

ERC REPORT

Photos: FIA ERC, Kevin Money



Latvian benefitted from Lukyanuk's crash

TWO OUT OF THREE FOR SIRMACIS AS LUKYANUK CRASHES

Sirmacis has two wins in three starts in Skoda Fabia R5

Ralfs Sirmacis scored his second European Rally Championship victory from three starts after Alexey Lukyanuk crashed on the penultimate stage of Rally Estonia.

Lukyanuk had led from the beginning of the event, but his bid to repeat his 2015 victory ended in tatters when a steering arm on his Ford Fiesta R5 broke upon landing after a jump, causing him to rip a wheel off against a tree.

Sirmacis had matched Lukyanuk's four stage wins on Saturday but was 28 seconds behind the Russian prior to his retirement. The 22-year-old Latvian, who won the Acropolis Rally in May on his debut in a four-wheel-drive car, was forced to return to his former co-driver Maris Kulss for the event after regular navigator Arturs Simins went down with a fever.

"It's great to win but I'm a bit sad about how it happened," Sirmacis said. "I want to win in battle, not because Lukyanuk crashed."

Reigning champion Kajetan Kajetanowicz had a muted run to second, unable to match the pace of Lukyanuk and Sirmacis on an event they know well. A power steering failure on the last proper stage on Saturday and a 10s penalty for being late out of service after a gearbox change contributed to him ending up 1m34.5s down on Sirmacis.

Lukyanuk had been poised to cut the gap to Kajetanowicz at the top of the standings to just a single point, but the Fiesta driver now takes a 37-point advantage to Rally Rzeszow in his native Poland next month.

Local driver Rainer Aus made the podium for the second year in a row in his Mitsubishi Lancer E9 and won ERC2 after two years of playing second fiddle to Lukyanuk. Compatriots Egon Kaur and Siim Plangi ran just ahead of him before being halted by engine and clutch issues respectively. Aus began the final day close to Kajetanowicz but ended it only narrowly holding onto third after a rock broke his rear differential.

Raul Jeets, team-mate to Sirmacis in the Sports Racing Technologies Skoda operation, matched his fourth place from the Acropolis on his home event, notching up a win on the Elva street stage for the second year in succession. Polish Fiesta drivers Jaroslaw Koltun and Lukasz Habaj completed the top six.

The attrition among the four-wheel-drive cars – which included Toyota proteges Hiroki Arai and Takamoto Katsuta rolling their Tommi Makinen Racing-entered Fiestas (Katsuta doing so again on his first stage after restarting) – meant that ERC Junior winner Miko Niinemae finished seventh overall on home soil.

Junior points leader Chris Ingram sat third in the category for a while behind the duelling Peugeot drivers Niinemae and Nikolay Gryazin, but by moving up into 10th overall on the Elva stage on Saturday night meant he had to open the road on Sunday – as the top 10 cars are reversed for the final day in ERC rules – and fell behind Opel team-mate Marijan Griebel who ran 11th on the road.

Therefore, when Gryazin rolled out of contention, Ingram was unable to continue his streak of second-place finishes, coming home 4.7s behind Griebel. He will take a reduced margin of 11 points over the German onto the penultimate Junior event, Barum Czech Rally Zlin.

Gryazin's older brother Vasily survived a roll of his own to finish the rally in 18th overall on his return to the ERC after being seriously injured in a road accident prior to last year's Rally Estonia.



Ingram was hampered by running first on the road on Sunday

RESULTS

Rally Estonia, European Rally Championship, round six of 10, July 15-17

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ralfs Sirmacis/Maris Kulss	Skoda Fabia R5	1h44m16.2s
2	Kajetan Kajetanowicz /Jarosław Baran	Ford Fiesta R5	+1m34.5s
3	Rainer Aus/Simo Koskinen	Mitsubishi Lancer E9	+3m44.8s
4	Raul Jeets/Andrus Toom	Skoda Fabia R5	+4m03.4s
5	Jarosław Koltun/Ireneusz Pleskot	Ford Fiesta R5	+5m02.3s
6	Lukasz Habaj/Piotr Wos	Ford Fiesta R5	+8m07.6s
7	Miko-Ove Niinemae /Martin Valter	Peugeot 208 R2	+10m36.0s
8	Alexander Mikhaylov/Normunds Kokins	Mitsubishi Lancer E10	+11m00.3s
9	Marijan Griebel/Pirmin Winklhofer	Opel Adam R2	+11m15.8s
10	Chris Ingram/Elliott Edmondsen	Opel Adam R2	+11m20.5s

Class winners ERC2: Aus/Koskinen; ERC3: Niinemäe/Valter; ERC Junior: Niinemae/Valter

RALLY REPORTS

Fowden and Wakely continue strong form

Brawdy Stages Rally

By Ian Harden

Organiser: Pembrokeshire Motor Club **When:** July 17 **Where:** Brawdy Airfield, Pembrokeshire **Championships:** Gwynne Speed Rally Challenge, Pembrokeshire MC **Starters:** 56 **Stages:** 6

Brave driving in persistent foggy conditions gave Subaru Impreza WRC duo Paul Fowden and Paul Wakeley victory by 1m13s following a dominant display.

Early morning thick fog drastically reduced driver visibility, but Nigel Gibbard / Ceri Morgan (Darrian T90) seemed unfazed and led after stage one. Fowden fought back immediately, taking nine seconds out of his rivals on stage two and moving into a lead he never relinquished. As conditions improved in the afternoon, Fowden set three successive fastest times to consolidate victory.

Carl O'Grady, with co-driver Ellie Williams in only her second-ever senior rally, challenged Fowden hard and consistently set top three times on their way to second in a brilliant display in their Nissan Sunny F2.

Thomas Cooper recovered well from a slow opening stage to overhaul John Lewis/Jason Thomas (Darrian T9) for fourth and, when Gibbard slid off the track into retirement on the penultimate test, he and co-driver Paul Williams steered their Mitsubishi Lancer E9 into the final podium spot.

Results

1 Paul Fowden/Paul Wakeley (Subaru Impreza WRC) 1h11m11s; 2 Carl O'Grady/Ellie Williams (Nissan Sunny F2) + 1m13s; 3 Thomas Cooper/Paul Williams (Mitsubishi Lancer E8); 4 John Lewis/Jason Thomas (Darrian T9); 5 Jayran Lewis/Elian Lewis (Vauxhall Astra); 6 Darren James/Dylan Jones (Lancer E6); 7 Tony Rendell/Lisa Simeone (Ford Escort Mk1); 8 Alex Rossiter/Ian Davies (Escort Mk1); 9 Wayne James/Stuart Harries (Peugeot 205 GTi); 10 Alun Griffiths/Peter James (Lancer E6).

Class winners William Mains/Iwan Griffiths (Vauxhall Corsa); Lewis/Thomas; O'Grady / Williams; Cooper/Williams; James/Harries; Rossiter/Davies; Ian Taylor/Neil Rees (Escort RS).

Punctures rule as Welch/Tolson take late glory

Twyford Stages Rally

By Peter Scherer

Organiser: Mid Derbyshire MC **When:** July 17 **Where:** Twyford Wood, Lincolnshire **Championships:** ANEMMC; ANCC; EMAMC; ANWCC **Stages:** 8 **Starters:** 65

David Welch and Connor Tolson lost their lead on stage two after a costly puncture, but sealed victory on the final test when Andy Rowe and Cat Lund suffered a similar fate.

Welch's Impreza had a 13-second edge over Rowe's Mitsubishi Lancer E2 on the opener, but the leader's second-stage puncture dropped him to fifth behind Rowe, Ian Tiffany/Graham White (Impreza), Adrian/Lindsey Baker (Escort) and Chris/James Greenall (Nova).

By the end of stage three, Welch was back to the runner-up spot, 49s off the lead, which continued to be chipped away until Rowe punctured on stage six. Into the final stage the deficit was down to four seconds, but Rowe picked up another deflation, handing Welch victory by 38s.

Tiffany retained a comfortable third from stage three, but with



Puncture affected Welch on SS2

Greenall retiring on stage five, fourth became an Escort duel between Adrian Baker and his son Dean Baker, who was being co-driven by Andy Falconer. Both had a couple of spins but Dean had the edge until his new engine let him down on the very last stage.

Results

1 David Welch/Connor Tolson (Subaru Impreza) 1h24m31s; 2 Andy Rowe/Cat Lund (Mitsubishi Lancer E2) +38s; 3 Ian Tiffany/Graham White (Impreza); 4 Adrian Baker/Lindsey Baker (Ford Escort Mk2); 5 Nick Stamper/Matthew Daniels (Impreza); 6 Chris White/Chris Dewsnap (Escort Mk2); 7 Richard Warne/Chris Deal (Escort Mk2); 8 Iain Scott/David Cottrell (Peugeot 205 Gti); 9 Garry Hirst/Stuart Popplewell (Lancer E9); 10 Andrew Staton/Holli Staton (Impreza).

Class winners Paul Ginns/Connor Poole (Nissan Micra); Rob Jones/Tony Archer (Ford Fiesta); John Godbehere/Ryan Godbehere (Ford Puma); A Baker/L Baker; Clive Hitchman/Jeremy Griffiths (BMW 328 Coupe).

Pringle scores comfortable Imokilly win

Imokilly Mini Stages

By Brian Patterson

Organiser: Imokilly Motor Club **When:** July17 **Where:** Midleton, East Cork **Championships:** Plasticbags.ie Southern Four Rally Championship **Stages:** 6 **Starters:** 86

Jonathan Pringle maintained his run of good form this season with victory on the Imokilly Mini Rally in Cork.

The Escort Mk2 pilot was pushed on by reigning Irish Tarmac Modified champion Declan Gallagher, with guest co-driver Shane O'Mahony in the hot seat of his Starlet RWD.

Pringle had a few worrying moments during the day. At the first junction of stage three, a repeat of the opening Cloyne test, his Escort's gearbox jammed momentarily and the car spun backwards into the scenery, albeit without significant consequences.

Although he lost little time, the exhaust was broken and stayed that way for the remainder of the stages. "We made a good start, pulled out a decent lead, so there was no need to go mad towards the end. I was surprised we didn't drop time," Pringle said afterwards.

Enda O'Brien took third overall in his Escort Mk2, just 1.5s behind Gallagher and 5.5s ahead of Chris Armstrong and Chris Melly.

Results

1 Jonathan Pringle/James Fulton (Ford Escort) 43m52.3s; 2 Declan Gallagher/Shane O'Mahony (Toyota Starlet RWD) +30.9s; 3 Enda O'Brien/John Butler (Escort Mk2); 4 Chris Armstrong/Chris Melly (Escort); 5 Colin Byrne/Brian Quinlan (Escort Mk2); 6 Daniel Cronin/JJ Cremin (Mitsubishi Lancer E9); 7 Tom Flaherty/Martin Flynn (Escort Mk2); 8 Mark Dolphin/Colin Fitzgerald (Escort Mk2); 9 Donal O'Brien/Stephen Quinn (Escort Mk2); 10 Frank Kelly/JJ Harrington (Escort Mk2). **Class winners** Billy Ryan/Gavin J Downey (Honda Civic EK4); John S. Quill/Liam Brennan (Citroen C2 R2); Kevin Dolphin/Martin O'Brien (Renault Clio S1600); Philip Cross/Tony Hennessy (Lancer E9); Pat Ryan/Jack Dalton (Escort Mk2); Jerry O'Mahony/Willie Buchanan (Escort); Simon Reid/Richard Cleary (Civic); Richard Harney/Brian Harney (Escort Mk2); Kevin Cole/Matthew Kirwan (Escort Mk2); Leonard Downey/Mark Murphy (Escort); Armstrong/Melly; Eric Calnan/Aileen Kelly (Peugeot 106 S16); Cronin/Cremin.

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HISTORICS

'Llewellin wows the crowds with Audi run'
Quattro is a showstopper, below



Photos: Paul Lawrence

DOWN THE WORKSHOP WITH

WHISTLING BILLY

Steam-powered racing car
Current owner: Bob Dyke

It's a famous steam car
'Whistling Billy' was one of the leading cars in American dirt track races in the 1900s, but was badly damaged in an accident in 1912 and left to rust on a farm.

It was very successful
The car was built specifically for racing by the White Sewing Machine Company in 1905. Originally called the 'White Rocket', the car was christened 'Whistling Billy' due to the noise from its burners. It won many races and in 1905 took nearly four seconds off the world track record for a mile-long dirt track.

Bob Dyke recreated it
In 2004 Bob Dyke began the long journey to recreate the car. On a trip to America, he bought a 1906 White steamer. As well as the parts he acquired in America, he took many parts for the recreation from a 1907 20hp White tourer. Bob has been passionate about steam cars since his youth, inspired by his father who owned many steam traction engines and steam cars.

It was a huge project
Dyke says: "It's a faithful, accurate rebuild using mainly correct, original parts from White steamers. I had nine or 10 photographs of 'Whistling Billy' at the time, which were very helpful in figuring out how to put it all together, and allowed me to get the exact dimensions."

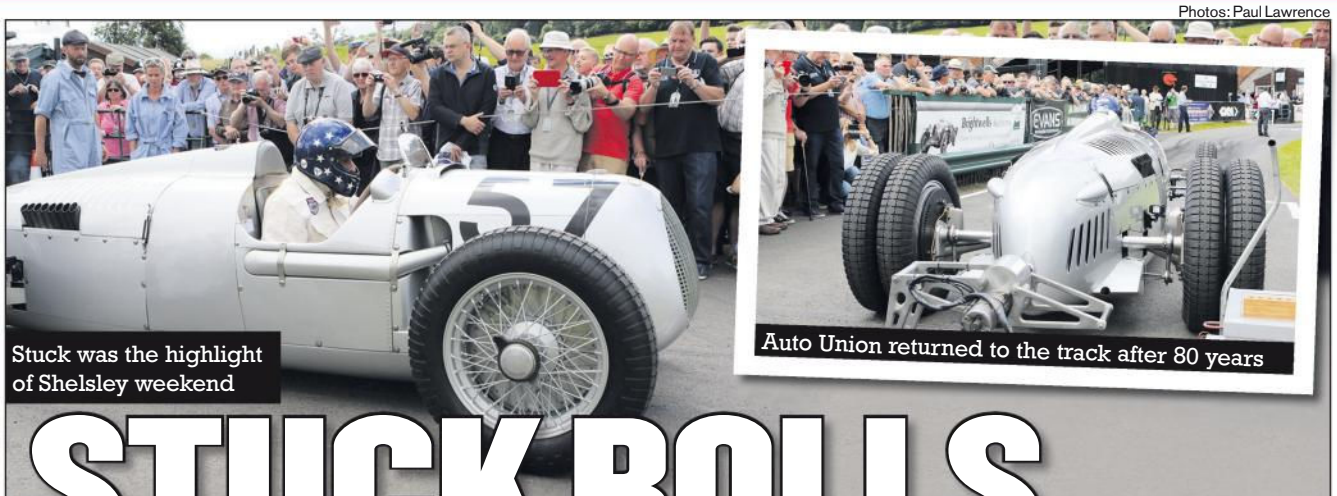
It has been running for four years
The project was finally completed in 2012, and has been demonstrated at a range of events. The car is based six miles west of Land's End, near Penzance in Cornwall.

Now it is allowed to race
Dyke says: "The recent Chateau Impney hillclimb was the first time in competition for 'Whistling Billy'. It's brilliant to be out competing. The MSA stopped us from doing it for many years and it is somewhere around 100 years ago that a steam-powered car last competed in the UK."

There is more work to be done too
Dyke says: "The car wasn't going terribly well at Chateau Impney as I was running at 600psi instead of 800psi because I've got two engines and both of the blocks are cracked at the moment. I cut off the top third of the throttle and I couldn't open it out properly on the straights, which was very frustrating. I'm having new blocks made to cure that though."



Whistling Billy is running



Stuck was the highlight of Shelsley weekend

Auto Union returned to the track after 80 years

STUCK ROLLS BACK THE YEARS

Le Mans winner is the talking point of Shelsley Walsh Classic Nostalgia

By Paul Lawrence

Hans Stuck thrilled a huge crowd at Shelsley Walsh when he took to the famous hill in the 1936 Auto Union C-Type.

Stuck drove the stunning Silver Arrows Grand Prix car at the Worcestershire venue's Classic Nostalgia weekend and honoured his father, Stuck Sr, competing in a similar car.

"It brings back good memories of driving the Auto Union like my father did 80 years ago," said the 65-year-old. "It is a very precious moment."

Stuck set times around the 40-second mark, which mirrored his father's pace in 1936, but ran the 1000-yard hill from a rolling start.

"I think I'm far away from what he did in 1936 but still to drive the car means a lot to me," he said. "It is the first time I have ever been to Shelsley Walsh and it is a unique piece of history. Thanks to the team here for keeping this place alive for the fans and for the history of the sport. I'm totally overwhelmed by the place and the event. I wish there was something like this in Germany."

The visit from the Auto Union was the headline of the weekend, which drew the venue's biggest crowd since the centenary meeting in August 2005.

A celebration of Group B rally cars included Jimmy McRae driving the MG Metro 6R4 he rallied in period.

From two days of competition, fastest times of the day went to Nic Mann in the sensational Mannic Beattie with a new personal best of 25.47s and Keith Harris (Chevron B25) in 29.18s.



Rare Audi goes uphill

IMSA-derived Audi S4 GTO turns heads with Worcestershire outing

An Audi IMSA S4 GTO, never before been seen on British soil, ran at Shelsley Walsh during the Classic Nostalgia weekend.

Now owned by Audi enthusiast John Hanlon, the car only arrived in the UK from America four weeks ago, and was driven by Hans-Joachim Stuck for the first time since 1992.

The car was a rework of the 1990 IMSA GTO destined for South Africa for the Wesbank Modified Race Series.

The car was named the IMSA S4 GTO and chassis number 001, which ran at Shelsley, was the first of only two cars built.

Stuck drove the car to two wins at Killarney in late 1992. It later won the 1993 title before being retired when the series rules were changed for 1995. American Steve Zlotkin bought the project and took it to the US where it remained until his death last year.

German gathering for Group B icons

What is believed to be the biggest ever gathering of Group B rally cars will mark this weekend's ADAC Eifel Rallye Festival.

The event, based in the town of Daun from Thursday to Saturday, will have a total of 64 Gp B and Gp S cars in action.

At the height of Gp B, 63 such cars entered the 1000 Lakes Rally in 1983. Five Lancia Delta S4s, five Peugeot 205T16s and four Audi quattro E2s pack out the entry. Meanwhile 21 Ford Escorts make up part of the entry of over 150 cars as the events celebrates six decades of rallying history.



Group B cars will shine



John Abel completed a hat-trick of wins on last week's Royal Automobile Club 1000-Mile Trial in his 1937 Lagonda LG45. Abel and co-driver Iain Tullie headed the field of pre-war cars after five days of competition from Edinburgh to Woodcote Park in Surrey

Kiwis top Paris to Peking adventure

Teams from New Zealand and Australia were the winners of the 2016 edition of the Peking to Paris Motor Challenge, which finished on Sunday after more than a month of competition.

A total of 98 crews finished. New Zealanders Bruce and Harry Washington won the prize for the Vintageants in their 1929 Chrysler 75 Roadster, while Mark Pickering and Dave Boddy from Australia won the Classic category in their 1973 Datsun 240Z. "Each country was like its own rally," said Harry Washington. "Once you crossed the border, you never knew what you'd get."



Washingtons were on top

IN BRIEF



Peters was a top co-driver

Monty Peters

***MN* is sad to report the death of former leading co-driver Monty Peters at the age of 70. Best known for partnering Paul Faulkner, they enjoyed many successes through the late 1960s and 1970s and they were part of the works Datsun squad on the 1974 RAC Rally. More recently, Monty was a popular competitor in historic sporting trials.**

VSCC at Cadwell

The annual VSCC race meeting at Cadwell Park this Sunday is headlined by the Shuttleworth, Nuffield and Len Thompson Trophies for pre-1961 Grand Prix cars. Other highlights include the Williams Trophy for Bugattis, the annual race for cars from Frazer Nash and GN and the John Holland Trophy for vintage racing cars.

Llewellin's flair

Former British rally champion David Llewellin was one of the stars of the Classic Nostalgia weekend at Shelsley Walsh. The Welsh ace drove a 1985 Audi Sport quattro S1 from Audi Tradition and wowed the fans with his spectacular handling of the brutishly powerful car. The event celebrated 30 years since the end of rallying's Group B era.

Malcolm Neill

The death of Malcolm Neill last week at the age of 72 following a short illness has robbed rallying of one of its leading organisers. He followed his father into racing and rallying in Ireland and later became a prominent organiser, and spent 14 years as manager of the Lombard RAC Rally. He later advised overseas organisers and created the Rally Shows at Cornbury and Chatsworth.

Maki's race outing

The rare Maki F101 is one of the Formula 1 rarities in the entry for the FIA Masters Historic Formula One Championship races at the Silverstone Classic. Belgian Marc Devis will drive the ex-Tony Trimmer Maki while Doug Mockett and Chris Drake bring their Penske PC3s from North America and Philip Hall will race the Theodore TR1. Another fresh car is the ex-Jochen Mass ATS HS01 of Christian Perrier.

Hall tries Group C

Historic racer Phil Hall gave his ex-Randaccio Spice SE91/28 DFR a shakedown at Blyton before heading for Donington Park and a first real test in the Group C car. "This is my eldest son's inheritance; it was raced by Ranieri Randaccio in 1991/92 but had been idle for the last seven years," said Hall. "I scared myself in the first few laps and will scare myself even more with it at the Silverstone Classic."

BRITISH HILLCLIMB CHAMPIONSHIP HITS THE CHANNEL ISLANDS PAGE 29

NASCAR FEATURE

ROUND IN

At the United Kingdom's biggest oval, Jack Benyon g



Ex-Logano Ford is a NASCAR monster

Moonshine. An interesting thought. I'm about to step into a real NASCAR, and something to steady the nerves would be a nice, if not ironic, tonic.

NASCAR originated from Moonshine. In the prohibition era, bootleggers would reinforce the suspension and tune their Ford's and Chevy's in order to outdo the law.

Of course, it wasn't long before they were racing each other around dirtracks and the beginnings of the sport were enshrined.

The car I'm about to step (more like climb) into has come along way since the 1930s though, and from America. I'm at Rockingham to try out a real NASCAR.

The American Race Car Experience (ARCX) is an almost totally authentic one. Any sound-of-mind person would understand that a complete novice shouldn't be strapped into a car of this nature for a type of racing they've never competed in.

For cost purposes, American Race Car Experience use a small block Chevy engine, which doesn't need to be rebuilt every 10 minutes. It also doesn't cost millions per year in a lease deal, which is how the Sprint Cup teams buy engines.

So, yes, the car's got a limiter. But to be honest, it doesn't matter.

Clutch down, clutch up. We're off.

The first thing about the experience which pleases an enthusiast like me is the radio system. Each driver has an allocated spotter, just like in the real thing. He's there to help with racing lines, and telling you whereabouts on the race track the other drivers are.

That's important, as one of my first observations about the car is the lack of visibility. When I say lack of, I mean there is virtually none! You can't see out of the rear quarter panels, so the spotter's importance is actually vital.

And this is a proper trackday experience, so there's other cars to (potentially) crash into out on the circuit. That's no good for the pre-match nerves.

So we've gone through the gears, the power is awesome. It's a combination of the noise and the force. The roar of the V8 is beautiful and the car is eating the asphalt we're running on. There's no way that noise is created by fuel.

Fuel. That's also important. The beast isn't running on Tesco Unleaded, or even Shell V Power. It's on proper American ethanol race fuel used by the NASCAR teams.

There's a common theme here, the experience doing pretty much everything like the authentic Sprint Cup teams. There's a reason for that. Blair Dupree, the owner of the company, has a fair bit of experience with the sport.

"I had 20 years in NASCAR with Petty Enterprises working on the #43 and #45 race cars," he says. "I started out on the race team and worked my way up into corporate sales."

The real thrill of driving the car is wrestling it through the corners. The weight of the steering is equivalent to a good workout in the gym. How the pros do it at places like Bristol for three hours in a racing environment and at a considerably higher speed is bewildering.

It's not just the steering, it's the weight of the car itself. When you come off a straight into the banked corners, it is a gravity-defying.

When you nail it, it's very satisfying. You can feel the car reaching the limit of grip and power, and you can dance the car over the metaphorical line between. At this point I should probably point out that at 160mph, the car would be lot more unstable. What you get doing the driving at this reduced speed is a sense of just how talented NASCAR drivers are. Wrestling the car about using the steering wheel like a bus driver is tough enough at 100mph. With 60mph more the car must be undriveable to the novice like me.

The tyres take some trusting to unlock that ability to take the car to the edge. In a more nimble car built for circuits, trust isn't an issue as, in general, they're easy to recover if you get things wrong. A worst case scenario is that the driver would bump over bit of grass, dump the clutch and bring it back to the pits. In these NASCARs, it's a different story. If they start to twitch, you're in real trouble. Unless your name is Earnhardt.

This is owing to the NASCAR suspension and chassis set-up. While we did admit earlier that the engine has been limited, nothing else has. I'm in a Chevy Impala Nationwide Series car which was driven by Brendan Gaughan. He's a multiple winner in the series and this is a car he's actually driven. Aside from the engine, everything is the same as when Brendan was doing his thing.

Knowing that, trust comes quickly. As the tyres warm up you can throw the car to the apex more aggressively and get back on the power earlier. At least until your spotter tells you off for being too flamboyant: "Car 62, back off, follow the cones."

The cones – or blobs of pant in most places – tell you where to accelerate, brake and where the car should be positioned on track. While this may sound like nannying, it's actually incredibly helpful. You might watch on TV and expect to be able to jump in the car and drive it around in circles, but it just isn't that simple. The cars are so highly strung that knowing where to enter the corner and get back on the power is the difference between a massive grin on your face and putting a car that cost £10,000 just to be shipped over to the UK head on into a wall…

"Car 62, fast car approaching. Left and lift. *Left and lift*…."

That's my spotter warning me that the 'full fat' car is on track and on its way past.

ARCX also has an unrestricted, #22 Joey Logano car which also has a small block Chevy engine. But without the restrictor it's troubling 170mph on the straights.

The Logano car being on track only adds to the authenticity of the drive. Picture my car as stricken and just blown an engine, pulling down to the pits to retire.

The chasing pack is going to close hard and fast. You've got to be aware of your surroundings and how do you do that? By looking around. But we can't do that in here as we can't see anything. So your trust is 100 per cent in your spotter.

That makes NASCAR more similar to rallying than circuit racing; you're trusting a spotter with your performance and safety in a race.

Much like a co-driver does for a rally driver, except spotters are clearly cleverer than co-drivers as they don't sit in the car and risk annihilation.

The speed is coming now, as confidence is building.

The tyres are sticky and I'm embracing the weight of the car and using it to cram the car down onto the bottom of the race track.

"Car 62, you're eight laps are over. Left and lift and bring her into pitlane."

With the moan of a teenager having his PlayStation taken away, I head for the pits. What an experience.

At this speed you can really engage in what the alien car is doing, it feels strange only turning left and driving this quick in something so heavy.

But at this speed its really manageable, and enjoyable. You can unlock the relative performance of the car and also appreciate how good the pros are in the process.

I've now driven a NASCAR and realised a dream.

Why haven't you yet? ■



Days of Thunder-liveried Chevrolet is popular with circuit goers



Photos: Nick Dungan Photography

CIRCLES...

gets a taste of an authentic stock car – and doesn't crash







Our man drove Brendan Gaughan's Nationwide car

Broadening the appeal of the American tin-top monsters

What do you need to run a NASCAR experience in the UK? Answer: someone who's worked in the industry for over 20 years. A person who lives and breaths NASCAR.

Meet Blair DuPree. He's had over 20 years of experience in NASCAR, starting with Richard Petty Enterprises in the early 1990s. After moving up the ranks – doing just about every job in the process – DuPree started a racing experience in the US and hasn't looked back.

"I started Rusty Wallace Racing Experience in California and built that driving school up," he says. "After that, I had a year off, but then started it all back up again. That's when the economy took a dump, so I had that year out then got back into it and started Rusty Wallace 2. I sold that company three years ago.

"We'd already brought it over here [to the UK]. I came over with the King [Richard Petty] and did some stuff here. After that I saw a niche in the market. These people here are petrolheads and they love their motorsports. They've never seen American-style race cars."

And that's exactly what DuPree offers. American style racecars. They're authentic too, the only major change on the cars is the engine. If you kept the Sprint Cup engines in the car, you'd need $150,000 [£112,500] just to buy each engine. DuPree's small block Chevys offer similar performance at a respectable rebuild cost. His attention to authenticity is remarkable, further demonstrated by the use of mechanics from the States.

"I fly mechanics over from North Carolina," he says. "I have a three bedroom house, they have the other two rooms. I work them to the bone as I only have them for a week or two. In America we have 80 cars and 40 employees working on all the ovals. It's America's base."

Despite the costs involved, the company is only growing. ARCX has a bunch of new cars coming over in road course trim, to offer customers the authentic NASCAR experience on an oval or road course. "The new cars we have on the way; we have a #14 Tony Stewart race car, a Martin Truex car, and I have a Hendrick Motorsport's 24 Jeff Gordon car coming also," he explains. "They're all road course cars."

With that, expansion. Despite the specialist nature of the experience, DuPree wants to roll it out to major cities with new circuits.

"We've talked to Brands Hatch, Bruntingthorpe and Longcross Proving Ground. They've all said we'd love to have you," says DuPree. "Brands Hatch is a great fit for us with the Speedfest being there. My goal is to get the people from the populous areas, Birmingham, London, Cheshire. Those areas where there's disposable income. We're not a cheap sport, I'm not a $59 [£44] supercar experience, I'm just not. It cost me – just to ship a car over here – around £10,000 and then another 30 per cent on top of that with VAT and duty. Tyres are £500 each. I've got race fuel, upkeep."

● Driving experience packages range from £499 for the Pole Position package consisting of eight hot laps, to £3,699 for the 'Advanced Track Day', which includes overtaking and side-by-side racing in an 80-lap programme. Passenger rides are also available for £99. For more information visit arcx.co.uk.

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RACING REPORTS

BRANDS HATCH: MSVR MINI FESTIVAL BY ROB LADBROOK JULY 16/17

Photos: Gary Hawkins

BUTLER-HENDERSON TAKES BACK CONTROL


Brett Smith took maiden win

No wins, but a good points lead for CB-H

Three different winners shared the spoils as the Mini Challenge JCWs headlined MSVR's annual Mini Festival, but the happiest driver leaving Kent will be Charlie Butler-Henderson who snatched back the championship lead.

While he didn't win a race, two podiums from three races and trouble for all of his closest title rivals have helped the reigning champion open out the largest points cushion he's had all season.

David Grady gave his title ambitions a shot in the arm with a win and a podium, while Brett Smith took a well-deserved maiden victory in the opener and Luke Caudle ended the weekend with his first race win in a year.

Qualifying marked the downfall of many of the regulars, with the ultra-close session determining who would thrive and who would struggle in the races. With track temperatures above 30 degrees, the two-litre turbocharged engines suffered for cooling in dirty air, with the ECUs reducing turbo boost and power in order to cope. It meant overtaking was at a premium, and those in traffic would struggle more than usual.

Brett Smith snatched pole by just 0.015s from Grady, with Rob Smith, Chris Smith and Butler-Henderson all blanketed by less than a tenth.

Nathan Harrison led the points coming into the weekend, but he could only qualify seventh after struggling for rear-end grip and straight-line pace in the heat. CB-H's other big rival, Jono Brown, started just ninth after struggling for a clear lap.

That began the downfall of both title challengers as both made little headway. Harrison would only record a hat-trick of ninth places to haemorrhage points, while Brown took a best of fifth in race one before engine issues limited his results in races two and three.

With both out of the running, Butler-Henderson grabbed a last-gasp podium with a daring lunge on third-placed Rob Smith starting the final lap of race one. Brett Smith led throughout from Grady.

Race two was almost a mirror, but with Grady taking the flag this time after slipping past Smith into Druids on the first lap. Butler-Henderson tried to unseat Rob Smith again, but Rob was wise to it this time and held his spot on the rostrum.

Fifth place in that outing was good enough for pole on the reversed grid for Caudle, and he led both attempts at the final race, getting away well in the first before the red flags flew for a clash on the pit straight. That was a let-off for CB-H, who had lost his second place to Rob Smith. But with the restart going back to the original grid, it essentially handed him back second, and another hat full of points. The net result means Mini UK man Butler-Henderson now sits 23 points clear of Harrison at the summit as he chases a second crown.


Ollie White topped a tight Champion of Brands race in Van Diemen



Max Bladon was again unbeatable in the Mini Challenge Coopers

ROUND-UP

Rob Austin won two of the three **Mini Challenge Cooper and S Class** races, with the third falling victim of a series of red flags.

Austin made the most of an error from race leader Steve Cocker to take victory in a frantic first race from Tim Porter. Cocker initially led comfortably from pole but ran wide at Clearways approaching one third distance. Austin then sprinted away to win by two seconds.

Race two never really got underway, with two red flags forcing its cancellation. The first stoppage was caused when both Richard Mills and Stuart Lane rolled out at Paddock; the second a multi-car shunt at the same corner after the restart, causing damage to the inside tyre barrier.

The grid reformed for a rerun at the end of the day. Scot Adam won on the road but lost the win after passing Austin under yellows at the start of a safety car period, thus handing Austin maximum points.

Max Bladon made it 11 wins in a row this year to put himself on the brink of the Cooper Class title. The Excelr8 man has yet to be beaten this year, but came close in race one when he dropped as low as fifth at the start, only to battle back to beat Josh Gollin on the road. Bladon was peerless at the front in race two, staving off Sam Weller.

Defending **Mini Miglia** champion Kane Astin's opening race lasted just two corners as he and fellow front-row starter Shayne Deegan took each other off at Druids, handing Rob Howard the win. Rupert Deeth led early on before Howard brilliantly squeezed through at the half-distance mark.

Deegan made amends in race two by taking his eighth victory of the season in dominant fashion ahead of Deeth. Damon Astin finished third while brother Kane fought through from the back of the grid to finish sixth.

Guest driver Scott Kendall led from start to finish to win the opening **Super Mighty Minis** race, but it was Adrian Tuckley who bagged maximum points in second. Tuckley extended his championship lead with an overall race two win which was interrupted by a barrel-roll for Bob Bennetts at Clearways.

In the **Mini Se7ens**, Welshman Ashley Davies withstood heavy pressure from Max Hunter and Lewis Selby to take the spoils in race one, with the lead swapping several times; Hunter and Selby missed out by 0.5s. A red flag for oil on track with five minutes remaining gave Davies his second win of the weekend.

Sam Tomlinson avoided a frenzied four-car battle for second place to win the opening race of the **Mighty Minis**. Greg Jenkins prevailed in his epic fight with Stuart Coombes for second. Championship leader Jenkins raced away to his second win of the season ahead of Craig Pendlebury.

Endaf Owens and Nick Swift were in a class of their own in the **SU Euro Challenge** opener with the Welshman edging it by just 0.068s. Barry Sime finished third after polesitter Ian Curley's car suffered a broken gearbox on lap one.

Curley's car failed again in race two as Owens eased to a comfortable double victory from Chris Morgan.

Swift took victory in the 40-minute **Mini endurance** race with co-driver Phil Amming, while Owens ended his weekend with second alongside Dan Wheeler.

Bill Richards took his Rover Metro to both wins in the **'Fastest Mini in the World Allcomers'** races.

Oliver White took victory in an ultra-tight **Champion of Brands** Formula Ford race. The Van Diemen driver beat Jake Byrne's Ray by just 0.3s.

Stephen Brunsdon

RESULTS


Bill Richards' mad Metro was winner

Mini Challenge JCW (21 laps) 1 Brett Smith; 2 David Grady +1.719s; 3 Charlie Butler-Henderson; 4 Rob Smith; 5 Jono Brown; 6 Luke Reade. Fastest lap B Smith 52.955s (82.11mph). Pole B Smith. Starters 27.
Race two (23 laps) 1 Grady; 2 B Smith +0.736s; 3 R Smith; 4 Butler-Henderson; 5 Luke Caudle; 6 Neil Newstead. FL Newstead 52.771s (82.40mph). P B Smith. S 27.
Race three (17 laps) 1 Caudle; 2 Butler-Henderson +0.362s; 3 R Smith; 4 Grady; 5 Henry Neal; 6 Lawrence Davey. FL Chris Smith 52.899s (82.20mph). P Caudle. S 23.

Mini Challenge Cooper & S (22 laps) 1 Rob Austin (Cooper S); 2 Tim Porter (Cooper S) +2.966s; 3 Scot Adam (Cooper S); 4 Carlito Miracco (Cooper S); 5 Steve Cocker (Cooper S); 6 Keith Issatt (R56 Cooper S). CW Issatt, Max Bladon (Cooper). FL Richard Mills (Cooper S) 53.229s (81.69mph). P Cocker. S 34. **Race two cancelled**
Race three (15 laps) 1 Austin; 2 Adam +0.049s; 3 Miracco; 4 Cocker; 5 Porter; 6 Issatt. CW Issatt, Bladon. FL Miracco 54.631s (79.59mph). P Austin. S 26.

Mini Miglia (22 laps) 1 Rob Howard; 2 Rupert Deeth +0.167s; 3 Dan Wheeler; 4 Damon Astin; 5 Paul Thompson; 6 James Coulson. CW Astin, Jim Burrows. FL Shayne Deegan 54.771(79.39mph). P Astin. S 18. **Race two (22 laps)** 1 Deegan; 2 Deeth +9.045s; 3 Astin; 4 Drew; 5 Wheeler; 6 Kane Astin. CW Astin, Burrows. FL Deegan 54.886s (79.25mph). P Deegan. S 16.

Super Mighty Minis (20 laps) 1 Scott Kendall; 2 Adrian Tuckley +0.426s; 3 Bob Bennetts; 4 Alex Comis; 5 Steve Maxted; 6 Steven Dawson. FL Tuckley 1m00.433 (71.95mph). P Kendall. S 10. **Race two (5 laps)** 1 Tuckley; 2 Kendall +0.163s; 3 Dawson; 4 Ian Slark; 5 Comis; 6 Steven Rideout. FL Kendall 1m00.249s (72.17mph). P Tuckley. S 8.

Mini Se7ens (14 laps) 1 Ashley Davies; 2 Max Hunter +0.243s; 3 Lewis Selby; 4 Spencer Wanstall; 5 Graeme Davis; 6 Robert Pearson. CW Shaun Tarlton, FL Davies 1m00.403 (71.99mph). P Hunter. S 31. **Race two (13 laps)** 1 Davies; 2 Hunter +0.176s; 3 Selby; 4 Tom Sanderson; 5 Charlie Budd; 6 Kieren McDonald. CW Josh Collins. FL Selby 1m00.429s (71.96mph). P Hunter. S 27.

Mighty Minis (17 laps) 1 Sam Tomlinson; 2 Greg Jenkins +1.820s; 3 Stuart Coombes; 4 Craig Pendlebury; 5 Morgan Harris; 6 Joshua Young. FL Harris 1m04.824 (67.08mph). P Tomlinson. S 15. **Race two (19 laps)** 1 Jenkins; 2 Pendlebury +0.180s; 3 Harris; 4 Young; 5 Simon Carter; 6 Tomlinson. FL Tomlinson 1m04.306s (67.62mph). P Carter. S 13.

Mini Euro Challenge – Pre '66 Minis (21 laps) 1 Endaf Owens (Mini Cooper S); 2 Nick Swift (Mini Cooper S) 0.068s; 3 Barry Sime (Morris Cooper S); 4 Nick Paddy (Morris Cooper S); 5 Mark Burnett (Austin Mini Cooper S); 6 Stig Blomqvist (Morris Cooper S). FL Owens 58.774 (73.98mph). P Ian Curley. S 18. **Race two (21 laps)** 1 Owens; 2 Chris Morgan (Austin Cooper S) +5.754s; 3 Swift; 4 Jimmy Sime; 5 Paddy; 6 Burnett. FL Owens 58.649s (74.14mph). P Owens. S 15.

Mini Endurance – Pre '66 Minis (39 laps) 1 Nick Swift/ Phil Amming (Mini Cooper S); 2 Owens/Wheeler (Mini Cooper S) +3.874s; 3 Nick Paddy/Bill Sollis (Morris Cooper S); 4 Steve Jones (Morris Cooper S); 5 Peter Crewes/Brian Johnson (Mini Cooper S); 6 Keith Padmore/Nick Padmore (Cooper S). FL Paddy/Sollis 58.460 (74.38mph). P Sollis/Paddy. S 13.

Mini Allcomers Race – Ft. Swiftune 50th Anniversary (17 laps) 1 Bill Richards (Rover Metro); 2 Lee Jones (Mini) +2.357s; 3 Jim Lyons (Mini Maxi); 4 Jon Lee (Lynx R1 Mini); 5 David Usher (Mini); 6 Peter Hills (Austin Mini). FL Jones 53.262 (81.64mph). P Richards. S 12. **Race two (17 laps)** 1 Richards 15m30.173s (79.47mph); 2 Lyons +4.984s; 3 Shayne Deegan (Rover Mini); 4 Lee; 5 David Franks (Austin Mini); 6 Hills. FL Richards 53.139s (81.83mph). P Richards. S 10.

Champion of Brands FF1600 (18 laps) 1 Oliver White (Van Diemen JL 15K); 2 Jake Byrne (Ray) +0.330s; 3 Graham Carroll (Van Diemen LA10); 4 Patrik Pasma (Mygale SJ08); 5 Richard Tarling (Ray); 6 Tom McArthur (Van Diemen LA10). CW Ben Edwards (Van Diemen) FL Owen 50.830 (85.55mph).


Swift and Amming head the classics

RACING REPORTS

CASTLE COMBE: BRSCC BY LEE BONHAM

JULY 16/17

Photos: Ollie Read, Nigel Eddleston

MOYERS HEADS CHASE IN FORMULA FORD THRILLER



Michael Moyers took big victory

Michael Moyers emerged the victor from a thrilling four-way fight for Formula Ford victory, fending off Roger Orgee, Ben Norton and Nathan Ward to claim success by 0.139s.

From pole, Moyers initially pulled clear, with a fight for second developing between Norton, Orgee, Ward, Luke Cooper, David Vivian and the Fisher brothers, Felix and Josh.

Ward was stalking Orgee as they both passed Norton, but proceedings were disrupted when Jack Clayton's stricken car needed clearing.

Following the restart, Ward faded on worn tyres as the circuit temperatures rose, and this allowed Orgee to chase down Moyers. Norton then usurped Ward and the top four remained tied together until the end of the race, albeit in the same order.

Two spectacular **BRSCC Quaife Fiesta Championship** races were claimed by Nathan Edwards and James JJ Ross respectively. The first race had to be red-flagged following a huge accident for Nick Sanderson. On the restart Samuel Priest jumped into the lead but Edwards was able to overcome his rival to claim success.

Ross was able to dominate the second race after a fantastic start, as Priest and Edwards chased him. Simon Horrobin's title hopes took a hit with a gear-linkage issue in race one and his second attempt was ruined by a possible ball-bearing issue.

Harry Gooding took a stunning **BRSCC Fiesta Junior Championship** double. Ronan Quinn was the cause of an opening race safety car and Danny Harrison played that role in race two. In both instances Gooding controlled the restart with aplomb, although Callum Hawkins-Row hounded him on both occasions, despite the latter being classified fourth in the opening encounter due to a track limits penalty.

The first **BMW Race Days Compact Cup** encounter was hit by a brief but significant rain shower at Camp. Richard Miles and Owen Hunter arrived on the scene first and spectacularly slid off the road, leaving a grateful Steven Dailly to claim victory. There was justice for Joe Wiggin in the second race, but heartbreak for Hunter who led onto the final lap but was usurped by both Wiggin and James Gornall due to a lack of power. Wiggin had been forced out of the earlier race following first lap contact.

The **HRDC Allstars/Academy & A-Series Challenge** race was claimed by John Spiers in his TVR Griffith, but it was the fight for Academy honours that enthralled. Charles Knill-Jones and James Dorlin scrapped race long in their diminutive Austin A35 Academy machinery, the latter victorious by a scant 0.428s.

In the **HRDC Touring Greats & TC63** race, Michael Squire's single-driver effort in his Ford Mustang was enough to resist the father and son combination of British Touring Car stars Mike and Andrew Jordan. The



Harry Gooding took a double in two tight Ford Fiesta Junior outings

Jordans initially found themselves third in the Austin A40 they shared, Chris Clarkson's Ford Falcon taking the fight to Squire. During the mid-race pit-stops Mike handed over to Andrew Jordan and the 2013 BTCC champion chased after Squire, the latter holding on to win by just over eight seconds, with Clarkson falling to third.

The opening **Toyo Tires Porsche Championship** race was marred by a spectacular incident as James Coleman spun into the barriers and back onto the pit straight on the exit of Camp, and only moments later was followed by Nizar El Chamaa.

Normal service resumed following a stoppage as Rick Styrin dominated from Richard Avery. The second race was again claimed by Styrin.

The **BRSCC Alfa Romeo Championship** races featured wins apiece for Bryan Shrubb and Andy Robinson. Each retired from the races they didn't win, Robinson running second in the first race before a driveshaft failure and Shrubb leading the second encounter when his throttle stuck open and he limped back cautiously to the pit lane where he would go no further.

Simon Thornton-Norris scooped the **Castle Combe Saloon Car Championship** honours. Gary Prebble led the chase until he retired his Seat, leaving Dave Scaramanga's VW Scirocco to take the fight to the flying Thornton-Norris, who remained calm to claim victory.

The Mitsubishi Lancer E9 of Barry Squibb was victorious in the sole race for the **Castle Combe GT Championship** runners.

A titanic dice in the **SRCC Sports 2000 Duratec** race was eventually won by Michael Gibbins, as Tom Stoten fell away from pole position to fourth at the flag. Mark Powell claimed the **Sports 2000 Pinto Championship** victory.

After Jason Davies hit problems in his Ford Sierra Cosworth, the first **Welsh Saloon & Sports Car Championship** race was a Ginetta G50 one-two for David Krayem and Bob Higgins. The result was repeated in the second race, sadly curtailed following multiple delays earlier in the day.



Sudden rain caught out the Compact Cup leaders in their first race



James JJ Ross won the second Ford Fiesta counter, having held sixth spot

RESULTS

Castle Combe Formula Ford 1600 Championship (15 laps) 1 Michael Moyers (Spectrum 011c); 2 Roger Orgee (Van Diemen RF00) +0.139s; 3 Ben Norton (Spectrum 10b); 4 Nathan Ward (Spectrum 011c); 5 Luke Cooper (Swift SC16); 6 Felix Fisher (Van Diemen RF02). Class winners David Vivian (Swift SC92); David Cobbold (Van Diemen RF89). Fastest lap J. Fisher 1m10.387s (94.62mph). Pole Moyers. Starters 21.

BRSCC Quaife Fiesta Championship (8 laps) 1 Nathan Edwards (ST); 2 Samuel Priest (ST) +0.976s; 3 Aaron Thompson (ST); 4 Alfonso Skriczka (ST); 5 Myles Baker (ST); 6 James JJ Ross (ST). CW Alastair Kellett (Zetec S); Peter Dendy-Sadler (Si); Luke Bannister (Zetec). FL Edwards 1m18.899s (84.41mph). P Edwards. S 24 .
Race two (14 laps) 1 Ross; 2 Priest +6.680s; 3 Edwards; 4 Skriczka; 5 Jamie Going (ST); 6 Thompson. CW Jamie White (Zetec S); Dendy-Sadler; Bannister FL Edwards 1m18.648s (84.68mph). P Simon Horrobin (ST). S 27.

BRSCC Fiesta Junior Championship (12 laps) 1 Harry Gooding; 2 Bradley Burns +3.709s; 3 Nicholas Reeve; 4 Callum Hawkins-Row; 5 Lewis Kent; 6 Angus Dudley. FL Hawkins-Row 1m20.651s (82.57mph). P Gooding. S 15.
Race two (12 laps) 1 Gooding; 2 Hawkins-Row +0.330s; 3 Reeve; 4 Burns; 5 Kent; 6 Lochlan Bearman. FL Hawkins-Row 1m20.403s (82.83mph). P Gooding. S 13.

BMW Race Days Compact Cup (11 laps) 1 Steven Dailly; 2 James Gornall +3.917s; 3 Jon Watt; 4 Ben Pearson; 5 Ian Jones; 6 Samuel Carrington Yates. FL Richard Miles 1m21.797s (81.42mph). P Miles. S 37.
Race two (8 laps) 1 Joe Wiggin; 2 Gornall +0.190s; 3 Hunter; 4 Dailly; 5 Jon Watt; 6 Matt Smith. FL Gornall 1m21.975s (81.24mph). P Hunter. S 36.

HRDC Allstars/ Academy/A-Series Challenge (22 laps) 1 John Spiers (TVR Griffith); 2 Ted Williams (AC Cobra) +13.122s; 3 David Smithies (Austin Healey 3000); 4 Richard Dorlin (Mini Cooper S); 5 Thomas Grindall (MG W&P GT); 6 Marc Gordon (Jaguar XC150). CW R Dorlin; Gordon, James Dorlin (Austin A35 Academy); Robert Crew (MGB Roadster). FL Spiers 1m18.565s (84.77mph). P Spiers. S 42.

HRDC Touring Greats/TC63 (31 laps) 1 Michael Squire (Ford Mustang); 2 Mike Jordan/Andrew Jordan (Austin A40) +8.151s; 3 Chris Clarkson (Ford Falcon Sprint); 4 Neil Merry (Alfa Romeo GTA); 5 Malcolm Harrison/ Paul Taft (Volvo Amazon); 6 David Devine (Riley 1.5). CW M Jordan/A Jordan; Harrison/Taft; Richard Butterfield/Thomas Butterfield (Jaguar MK1); Gavin Watson/Chris Snowdon (Alfa Romeo Giulietta Ti); Charles Knill-Jones (Austin A35 Academy); Mark Bevington (Isuzu Bellett). FL Squire 1m21.639s (81.57mph). P Squire. Starters 41.

Toyo Tyres Porsche Championship (12 laps) 1 Rick Styrin (Boxter); 2 Richard Avery (Boxter) +2.068s; 3 Nick Hull (Boxter); 4 Gary Lawrence (Boxter); 5 Kevin Molyneaux (Boxter); 6 Pip Hammond (924). CW Hammond. FL Avery 1m16.868s (86.64mph). P Styrin. S 12.
Race two (16 laps) 1 Styrin; 2 James Coleman (Boxter S) +3.720s; 3 Lawrence; 4 Avery; 5 Molyneaux; 6 Hull. CW Hammond. FL Styrin 1m16.858s (86.65mph). P Styrin. S 14.

BRSCC Alfa Romeo Championship (16 laps) 1 Bryan Shrubb (33); 2 Keith Waite (75) +1m08.637s; 3 Tom Hill (156); 4 David Messenger (156); 5 Andrew Bourke (GTV); 6 Michael Tydeman (156). CW Waite; Hill. FL Andy Robinson 1m16.304s (87.28mph). P Robinson. S 13.
Race two (15 laps) 1 Robinson; 2 Waite +54.544s; 3 Hill; 4 Messenger; 5 James Browning (147); 6 Simon Cresswell (156). CW Waite; Hill FL Robinson 1m17.637s (85.78mph). P Shrubb. S 13.

Castle Combe Saloon Car Championship (14 laps) 1 Simon Thornton-Norris (Mitsubishi Colt Ralliart); 2 Dave Scaramanga (VW Scirocco) +1.546s; 3 Mark Wyatt (Vauxhall Astra); 4 Kevin Bird (Nissan 200X); 5 Geoffrey Ryall (Peugeot 106 GTi); 6 Kieren Simmons (Ford Fiesta). CW Scaramanga; Ryall; Russell Humphrey (Vauxhall Corsa). FL Thornton-Norris 1m14.594s (89.28mph). P Thornton-Norris. S 36.

Castle Combe GT Championship (15 laps) 1 Barry Squibb (Mitsubishi Lancer E9); 2 Tim Woodman (Caterham 7) +7.513s; 3 Chris Vinall (Seat Leon Supercopa); 4 David Krayem (Ginetta G50); 5 Oliver Bull (Vauxhall Tigra Silhouette); 6 Doug Watson (BMW M6 Coupe). CW Woodman; Vinall; Bull; Watson; Gary Prebble (Peugeot GTi). FL Squibb 1m09.997s (95.14mph). P Squibb. S 21.

SRCC Sports 2000 Duratec Championship (20 laps) 1 Michael Gibbins (MCR); Patrick Sherrington (MCR) + 1.892s; 3 Paul Trayhurn (Van Diemen); 4 Tom Stoten (Gunn TS11); 5 Tim Tudor (MCR); 6 Cameron Davies (MCR). CW Trayhurn; Colin Peach (Van Diemen RFS02). FL Sherrington 1m06.954s (99.47mph). P Stoten. S 18.

SRCC Sports 2000 Pinto Championship (16 laps) 1 Mark Powell (Tiga SC84); 2 Colin Feyerabend (Lola T90/90) +28.180s; 3 Paul Moffatt (Cabir); 4 Jeremy Knight (Tiga SC80); 5 Bruce Bulchin (March 84S); 6 Jonathan Loader (Tiga SC80). CW C. Feyerabend; Knight. FL Powell 1m13.443s (90.68mph). P Damien Griffin (Lola T598). S 12.

Welsh Saloon & Sports Car Championship (11 laps) 1 David Krayem (Ginetta G50); 2 Adam Higgins (Ginetta G50) +15.118s; 3 Keith White (BMW Z4); 4 Keith Butcher (Ginetta G50); 5 Andy Williams (Ford Sierra Cosworth); 6 Chris Everill (Ginetta G50). CW Higgins; Andy Williams; Dave Scaramanga (VW Scirocco); Daryl Redford (Honda Civic); Susanne Jones (Lotus Elise); Chris Morris (Suzuki Ignis Sport). FL Jason Davies (Ford Sierra Cosworth) 1m11.195s (93.54mph). P Krayem. S 32.
Race two (7 laps) 1 Krayem; 2 Higgins +1.327s; 3 White; 4 Everill; 5 Bradley John (Mitsubishi Evo) ; 6 Mike Tovey (BMW E36 M3). CW Higgins; John; Scaramanga; Tyrone Luffarelli (Peugeot 206 GTi); Morris; Andy Long (Honda Civic Type R). FL Higgins 1m10.728s (94.16mph). P Krayem. S 26.



Gibbins topped Sports 2000 order

AND THE WINNERS ARE...

'Coveney won and lost'
Locost dramas



'Morley had a concrete plan'
F125 Superkarts



ANGLESEY: 750MC BY RORY MITCHELL — JULY 16/17

Photos: Steve Jones



Adam Macaulay held off struggling Smith in FVee



Billy Albone was on top in RGB outings

MACAULAY ENDS SMITH'S STREAK

It was a bumper weekend of action at Anglesey as the second half of the 750 Motor Club season began.

Paul Smith's run of wins was ended in **Formula Vee** by Adam Macaulay and an unlucky red flag and count-back timing. Smith had the lead initially, having made a good start from fourth, but electrical problems which caused his engine to misfire coming out of The Banking handed the lead back to Macaulay and put Smith behind Ian Jordan in third.

Smith fought back though, making use of a better exit off Church to overtake Jordan into Rocket. The next lap he did the same move on Macaulay for the lead, but a red flag came out for a collision between Jack Wilkinson and Paul Taylor as the pair disputed fifth. That handed the race win to Macaulay, with Jordan making up the top three.

James Harridge showed more signs of winning pace in his Class B Maverick. He managed to get as high as fourth before losing third and second gear, which dropped him to 10th at the end of the first race. In the second he was right with the lead battle, overtaking both Jordan and Macaulay through Church into Rocket.

Smith was also lingering, having fixed his electrical issues and soon found himself in second chasing down Harridge halfway through. With Harridge still without second gear he couldn't defend through the slower corners, which allowed Smith to come through and take his ninth win of the season which sets him up to take the championship at Silverstone next month. Harridge was later penalised for track limits, which dropped him to fourth overall behind Macaulay and Jordan.

In **Locost** Jack Coveney won the first race, but was excluded from the second after failing post-race scrutineering. That allowed points rival Danny Andrew to take the second race win, after making a bad start in slippery conditions in the first race that dropped him outside the top three.

Tim Neat made a great comeback from the pitlane to 10th before a red flag came out due to a stricken car at Church in the first race. That put him on pole for the next race, but better starts from Coveney and Ian Allee set him back to third. Neat fought back to second, only to be overtaken by Andrew who made a challenge for the lead on Coveney before the chequered flag came out.

Michael Comber won all three **MX-5** races, but the entertainment came from the comeback drives of Jack Sycamore and Sam Smith. Sycamore brought out the red flags in the first outing when he stopped with a fuel master issue. That meant he had to start 27th in the second race, where he managed to get up to 12th.

Sam Smith also recovered positions after failing to get a dry lap in during a wet qualifying, getting up to eighth in the first race having started 16th before finishing third in the second. In the final race Sycamore and Smith made up the top three behind Comber.

In **Classic Stock Hatch** Matt Rozier and Andrew Thorpe shared the wins. Thorpe was unable to pass Rozier for the lead in the first race, however in the second Rozier struggled with the handling of the car and dropped back to fourth having briefly got into second place after making a move around the outside of Chris Cooper at Rocket.

Billy Albone took double victories in the **RGB** races, after Scott Mittell made poor starts from pole. Mittell was able to regain some ground in the first outing and got up to second, but could not challenge Albone. In the second race Mittell recovered to third, but Albone was able to control the pace from team-mate John Cutmore.

In the **Civic Cup**, Carl Swift won both races – although only one was taken on the road. Although he finished second on the road in race two, he inherited a second win from his reverse grid start slot of 10th when Ben Sharpe was handed a five-second penalty for exceeding track limits.

Richard Wise and Will Brown took their first **ROC Bikesport** wins of the season. Wise was looking to repeat his success in the second race, but an electrical issue cut his engine while he was leading.

James Bark and Patrick Fletcher traded race wins in the Renault **Clio 182s**. Fletcher caused deja vu in the first race, when he pulled off the same move for the lead on Bark twice into Rocket after a red flag reset the grid.

Brian Chandler and Adam Shepherd won the **M3** races, as Will Sharpe won the **Super Cooper** race. Andy Schultz took the honours in the first **750 Trophy** race, while Gregan Thruston won the second.

RESULTS

Formula Vee (5 laps) 1 Adam Macaulay (Sheane); 2 Paul Smith (AHS Dominator) +0.36s; 3 Ian Jordan (Sheane Jordan); 4 Ian Buxton (GAC Daghorn); 5 Garry Newsome (Sheane); 6 Maurice Gloster (GAC Formula Vee). Class winners Macaulay, Newsome. Fastest lap Jordan 1m19.24s (70.42mph). Pole Macaulay. Starters 23. **Race two (11 laps)** 1 Smith; 2 Macaulay +3.74s; 3 Jordan; 4 James Harridge (Maverick Vee); 5 David Hughes (Bears GAC); 6 Jimmy Furlong (Sheane). CW Smith, Harridge. FL Paul Smith 1m16.15s (73.78mph). P Jordan. S 24.

Locost (6 laps) 1 Jack Coveney; 2 Richard Bradley +0.76s; 3 Ian Allee; 4 Danny Andrew; 5 Ben Powney; 6 Martin West. FL Bradley 1m34.74s (58.90mph). P Coveney. S 34. **Race two (11 laps)** 1 Andrew; 2 Tim Neat +1.50s; 3 Allee; 4 James Millman; 5 Shaun Brame; 6 Martin West. FL Andrew 1m22.16s (67.92mph). P Coveney. S 31.

Mazda MX-5 (12 laps) 1 Michael Comber; 2 Jason Greatrex +1.37s; 3 Sam Smith; 4 Ben Short; 5 Sam Tatler; 6 Sebastian Fisher. FL Smith 1m22.29s (67.81mph). P Comber. S 28. **Race two (10 laps)** 1 Comber; 2 Jack Sycamore +2.65s; 3 Smith; 4 Greatrex; 5 Sebastian Fisher; 6 Ben Short. FL Sycamore 1m22.45s (67.68mph). P Comber. S 28. **Race three (12 laps)** 1 Comber; 2 Sycamore +2.65s; 3 Smith; 4 Greatrex; 5 Fisher; 6 Short. FL Sycamore 1m22.45s (67.68mph). P Comber. S 28.

Classic Stock Hatch (10 laps) 1 Matt Rozier (Peugeot 205 GTi); 2 Andrew Thorpe (Citroen AX GTi) +3.05s; 3 Edward Cooper (Vauxhall Nova GSI); 4 Matthew Stubington (Peugeot 205 GTi); 5 Christopher Martin (Peugeot 205 GTi); 6 Mac Jessop (Peugeot 205 GTi). FL Rozier 1m31.45s (61.02mph). P Thorpe. S 19. **Race two (11 laps)** 1 Thorpe; 2 Cooper +2.50s; 3 Stubington; 4 Matt Rozier; 5 Martyn Fowdrey (Ford Fiesta XR2); 6 Martin. FL Stubington 1m23.79 (66.60mph). P Thorpe. S 19.

RGB (8 laps) 1 Bill Albone (Spire GT3); 2 Scott Mittell (Mittell MC-53) +0.36s; 3 John Cutmore (Spire GT3 S); 4 Alastair Boulton (Spire GT3); 5 Daniel Larner (Mittell MC-52b); 6 Paul Rodgers (Contour RGB09). CW Albone, Matt Higginson. FL Mittell 1m09.99s (79.73mph). P Mittell. S 30. **Race two (12 laps)** 1 Albone; 2 Cutmore +5.66s; 3 Mittell; 4 Boulton; 5 Daniel Larner (Mittell MC-52b); 6 Oliver Hewitt (Mittell MC-53). CW Albone; Higginson. FL Albone 1m10.48s (79.17mph). P Mittell. S 30.

Civic Cup (11 laps) 1 Carl Swift; 2 Mark Grice +9.14s; 3 James Griffith; 4 Daniel Reason; 5 Chris Coomer; 6 Ben Sharpe. FL Swift 1m19.47s (70.22mph). P Coomer. S 22. **Race two (11 laps)** 1 Swift; 2 Sharpe +4.28s; 3 David Buky; 4 Griffith; 5 Martin James; 6 David Vincent. FL Swift 1m20.60s (69.23mph). P Buky. S 22.

ROC Bikesports (17 laps) 1 Richard Wise (Spire GT3); 2 Philip Cooper (Radical PR6) +8.26s; 3 Philip Knibb (Radical PR6); 4 Mark Conroy (Radical PR6); 5 Mike Davis (Radical PR6); 6 Julian Griffiths (Radical PR6). CW Wise, Cooper, Oliver Hewitt. FL Cooper 1m05.97s (84.58mph). P Wise. S 16. **Race two (17 laps)** 1 Will Brown (Radical PR6); 2 Knibb +2.38s; 3 Davis; 4 Doug Carter (Radical PR6); 5 Griffiths; 6 Conroy. CW Brown, Knibb. FL Brown 1m06.72s (83.63mph). P Wise. S 13.

Clio 182 (6 laps) 1 James Bark; 2 Patrick Fletcher +0.92s; 3 Mark Balmer; 4 Philip Wright; 5 George Williams; 6 Trevor Gregory. FL Williams 1m26.63s (64.41mph). P Bark. S 21. **Race two (11 laps)** 1 Fletcher; 2 Bark +3.82s; 3 Sharp; 4 Gregory; 5 Wright; 6 Simon Donoghue. FL Fletcher 1m21.22s (68.70mph). P Fletcher. S 19.

M3 Cup/Super Cooper (14 laps) 1 Brian Chandler; 2 Adam Shepherd +12.76s; 3 Carl Shield; 4 Matthew Wallis; 5 Will Sharpe (Mini Cooper S); 6 John Brown. FL Chandler 1m24.05s (66.39mph). P Chandler. S 9. **Race two (12 laps)** 1 Shepherd; 2 Chandler +0.97s; 3 Luke Sedzikowski; 4 Shield; 5 Wallis; 6 Brown. FL Shepherd 1m17.37s (72.12mph). P Chandler. S 9.

750 Trophy (10 laps) 1 Andy Schultz (JoMo 750); 2 Martin Depper (Centaur MK4) +3.62s; 3 Trefor Slatter (Centaur MK18); 4 John Davis (Rapide 750 T); 5 Lydon Thruston (DNC); 6 Alistair Frayling-Cork (Austin 7). FL Andy Schultz 1m25.46s (65.29mph). P Schultz. S 8. **Race two (10 laps)** 1 Gregan Thruston (Rawson); 2 Slatter +5.16s; 3 Depper; 4 Schultz; 5 Bernard Atkinson (Austin 7 Monoposto); 6 Frayling-Cork. FL Thruston 1m25.85s (65mph). P Thruston. S 8.



James Bark leads fellow Clio 182 winner Fletcher

DONINGTON PARK: BARC BY SAMARTH KANAL — JULY 16/17

Photos: Mick Walker

After early July's downpours, Sunday's uninterrupted heat was more than welcome, as were the **Formula 250/450 Superkarts** which kicked off the day ferociously.

Jack Layton turned up the heat on reigning champion Gavin Bennett in terms of the title throughout, though Jason Dredge – Division 1 class favourite and polesitter – picked up two wins overall. The closest battle came in the third race as Layton and Bennett scrapped for second, with Layton having beaten his rival by just 0.061s.

Danny Chan earned a shock class win in the second race as his Division 1 rivals Dredge and Liam Morley both retired with mechanical failures. Andrew Gulliford won in his F450 kart all three times.

The **Dunlop Prototype Series** had a more meagre-looking five car grid of which four were the supposedly rapid Ginetta G57s and the other was a Radical SR8, but races have never been decided on paper.

Ollie Jackson was the favourite and polesitter. It was a learning experience on Sunday for all the prototype drivers as Saturday's practice session was marred by rain and noise control limits. The lone Radical went from underdog to dark horse, as Alex Kapadia nailed the rolling start, taking Jackson round the outside of turn one – Kapadia switched with Paul Spencer midway through the race and the SR8 eventually finished third.

Colin White's team just managed to get its G57 working for the start, but White spun at the Melbourne Hairpin trying to overtake Ade Barwick towards the end of the race. Eventually, Jackson and White retired as the oil pump pulleys on their respective cars failed. Barwick finished second, having gifted Craig Fleming a shock win – he also spun out with just ten minutes to go.

Fleming made no attempt to hide his own surprise at the result as he said post-race: "I thought I only had to mow the grass and trim the hedges this Sunday!"

Liam Morley clearly had a more concrete plan, characterising the three **F125 Open Superkart** races with a commanding performance, making him the overall winner. A fantastic scrap for the other two podium spots behind him was Sunday's most captivating encounter. The second race was a highlight, as Morley's lead from pole was questioned heavily by reigning series champion Lee Harpham, who finished second. Kirk Cattermole, English champion, picked his spot perfectly and took third place from Chris Needham on the last lap – Needham finished just 0.085s behind Cattermole.

Sixteen-year-old James Clarke was the standout performer of Sunday, earning two S1600 class wins in the **Clubmans Cup**. Clarke described his Mallock 1600 as being "planted" to the track during his special, spirited performance. Barry Webb also claimed a double in Class B, with Phil Weaver having won twice in the prototype class, and overall. Weaver seemed nonchalant about his victory, but his dominant performance and clever use of unorthodox racing lines to defend the lead surely earned a pint or two. Clarke probably stuck to soft drinks, but the young winner will definitely have more chances to celebrate in the future.



Fleming won in Ginetta's G57, after others hit problems

RESULTS

MSA British Superkart Championship (14 Laps) 1 Jason Dredge (Anderson); 2 Liam Morley (Anderson) +14.377s; 3 Jack Layton (Anderson); 4 Gavin Bennett (Anderson); 5 Dan Clark (Anderson); 6 Danny Chan (PVP). CW Layton, Andrew Gulliford (Anderson). FL Dredge 1m05.651s (108.52mph). P Dredge. Ss 46. **Race two (13 laps)** 1 Bennett; 2 Layton +10.209s; 3 Toby Davis (Anderson); 4 James O'Reilly (PVP); 5 Gulliford; 6 Chan. CW Gulliford, Chan. FL Dredge 1m07.044s (106.26mph). S 46. **Race three (14 laps)** 1 Dredge; 2 Layton +10.369s; 3 Bennett; 4 O'Reilly; 5 Dave Harvey (MS Karts); 6 Chan. CW Layton, Gulliford. FL Dredge 1m07.943s (104.86mph). S 42.

Dunlop Prototype Series (53 laps) 1 Craig Fleming (Ginetta G57); 2 Ade Barwick (G57) +28.342s; 3 Alex Kapadia/Paul Spencer (Radical SR8). CW Kapadia/Spencer. FL Ollie Jackson (G57) 1m3.652s (111.93mph). P Jackson. S 5.

BSA F125 Open Championship (13 laps) 1 Liam Morley (Anderson); 2 Lee Harpham (Anderson) +4.651s; 3 Ian Larder (Anderson); 4 Kirk Cattermole (Raider); 5 Matt Robinson (Anderson); 6 Sam Moss (Anderson). FL Morley 1m12.901s (97.73mph). P Morley. S 23. **Race two (13 laps)** 1 Morley; 2 Harpham +10.543s; 3 Cattermole; 4 Chris Needham (Silverstone); 5 Danny Butler (Anderson); 6 Larder. FL Morley 1m13.167s (97.37mph). S 20.

Clubmans Cup (14 laps) 1 Phil Weaver (Nemesis); 2 Steven Dickens (Mallock MK29 1800) +14.895s; 3 Jarred Lester (Mallock MK35 2000); 4 James Clarke (Mallock MK18BF 1600); 5 Peter Richings (Mallock MK30PR 1600); 6 Mike Evans (Mallock MK27 1600). CW Clarke, Barry Webb (Delapena MK16BW 1600). FL Weaver 1m11.538s (99.59mph). P Weaver. S 16. **Race two (14 laps)** 1 Weaver; 2 Dickens +19.840s; 3 Clarke; 4 Evans; 5 Rodney Player (Mallock MK 23 1600); 6 Richings. CW Clarke, David Barnett (Mallock MK18 1600). FL 1m10.389s (101.21mph). S 16.



Jason Dredge leads BSK field

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RACING REPORTS

SNETTERTON: BRSCC BY OLIVER TIMSON — JULY 16/17

Photos: Richard Styles

HEAD PROVES TO BE KING OF THE CATERHAM CROP

The challenging Snetterton 300 circuit played host to a BRSCC meeting rich in the frantic blend of speed and action of Caterham racing – and it didn't disappoint.

The headline act was a pair of races for the rapid **R300** machines, in which 2014 champion Aaron Head was battling to reclaim the title against strong opposition led by Lee Wiggins, who seized the initiative in the early laps.

"I didn't expect it to be that tricky!" Head admitted. But he stayed calm, confident his chance would come, and so it proved as he pulled clear of his rival in the closing laps to secure top spot – a fitting way to celebrate his birthday.

Race two was no less tense, where a slow getaway dropped Head back to 10th at the start. It was the prelude to a brilliant recovery drive as he surged up the order to win again, with just half a second covering the top five at the finish.

There was a pair of outings for the **Caterham Academy**, with the field split into two groups. The race for the White group proved a tightly contested affair almost from first to last, with victory looking like going the way of Jay McCormack. He had leapfrogged poleman Ben Gillias at the start, and stayed ahead despite his advantage steadily diminishing as the final lap loomed. But, in a dramatic final twist, he crossed the line first but was handed a five-second penalty for exceeding track limits and was demoted to second, his misfortune gifting Gillias an unexpected victory.

Front-row starters Steven Tozer and Tom John made the early running in the Green group until John ran wide at Agostini and plummeted down the order. Peter Spencer looked like adding to his win last time out at Rockingham by leading until the final lap, only for the wily Tozer to steal past on the drag to the flag. Meanwhile John hauled himself from 11th to rescue third place.

Guy Hawkins edged out Rob Watts to win the opening **Roadsports** clash. The battle for top spot between the two was put on hold early on after a second-lap collision behind them brought out the safety car. On the restart, Watts briefly stole top spot as the pair swept across the start-finish line, only for Hawkins to fight back into Riches and this time stay ahead to the finish. Russ Olivant was third while Simon Sharrock completed the top four.

Less than half a second covered the top three in race two, with pole-man Hawkins coming from behind to win again, beating Olivant by a whisker.

The **Tracksport** contingent enjoyed a frantic opener, with barely a couple of seconds separating the top seven runners most of the way. Matthew Lambert just kept his pursuers at bay to secure a breathless win. There were only two in it for victory in the sequel, as Lambert held off Anthony Barnes to win again. Meanwhile, Barry Moore surged from the back after an early moment to snatch the final podium spot.

The action was hard-fought in the pair of **Supersport** races, in which William Smith secured double victory despite pressure from rivals Max McDonagh, Henry Heaton and Tim Dickens and Jack Brown.

Rounding out the meeting, Dean Cook's growling Sagaris took emphatic victories in all three **TVR Challenge** outings, and the combined **Honda VTEC and Smart 4 Two** outings were dominated by Robert Burkinshaw and James Palmer respectively.



Head sealed double win with R2 recovery drive



Cook landed TVR win by more than a minute

RESULTS



Tracksport winner Lambert (left) led close fight...



...while Smith's Supersports wins were just as close

Caterham R300-S (15 laps) 1 Aaron Head; 2 Lee Wiggins +3.546s; 3 Clive Richards; 4 Jack Sales; 5 Stephen Nuttall; 6 Jeremy Ellis. Fastest lap Head 2m03.305s (86.68mph). Pole Head. Starters 26.
Race two (15 laps) 1 Head; 2 Wiggins 0.017s; 3 Richards; 4 Sales; 5 Nuttall; 6 Philip Gladman. FL Head 2m03.855s (86.29mph). P Head. S 26.
Caterham Academy - White Group (7 laps) 1 Ben Gillias; 2 Jay McCormack +4.900s; 3 James Beardwell; 4 Richard Toomey; 5 Eric Tiv; 6 Philip Bianchi. FL Gillias 2m19.087s (76.84mph). P Gillias. S 26.
Caterham Academy - Green Group (6 laps) 1 Steven Tozer; 2 Peter Spencer +0.070s; 3 Tom John; 4 Peter Walters; 5 Matt Gray; 6 Ben Wilson. FL John 2m18.203s (77.33mph). P Tozer. S 26.
Caterham Roadsports (8 laps) 1 Guy Hawkins; 2 Rob Watts +1.623s; 3 Russ Olivant; 4 Simon Sharrock; 5 David Bevan; 6 Chris Aubrey. FL Hawkins 2m15.291s (79.00mph). P Hawkins. S 24.
Race two (9 laps) 1 Hawkins; 2 Olivant +0.046s; 3 Watts; 4 Alan Cooper; 5 Daniel Quintero; 6 Daniel Martin. FL Watts 2m14.842s (79.26mph). P Hawkins. S 23.
Caterham Tracksport (14 laps) 1 Matthew Lambert; 2 Anthony Barnes +0.587s; 3 Paul Aram; 4 Barry Moore; 5 Daniel Bremner; 6 Andrew Bremner. FL Bremner 2m13.440s (80.09mph). P Barnes. S 18.
Race two (14 laps) 1 Lambert; 2 Barnes +2.043s; 3 Moore; 4 Aram; 5 Steve McCulley; 6 Damien Milkins. FL Aram 2m13.494s (80.06mph). P Lambert. S 17.
Caterham Supersports (14 laps) 1 William Smith; 2 Max McDonagh +1.185s; 3 Henry Heaton; 4 Timothy Dickens; 5 Jack Brown; 6 Philip Jenkins. FL Richard Ainscough 2m09.787s (82.35mph). P Dickens. S 33.
Race two (14 laps) 1 Smith; 2 Heaton +0.040s; 3 Brown; 4 McDonagh; 5 Dan Gore; 6 Chris Hutchinson. FL Brown 2m10.485s (81.91mph). P Smith. S 34.
TVR Challenge (10 laps) 1 Dean Cook (Sagaris); 2 David Mason (Tuscan) +1m00.537s; 3 Hugh Marshall (Tuscan AJP); 4 Christopher Ridge (S3bera); 5 Matthew Smith (Chimaera); 6 Rob Kerkhoven (Chimaera). Class winners: Mason; Smith. FL Cook 1m59.945s (89.10mph). P Cook. S 8. **Race two (10 laps)** 1 Cook; 2 Marshall +1m19.218s; 3 Smith; 4 Mason; 5 Michael Blake (Griffith); 6 Kerkhoven. CW Marshall; Smith. FL Mason 2m00.828s (88.45mph). P Cook. S 7. **Race three (10 laps)** 1 Cook; 2 Marshall +42.215s; 3 Ridge; 4 Smith; 5 Kerkhoven; 6 Blake. CW Marshall; Smith. FL Cook 2m00.973s (88.35mph). P Cook. S 7.
Honda VTEC Challenge/4 Two Cup (10 laps) 1 Robert Burkinshaw (Honda Integra DC5 Type R) 2 Mark Bennett (Honda S2000 F20) +57.737s; 3 Adam Jones (Honda Civic Type R); 4 Neil Holden (Honda Civic); 5 James Slater (Honda Civic EP3 Type R); 6 Peter Dunmore (Honda Civic Type R). CW Jones; Holden; James Palmer (Smart); Ian Weir (Smart). FL Burkinshaw 2m09.712s (82.39mph). P Burkinshaw. S 18. **Race two (10 laps)** 1 Burkinshaw; 2 Bennett +18.185s; 3 Stuart King (Honda Integra Type R); 4 Jones; 5 Dunmore; 6 Slater. CW Jones; Dunmore; Palmer; Weir. FL Burkinshaw 2m10.796s (81.71mph). P Burkinshaw. S 18.

OULTON PARK: MSVR BY PETER SCHERER — JULY 16

Photos: Rachel Bourne

Former champion Bradley Smith took triple wins in the **Radical Challenge**. Smith was never headed in race one as Steve Burgess held onto a race-long second. Brian Caudwell threatened Burgess for a while but his lap-six challenge was thwarted by a backmarker. That allowed Jack Lang to clinch third, while Joe Stables and Tony Wells completed the top six as the race ended behind the safety car.

It was wet for race two and with Lang tapped into a spin at Old Hall and Stables spinning in sympathy, Smith again led from Burgess and Caudwell. All three held station after three safety car laps, while Wells, Jack Manchester and Mark Richards filled the rest of the top six throughout.

Lang did his best to hold onto Smith in the Enduro, but a broken seat didn't help and he had to settle for second. Burgess had been third until the pitstops, but had to take a longer stop as a success handicap. That left him fighting back to fifth behind Stables and Wells. John Caudwell was sixth after a second half duel with John MacLeod, while brother Brian suffered with a success added stop to take 10th behind Brian Murphy and Richards.

Stuart Ratcliff and Jason Baker shared the victory spoils in the **Lotus Elise Trophy.** Ratcliff was joined by William Stacey in a decisive first-lap break in race one. Jason McInulty came from ninth on the grid to take third on lap three when William Oakley pulled off. A lap later Stacey was off at Deer Leap, and McInulty was second, only to lose out after three safety car laps, as Alex Ball and Baker both got by on the last lap.

It was side by side into Lodge on the fourth lap of race two as Ratcliff attacked McInulty for the lead. There was little between them until Old Hall when Ratcliff nosed clear, only to be caught by Baker, who snatched victory on the final lap. McInulty took third.

Oliver Barker stormed from the back of the grid to take a last-lap win in the first of the **Radical SR1 Cup** races. In damp conditions Rob Ellice led a five-car battle, until he lost out to James Taylor on lap five. As the lead grew Ellice did his best to fend off Tony Barwell and Andy Chittenden. Their fight allowed Barker to close and by lap seven he was second, before grabbing the lead at Knickerbrook on the last lap when Taylor overshot. Ellice retained the final podium place, from Chittenden, Sam Moores and Richard Baxter.

A box full of neutrals thwarted Baxter's challenge in race two, just after he had taken Kye Wheatley's lead. Wheatley held on for the win from Taylor, while Barker secured third a lap from home, as Ellice, Peter Brookes and Barwell all moved up after Baxter spun.

Although Adam Balon's Exige lost out to Adam Mackay's similar car on the opening lap of the **Lotus Cup**, he was back in control by lap four, taking victory from Jason Baker's Elise. Mackay's retirement left Ryan Savage's Lotus 2 Eleven to complete the podium, with Benji/Freddie Hetherington's Exige the only other unlapped runner.

Hywel Lloyd's Dallara won both **F3 Cup** races. In race one he lost out to Shane Kelly, who then went off at Knickerbrook, but Kelly was able to keep George Line at bay for second. Lloyd led Line throughout race two, with Kelly going off at Druids on the last lap, having lost third to James Heffernan.



Smith charged to Radical Challenge Oulton hat-trick

RESULTS

Radical Challenge (10 laps) 1 Bradley Smith; 2 Steve Burgess +0.471s; 3 Jack Lang; 4 Brian Caudwell; 5 Joe Stables; 6 Tony Wells. CW Burgess; Andy Chittenden (SR1). FL Smith 1m37.188s (99.70mph). P Smith. S 29.
Race two (10 laps) 1 Smith; 2 Burgess +3.713s; 3 B.Caudwell; 4 Wells; 5 Jack Manchester; 6 Mark Richards. CW Burgess; Chittenden. FL Smith 1m48.814s (89.05mph). P Smith. S 28.
Race three (18 laps) 1 Smith; 2 Lang +8.220s; 3 Stables; 4 Wells; 5 Burgess; 6 John Caudwell. CW Lang. FL Smith 1m37.776s (99.10mph). P Smith. S 28.
Lotus Elise Trophy (9 laps) 1 Stuart Ratcliff; 2 Alex Ball +1.251s; 3 Jason Baker; 4 Jason McInulty; 5 Neil Livsey; 6 Danny Holland. FL Baker 1m56.819s (82.95mph). P Ratcliff. S 20.
Race two (9 laps) 1 Baker; 2 Ratcliff +1.260s; 3 McInulty; 4 Ball; 5 Freddie Hetherington; 6 William Stacey. FL Baker 2m11.246s (73.83mph). P Dave Alexander. S 17.
Radical SR1 Cup (11 laps) 1 Oliver Barker; 2 James Taylor +0.524s; 3 Rob Ellice; 4 Andy Chittenden; 5 Sam Moores; 6 Richard Baxter. FL Barker 1m47.188s (90.40mph). P Taylor. S 15.
Race two (9 laps) 1 Kye Wheatley; 2 Taylor +1.522s; 3 Barker; 4 Ellice; 5 Peter Brookes; 6 Tony Barwell. FL Barker 1m58.777s (81.58mph). P Taylor. S 15.
Lotus Cup (29 laps)1 Adam Balon (Exige V6 Cup R); 2 Jason Baker (Elise s2) +29.529s; 3 Ryan Savage (2-Eleven); 4 Freddie Hetherington/Benji Hetherington (Exige); 5 Phillip Britten (Exige V5 Cup R); 6 Bob Drummond (Exige V6 Cup R). CW Baker; Stuart Ratcliff/Anthony Dunn (Elise Cup R). FL Balon 1m57.972s (82.14mph). P Adam Mackay (Exige V6 Cup R). S 18.
F3 Cup (10 laps) 1 Hywel Lloyd (Dallara F311); 2 Shane Kelly (Dallara F308) +8.569s; 3 George Line (Dallara F308); 4 Robbie Watts (Dallara F308); 5 James Heffernan (Dallara F308); 6 Jacopo Sebastiani (Dallara F311). FL Lloyd 1m42.460s (94.57mph). P Lloyd. S 11.
Race two (12 laps) 1 Lloyd; 2 Line +11.748s; 3 Heffernan; 4 Sebastiani; 5 Mark Harrison (Dallara F05); 6 Daryl Jones (Dallara F308). FL Kelly 1m38.159s (98.72mph). S 11.



Balon was half a minute clear of Cup rivals

RACING REPORTS

KNOCKHILL: SMRC BY JONATHAN CRAWFORD — JULY 17

Photos: Jim Moir



McNaughton victories boosted title hopes



Legends triple winner Paterson trails Mason

MASTER McNAUGHTON'S CUP DOUBLE

David McNaughton took his first double win with both Scottish BMW Compact Cup victories.

The weekend sparked an upturn in McNaughton's chances for the title with the championship leaders running into difficulties. While Neil MacInnes started on pole, it was McNaughton who got the better getaway and headed a five-car battle for the win. Title protagonist Lee Elrick had a spirited dice with the poleman but came off worse and a trip into the gravel cost him valuable points.

Elrick's fight back through the field in race two proved one of the highlights as McNaughton once again sustained pressure from the tight field behind. Gary Clark retained his lead at the top of the standings with a determined drive through the front-running train of cars and he grabbed second place. Clark admitted to having a poor qualifying, which left him sixth on the grid. But he was pleased to be back on the podium. Cliff Harper made a fantastic move at the last gasp to grab fourth from newcomer Alistair Smith by just two tenths. Smith had enjoyed a fantastic weekend with a podium in race one and was awarded driver of the day.

Guest driver Adam Morgan started on pole position in the **Minis** but was beaten away by Morgan Murray, who suffered a mechanical problem at the end of lap one. Ian Munro quickly asserted himself as Morgan's nearest challenger and grabbed the lead at Scotsman on lap three. Championship leader Paul Bell demoted Morgan on lap five and briefly grabbed the lead before Munro and Morgan could reassert themselves. Bell's race almost came to a dramatic end with a high-speed off on the last lap at Leslie's but he managed to scrabble back onto the track and finish in fourth place.

BTCC racer Morgan turned the tables on Munro in race two and snuck past on the second tour before a safety car was needed to retrieve Murray's Mini from Leslie's. Murray, who had been lying third in the standings, added another no score to his weekend's tally although he subsequently fought through the field to 10th in the final race. Morgan survived the pressure of the pursuing field to take the win.

With the top six cars reversed, Shane Stoney needed no invitation to scamper away from pole position. He benefited from a slight delay as the pack jostled on lap one and had a four second lead by lap four. Michael Courts ran a fantastic second on his debut weekend in Minis and soon came under attack from Morgan who snuck ahead at Butcher's on lap six. Although Morgan closed on Stoney by a second a lap, the gap was too big to bridge. Courts held on for a podium finish while Dylan O'Donnell rounded off a strong weekend with fourth to help bring him into the top three in the standings.

John Paterson took three deserved wins in the **Legends** although the story of the weekend was the upturn in fortunes for the series, which had been struggling with poor grids thus far this season. Former champion Ben Mason returned to the 15-car field and pressed Paterson hard for the wins in the first two encounters. In the final, Ivor Greenwood drove a cracking race to see off Mason for runner-up spot despite numerous overtaking attempts.

Neil MacLennan dominated the **Scottish Formula Ford** races ahead of Jamie Thorburn and Sebastian Melrose. Frontrunner Jordan Gronkowski was caught up in a spin by Matthew Cowley in the first race and ended up in the tyre wall at Leslie's. Unfortunately, the car proved too badly damaged to make it out in the second race in what will be a dent to his championship challenge as he dropped out of second in the standings.

Morgan driver Tommy Gilmartin and Ginetta racer Harry Simpson were inseparable throughout the **Classics** races. Despite Simpson's best efforts, he could not find a way past the more powerful car, which stretched its legs on the straights. Raymond Boyd took two lonely third place finishes despite initially getting into the lead of race two with a strong start in his Porsche 911. The best battle in both races was between Andrew Graham's Triumph TR8 and Stan Bernard's Porsche but Graham slowly eased away to take two fourth places.

Roddie Paterson snuck past Ian Donaldson at the hairpin on lap two of the first **Saloons and Sportscar** race and controlled the gap to take a win. He didn't start race two which left Donaldson unchallenged for the win. Paul Brydon had a lonely run to two podium finishes while Robert Drummond recovered from a retirement in race one to take third in race two.

Fiesta ST ace Wayne Macaulay scored two wins with Jim Deans and Stephen Ward sharing the XR2 class spoils.



Morgan (99) took win and two podiums in Cooper Cup guest outing

RESULTS

Scottish BMW Compact Cup (12 laps) 1 David McNaughton; 2 Neil MacInnes +1.253s; 3 Alistair Smith; 4 Gary Clark; 5 Cliff Harper; 6 Douglas Simpson. Fastest lap Simpson 1m04.083s (72.292mph). Pole MacInnes. Starters 16. **Race two (12 laps)** 1 McNaughton; 2 Clark +1.656s; 3 MacInnes; 4 Harper; 5 Smith; 6 Lee Elrick. FL Elrick 1m03.362s (71.981mph). P McNaughton. S 16.

Celtic Speed Scottish Mini Cooper Cup (9 laps) 1 Ian Munro; 2 Adam Morgan +0.212s; 3 Hannah Chapman; 4 Paul Bell; 5 Dylan O'Donnell; 6 Malcolm McNab. FL Bell 1m03.181s (72.187mph). P Morgan. S 28. **Race two (9 laps)** 1 Morgan; 2 Munro +0.111s; 3 O'Donnell; 4 John Duncan; 5 Michael Courts; 6 Shane Stoney. FL Chapman 1m03.172s (72.197mph). P Munro. S 28. **Race three (9 laps)** 1 Stoney; 2 Morgan +5.979s; 3 Courts; 4 O'Donnell; 5 Duncan; 6 Munro. FL Morgan 1m03.183s (72.185mph). P Stoney. S 26.

Scottish Legends (8 laps) 1 John Paterson; 2 Ben Mason +0.765s; 3 Ross McCulloch; 4 Ivor Greenwood; 5 Dave Newall; 6 Billy Wait. FL Paterson 59.889s (76.155mph). P Paterson. S 15. **Heat two (8 laps)** 1 Paterson; 2 Mason +1.547s; 3 Greenwood; 4 McCulloch; 5 Ryan McLeish; 6 Wait. FL Paterson 59.242s (76.987mph). P Gary Lynch. S 15. **Final (8 laps)** 1 Paterson; 2 Greenwood +4.670s; 3 Mason; 4 Pino Palazzo; 5 Wait; 6 McLeish. FL Paterson 59.644s (76.468mph). P Scott Hynds. S 15.

Scottish Formula Ford (12 laps) 1 Neil MacLennan (Ray GR14); 2 Jamie Thorburn (Ray GR15) +7.546s; 3 Sebastian Melrose (Ray GR14); 4 Matthew Chisholm (Van Diemen RF92); 5 Matthew Cowley (Van Diemen JL13); 6 Neil Broome (Swift SC93C). Class winner Chisholm. FL MacLennan 55.035s (82.872mph). P MacLennan. S 14. **Race two (12 laps)** 1 MacLennan; 2 Thorburn +4.377s; 3 Melrose; 4 Cowley; 5 Chisholm; 6 Broome. CW Chisholm. FL MacLennan 55.118s (82.747mph). P MacLennan. S 13.

Scottish Classic Sports and Saloons (12 laps) 1 Tommy Gilmartin (Morgan +8); 2 Harry Simpson (Ginetta G4R) +2.262s; 3 Raymond Boyd (Porsche 911); 4 Andrew Graham (Triumph TR8); 5 Stan Bernard (Porsche 911); 6 Jimmy Crow (Ford Escort). CW Boyd, Crow, Simpson, Ian Daltrey (Alfa Romeo Alfasud). FL Gilmartin 59.841s (78.578mph). P Gilmartin. S 13. **Race two (12 laps)** 1 Gilmartin; 2 Harry Simpson +0.489s; 3 Boyd; 4 Graham; 5 Bernard; 6 Crow. CW Boyd, Crow, Simpson, Ian Daltrey (Alfa Romeo Alfasud). FL Simpson 58.149s (78.434mph). P Gilmartin. S 13.

Scottish Saloons and Sportscars (12 laps) 1 Roddie Paterson (Caterham); 2 Ian Donaldson (Mitsubishi Evo) +9.346s; 3 Paul Brydon (BMW M3); 4 Thomson McIntyre (Subaru Impreza); 5 William Robson (Ford Focus); 6 Graham Robertson (BMW M3). CW Donaldson, Brydon, McIntyre, Ian Sinclair (Westfield). FL Paterson 51.865s (87.937mph). P Donaldson. S 11. **Race two (12 laps)** 1 Donaldson 2 Brydon +4.370s; 3 Robert Drummond (Ford Escort); 4 McIntyre; 5 Robson; 6 Gary Wait (Sierra Cosworth). CW Brydon, McIntyre, Sinclair. FL Donaldson 54.680s (83.410mph). P Donaldson. S 11.

Scottish Fiestas (12 laps) 1 Wayne Macaulay (Fiesta ST); 2 Chris Milford (Fiesta ST) +3.696s; 3 Kevin Whyte (Fiesta ST); 4 Stephen Ward (Fiesta ST); 5 Jim Deans (Fiesta XR2); 6 Steven Gray (Fiesta XR2). CW Deans. FL Macaulay 1m01.680s (73.944mph). P Macaulay. S 16. **Race two (12 laps)** 1 Macaulay; 2 Whyte +3.343s; 3 Milford; 4 Liam Robertson; 5 Ward; 6 Deans. CW Deans. FL Macaulay 1m01.863s (73.735mph). P Macaulay. S 16.



MacLennan claimed dominant FFord double

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SPORTING SCENE

Photos: Ivan Sansom, Colin Casserley and Hal Ridge

PRODUCTION CAR TRIALS

Kitching and North on top

Henry Kitching won the first part of the Welsh Car Trial weekend at a very wet Cymru to become the seventh winner in the British championship this year.

Kitching slowly opened a decisive lead over Mark Hoppe in the New Car class as conditions deteriorated with heavy rain.

It was Kitching's first win since claiming the Gold Star last October. Yorkshire driver Rupert North, who usually excels in North Wales, finished second and dropped the lowest marks.

The rear-wheel-drive class saw a close battle between Dave Oliver, Barrie Parker and Nigel Weeks. They were covered by less than 10 points with Oliver winning.

Rupert North won the HCC Car Trial near Prestatyn, in slippery conditions. North dominated his Small Car class to win by nearly 100 points.

Kitching and Hoppe continued their close class battle and, after 22 hills, were tied for position, but two star climbs by Kitching gave him the class and second overall. Dave Walker finished an encouraging third in class.

Duncan Stephens

Results

Cymru Car Trial When: July 16
1 Henry Kitching (Vauxhall Corsa) 75.7 per cent; 2 Rupert North (Rover Mini) 89.9 per cent; 3 Mark Hoppe (Citroen Saxo); 4 Dave Oliver (Hillman Imp); 5 Barrie Parker (Westfield SEi); 6 Nigel Weeks (Hillman Imp); 7 Richard Pain (Toyota Starlet); 8 Kevin Roberts (Dutton Phaeton); 9 Tim Beard (Citroen Saxo); 10 David Allman (Citroen Saxo).

HCC Wales Car Trial When: July 17
1 North 74.3 per cent; 2 Kitching 80.5 per cent; 3 Oliver; 4 Hoppe; 5 Parker; 6 Roberts; 7 Sion Rhisiart (Dutton Phaeton); 8 Weeks; 9 Dave Walker (Suzuki Bolento); 10 Gemma Weeks (Hillman Imp).

AHLIN-KOTTULINSKY FOR MORE RX150 RUNS


GT racer switched

Female racer was fourth in Belgium

By Hal Ridge

Swedish GT driver Mikaela Ahlin-Kottulinsky is targeting more outings in the RX150 category of the British Rallycross Championship following her debut in the series at Maasmechelen in Belgium last weekend.

Ahlin-Kottulinsky, who usually races an Audi R8 in the German ADAC GT Masters series, was fourth fastest in the event's opening free practice but retired from Q1 when her RX150 lost a right-rear wheel.

Starting on the back row of the grid for the final, the Swede jumped to third at the first corner but out-braked herself on the third lap and dropped to fourth, where she finished.

"The weekend started off quite bad, we had some problems but I was so amazed by my start in the final and I drove really well apart from one mistake," she said.

"It's very different to a circuit race car but it was a really good experience and good for me to change driving style.

"I think it really develops you as a driver and I would love to race an RX150 again. Overall I'm so happy and next time if I do another event, I think I can be on the podium."

RX150 championship leader, former Formula Ford Festival winner Chrissy Palmer, won the final ahead of Marc Scott.

Doran dropped from JRM team

World Rallycross driver Liam Doran has had his contract with the JRM Racing team terminated with immediate effect, the Daventry-based squad announced on Monday.

Brit Doran had entered the full World RX series with the Mini RX outfit, and qualified for the final at the second round of the series in Germany.



The team has given no indication as to why Doran's contract has been cut short.

"The agreement with the team has been terminated. This is an internal matter and no further comment will be made at this stage," said JRM Racing team principal, James Rumsey.

Motorsport News was unable to get hold of Doran for comment before going to press on Monday. There are no details on a replacement driver yet.

BriSCA F1


Johnson won at Northampton

JOHNSON LIFTS EUROPEAN TITLE

BriSCA F1: Northampton
By Colin Casserley

Organiser: Incarace **When:** July 17 **Starters:** 46

Dan Johnson has a liking for the Northampton International Raceway. He won his first BriSCA F1 final there back in 2006 and his first major title followed two years later at the same venue when he won the European crown.

On Sunday the reigning National points title holder added his second European title.

Shaun Webster and Joff Gibson battled for the early lead with Gibson gaining control of the top spot on lap eight.

Further back, Johnson was slicing through the field from his 28th place starting spot and was closing on the leaders when a yellow flag bunched the pack together. Gibson held the advantage following the restart but, just as the race reached half distance, Johnson moved into a race-winning lead.

Nigel Green and Lee Fairhurst began to close in on Gibson. As the laps wound down, Green moved into second with three to go and Fairhurst out-foxed Gibson on the final turn to take third.

A delighted Johnson said: "The car was on rails today. I got a good start and managed to miss an incident on the first lap and got through the traffic quickly.

"I managed to get rid of Rob Speak and was closing on the leader when the yellow came out. It didn't do me any favours as it allowed those behind to close on me. But on the restart the car felt as good as it was before the stoppage and it was just a case of not making any mistakes."

Second placeman Green said afterwards: "I am satisfied with second place, but I wouldn't say pleased. I had some decent pace but Johnson got by me early on and he was gone. I was too far back on the stoppage to get to him."

"I was not quick enough to win," said Fairhurst. "To get third is not too bad. My car is getting better. I got on the inside of Gibson going down the back straight and I knew he would try and get me going into the corner, so I slowed down when I was alongside him so he couldn't get me back."

Result
1 Dan Johnson; 2 Nigel Green; 3 Lee Fairhurst; 4 Chris Cowley; 5 James Rygor; 6 Steven Webster; 7 Michael Scriven; 8 Pual Harrison; 9 Paul Ford; 10 Neil Scriven.

RALLYCROSS

Rooke gives a masterclass

British Rallycross Championship: Massmechelen, Belgium
By Hal Ridge

Organiser: BARC/LHMC **When:** July 16/17
Starters: 128


Winner Dan Rooke extended points advantage

Dan Rooke asked his father Terry the moment he climbed out of his Citroen DS3 Supercar in Belgium last weekend: "Did we make it into the 37s?".

The rising star had just gone unbeaten at the fifth round of the MSA British Rallycross Championship through the whole event; the three qualifying sessions, semi-final and final, and was feeling so comfortable on a circuit that he had never seen before that rather than consolidate his lead in the six-lap finale, Rooke was trying to better his fastest lap of the weekend.

Incidentally, the sub-38s mark hadn't been beaten but it mattered little, Rooke headed home five-time British champion Julian Godfrey and Ollie O'Donovan, the Irish driver reverting to his Ford Focus over the Ford Fiesta he has been campaigning recently in the European Rallycross Championship.

O'Donovan had finished second to Rooke at the Intermediate Classification but it was Godfrey who took the upper hand over O'Donovan in the first semi-final to join Rooke on the front row for the final. As the lights went green, Rooke made the best start with Godfrey tucking into second and O'Donovan slotting into third place.

As the leading pair pulled a margin at the head of the field, O'Donovan took his joker lap on the fourth tour and dropped behind Pat Doran. Rooke, Godfrey and Doran all saved their compulsory joker until the final lap, Doran dropping back behind O'Donovan to finish fourth while Rooke won his second round of the year.

"The tight twisty nature of this track suited me, it's very technical," said Rooke. "I didn't know what to expect coming here at all. I just kept my head down and pushed hard all weekend."

Belgian drivers Jos Jansen and Johnny Verkurigen rounded out the list of final finishers. The result extends Rooke's lead over Godfrey in the title race to 21 points.

Tony Lynch won the **SuperNational** final ahead of Guy Corner and Paige Bellerby.

Kris Hudson won the **BMW Mini** final, Graham Rumsey won in **Hot Hatch** and Aiden Hills headed the **Swift Sport** final. Paul Coney was top British Championship finisher in the **Super1600** category.

Chrissy Palmer won in the **RX150** division while Swede Mikaela Ahlin-Kottulinsky finished fourth. Rob Gibson won the **Retro Rallycross** final.

Results

British Rallycross (6 laps) 1 Dan Rooke (Citroen DS3) 3m55.864s; 2 Julian Godfrey (Ford Fiesta) +0.701s; 3 Ollie O'Donovan (Ford Focus) +6.402s; 4 Pat Doran (Citroen C4) +7.400s; 5 Jos Jansen (Ford Fiesta) +8.189s; 6 Johnny Verkuringen (Subaru Impreza) +14.090s.
SuperNational (6 laps) 1 Tony Lynch (Ford Ka) 4m16.145s; 2 Guy Corner (Peugeot 206) +8.805s; 3 Paige Bellerby (Lotus Exige); 4 Mike Howlin (Ford Fiesta); 5 Brian Jukes (Audi TT); 6 Vincent Bristow (BMW E36).
BMW Mini (6 laps) 1 Kris Hudson 4m27.073s; 2 Keifer Hudson +6.957s; 3 David Bell; 4 Andrew Hawkes; 5 Martin Hawkes; 6 Frankie Hellewell.
Hot Hatch (6 laps) 1 Graham Rumsey (Citroen Saxo) 4m43.432s; 2 Tomasz Wielgosz (Peugeot 106) +6.679s; 3 Mark Henrey (Alfa Romeo 147); 4 Michael Labedz (Citroen Saxo).
Super1600 (6 laps) 1 Peter Vingerhoets (Peugeot 206) 4m13.952s; 2 Davy Van Den Branden (Citroen DS3) +3.732s; 3 Gerji de Brouwer (Suzuki Swift); 4 Paul Coney (Vauxhall Corsa); 5 Dennis Remans (Ford Fiesta); 6 Tristan Ovenden (Suzuki Swift).
Suzuki Swift (6 laps) 1 Aidan Hills 4m30.611s; 2 Nathan Heathcote +0.199s; 3 Simon Ovenden; 4 Jack Brown; 5 Chris Woollett; 6 Brett Harris.
RX150 (6 laps) 1 Chrissy Palmer 4m12.791s; 2 Marc Scott +5.558s; 3 Jake Harris; 4 Mikaela Ahlin-Kottulinshy; 5 Mitchel Flaherty; 6 Kevin Feeney.
Retro Rallycross (4 laps) 1 Rob Gibson (MG Metro 6R4) 2m54.485s; 2 Ray Morgan (Ford Escort) +3.928s; 3 Barry Stewart (Porsche 911); 4 Jordan Bowes (Volkswagen Golf); 5 Stewart Bowes (Mini Clubman).

Photos: Andrew Le Poidevin

BRITISH HILLCLIMB CHAMPIONSHIP

WILLIS DOUBLES UP IN JERSEY

British Hillclimb Championship: Bouley Bay, Jersey

By Eddie Walder

Organiser: Jersey Motor Cycle and Light Car Club
When: July 14 **Starters:** 76

Trevor Willis dominated the Jersey rounds of the British Hillclimb Championship with two wins. But despite the hill record being lowered three times and the old record being bettered a further two times, Willis only managed to narrow Scott Moran's title lead by one point to 15.

In the opening event, having had a terrific qualifying run, Richard Spedding was fourth last to go. He posted a time only 0.18s outside the three-year-old hill record, setting a tough target for the final three.

Next in was Scott Moran and he defeated the record with apparent ease, meaning all eyes were now on Wallace Menzies. But the Scot delivered and lowered the new mark to loud applause at the finish.

This left Willis needing to produce an even better time. Despite being set an almost impossible task, a perfect start put him on course and a little more than 30 seconds later, his time was posted: the Worcestershire-based IT engineer had gone over a second inside the old record and 0.91s quicker than Menzies had managed a few moments earlier.

Willis said: "On some days everything is right, car, tyres and driver and this was one of those."

Within 90 minutes of the final set of class runs, the second encounter was ready to unfold with the same quickest three in action. This time Willis would go first. He stunned the spectators with a time inside the old record and set Moran and Menzies the stiffest of challenges.

Moran could not better Willis but was still within the old record, so that would give each an extra point. On the final run of the day, the question was could Menzies top the lot? However, at the first bend his left rear scraped the Victorian brickwork bordering the track and his tyre began to deflate. He recorded the slowest time of either run-off and no points were scored as a result.

Channel Islands drivers were well in the hunt, with Jerseyman Jason Mourant taking a best-yet third and Guernsey's Darren Warwick fifth and fourth. Will Hall had a better event than recently with sixth and fifth but would have to miss Guernsey (see report below) after being called home on family business.

Spedding, fourth in round 19 with the Raptor proving so suitable for the tight confines of the seaside hill, was sixth in the next round.

Last season's champion, Alex Summers, had one of his rare 2016 outings, running in his parents' 1100cc DJ Firehawk. And he was in good form, lowering the 14-year-old class record by 0.83s and was even quicker in the run-off.

Results

Round 19: 1 Trevor Willis (3.2 OMS-RPE 28) 36.48s new record and BTD; 2 Wallace Menzies (3.5 Gould-NME GR55) 37.39s inside old record; 3 Scott Moran (3.5 Gould-NME GR61X) 37.47s inside old record; 4 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 37.78s; 5 Darren Warwick (2.0 Dallara-Opel F399) 38.05s; 6 Will Hall (2.0 Force-AER/XTec WH) 38.48s; 7 Dave Uren (1.3t Force-Suzuki PC) 39.10s; 8 Jason Mourant (4.0 Gould-Judd GR55) 39.22s; 9 Eynon Price (1.6 Gould-Suzuki GR59) 39.26s; 10 Alex Summers (1.0 DJ-Suzuki Firehawk) 39.32s; 11 Paul Haimes (1.3t Gould-Suzuki GR59) 39.75s; 12 Graham Wynn (3.5 Gould-Cosworth GR55) 40.87s.
Round 20: 1 Willis 37.14s inside old record; 2 Moran 37.57s inside old record; 3 Mourant 38.54s; 4 Warwick 38.58s; 5 Hall 38.74s; 6 Spedding 38.95s; 7 Price 39.31s; 8 Summers 39.35s; 9 Nick Saunders (1.6 Reynick-Suzuki) 40.08s; 10 Sean Gould (1.6 Gould-Suzuki GR59) 40.42s; 11 Menzies 41.71s; 12 Uren 49.54s.
Class winners: Dale Crowsley (2.0 Mazda MX-5 GT) 47.13s record; Richard Buchanan (2.0 Caterham 7) 50.49s; Mick Lancashire (1.6 Westfield Megabusa) 46.50s; James Langlois (1.0 Ford Fiesta) 56.53s; William Le Bourgeois (2.0 Ford Anglia) 55.45s; Grant Collins (2.0t Subaru Impreza) 50.86s; Dave Warburton (2.5 Caterham-Duratec) 46.20s; Len Amy (2.0 Mallock Mk32) 42.51s; Barry Moignard (3.5 Skoda-Rover Silhouette) 44.71s; Summers 40.39 Rec; Spedding 38.44s; Warwick 38.71s; Willis 37.88s.


Willis was a fast starter

BRITISH HILLCLIMB CHAMPIONSHIP

MORAN TO THE FORE AS LOCAL MAN WARWICK SHINES



Warwick pushed Moran

Andy Priaulx, Moran and Warwick

British Hillclimb Championship: Val de Terres, Guernsey

By Eddie Walder

Organiser: Guernsey Motor Cycle and Car Club
When: July 16 **Starters:** 100

On the southern outskirts of St Peter Port, with the seafront startline and promenade paddock, Val de Terres is the Monaco of British motorsport.

A larger field than on Jersey two days earlier and a road reopening time of 1730hrs, presented a challenge that was met, matched and beaten by the organisers.

But after winning twice on Jersey on Thursday, Trevor Willis met his match in the form of Scott Moran, who delivered one of his hillclimbing lessons to the usual suspects – with the exception of local superstar Darren Warwick, who pushed him all the way to the final short straight and tight finishing bend.

There was no record-breaking run-off pace in either round as the public road – a main bus route – was dusty after recent heavy rain had left dirt on the surface.

Following Moran's victory in the opener, ahead of second-placed Warwick, the winner said: "There is a 26s run in this car: it's all about whether I can do it. In this car at this hill, it's all about the middle of the run."

Harewood star Richard Spedding thrust the tiny GWR Raptor to fastest qualifying time. Moran had taken only fourth best as the cars came to the start of the opening showdown.

First away was Paul Le Messurier in the LemTech co-built with brother Ian. He set a decent time which former Val des Terres run-off winner Chris Guille could not surpass and another Guernsey driver Nick Saunders spun out after Terres House gate.

Moran set such a pace after qualifying fourth that Menzies, Warwick and Spedding could not match him. Willis had only qualified sixth fastest and a pair of fifths meant no repeat of his Bouley success.

In the final encounter, Warwick was fastest qualifier but Moran, running immediately before, set a winning time. However, two second places for the Guernsey Airport fireman was great reward and he rose to 11th place in the standings after only two events, albeit temporarily as these will be his only point-scoring runs. Given the time and budget he could achieve so much more.

There were more points for Alex Summers as he moved back into the top 10. With a couple of interesting guest drives on the horizon he may yet retain a 'number'.

Neither of the drivers of the factory Gould had competed on either island for some time. Eynon Price had not driven in Guernsey for five years, while Sean Gould's last appearance was in 1988. They took some time to establish their pace but could be happy to be well-sited in the top 10 overall.

By his high standards, Wallace Menzies might consider two fourths below par, but his current third overall must be assured.

Moran now has a 21-point gap over Willis, who will be looking to claw back most of that amount at Wiscombe Park as Moran will be absent.

Results

Round 21: 1 Scott Moran 27.11s best time of the day; 2 Darren Warwick 27.24s; 3 Richard Spedding 27.55s; 4 Wallace Menzies 27.91s; 5 Trevor Willis 28.10s; 6 Enyon Price 28.21s; 7 Dave Uren 28.52s; 8 Alex Summers 28.62s; 9 Paul Haimes 29.37s; 10 Paul Le Messurier (1.4 Lemtech DB03) 29.58s; Chris Guille (2.0 OMS-Vauxhall) 29.80s; Saunders Fail. **Round 22:** 1 Moran 27.11s; 2 Warwick 27.28s; 3 Willis 27.72s; 4 Menzies 27.78s; 5 Spedding 27.97s; 6 Saunders 28.56s; 7 Uren 28.66s; 8 Price 28.68s; 9 Summers 29.13s; 10 Haimes 29.24s; 11 Sean Gould 29.69s; 12 Guille 30.16s. **Class winners:** Ian Gillespie (1.8 MG ZT) 35.09s; Crowsley 35.45s; Mark King (4.5 RockSand Special) 31.09s; Le Messurier 29.62s; Summers 28.51s record; Spedding 27.86s; Warwick 27.56s record; Menzies 27.94s. Points after 22/34 rounds: 1 Moran 209pts; 2 Willis 188; 3 Menzies 135; 4 Spedding 102; 5 Hall 89; 6 Uren 84.

HAVE YOUR SAY

MN does not always agree with opinions expressed in letters

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MN SAYS...

WRC mix up is a good thing

Volkswagen is concerned which means fans should rejoice



There have already been some raised eyebrows about the proposed rules for the World Rally Championship for 2017 and beyond. They will deliver quicker cars with better aerodynamics and are likely to be even more of a test for the manufacturers and drivers.

If you put the nuts and bolts of the rule changes aside for a moment, the fact that Volkswagen is concerned that it might not be able to maintain its position as the fastest is surely a good thing for the championship. When manufacturers dominate any branch of the sport, it can dilute the wider interest – as has been seen in F1.

VW has already had its resolve tested this season, with six different winners from the last six rounds meaning that the German firm has a fight on its hands already. It is also incredible to note that Sebastien Ogier hasn't stood on the top step of the WRC podium since February (please don't mention running order...)

Despite that, the Polo is still the fastest weapon out there. The question is: for how long?

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Greg Tomkins took a photograph of this truly fabulous Porsche Group C racer



Greg Tomkins watched BRC action on Epynt



Will Jones took this picture of Ollie Mellors



Steve Evans's shot from Epynt Ranges



James Lomax took this hillclimb pic



Peter Atkins got this snap of an Audi quattro



There was drama at Chateau Impney for this Bugatti, captured by Mark Farmer



Tomas Davies pushed hard, by Lewis Morgan

LETTERS



Motorsport News, July 20

Boo to the booing

I was at Silverstone for the grand prix last Sunday but left promptly after the flag fell to make another engagement.

I therefore missed that disgraceful booing episode that you refer to (*Motorsport News*, July 13) which of course is reminiscent of what happened previously to Sebastian Vettel.

Nico Rosberg did nothing to warrant this and in fact deserves some sympathy for the problems that lost him valuable track time in practice and those that subsequently lost him any chance of challenging and cost him that second place.

John Surtees CBE
Via email

Channel 4 praise

Channel 4's coverage of the whole Silverstone F1 weekend, including free practice, was fantastic, should be applauded and continued to show what can be done to please the many free-to-view TV spectators.

Scenes of packed grandstands, general admission and campsites made the British Grand Prix a shining example of why we need the historic tracks on the F1 calendar.

Silverstone, Spa and Monza are all awesome venues for the F1 circus that in my time as a petrolhead I've been to in different F1 eras. But I will not travel to some far-flung part of the world to experience one of the new so-called exciting modern circuits.

The BBC dropping F1 was a shock to free-to-view spectators but Channel 4 have stepped up and grabbed the baton admirably so I hope the current F1 ringmaster is taking note of their hugely successful broadcasts and the crowds the historic circuits generate.

Steve Cameron
Via email

Know your limits

Over the last few seasons, organising clubs and the FIA have become more and more stringent with drivers who fail to observe track limits.

Rightly so – if you fail to observe track limits at Monaco you wind up with wheels missing, at Silverstone or Monza there is no such penalty and drivers will always push the envelope.

Let's be clear – failing to observe track limits is gaining an advantage by breaking the rules – but if the rules are to be enforced it must be done consistently. With track limits it's easy, you either leave the track or you don't, but we see too much inconsistency in application of the rules as we saw during qualifying at Silverstone. This inconsistency introduces unfairness which we absolutely don't need – the equivalent of turning a blind eye to a team running a barn door wing in Q1.

Much of this relies of marshals, judges of fact and hawk eyes watching the screens in race control – but with cameras on every car in F1 the pinnacle of the sport should at least be able to set a good example of consistent application of the rules.

Jasper Gilder
Via email

GET MN ON THE GO WWW.MOTORSPORT-NEWS.CO.UK/DIGITAL-EDITION

TV GUIDE

With Formula 1 in the spotlight this weekend, there's not many better ways to prepare than by watching some older races to get you in the mood.

Granted, 2011 isn't exactly retro, but that year's **Hungarian Grand Prix** produced a classic, with a Brit in a McLaren taking victory (Wednesday, 2100-2330hrs, Sky Sports F1).

If you missed last weekend's Formula 1 (likely as you were at the **Nicky Grist Stages**) then there's also chance to see that too (Thursday, 1500-1715hrs, Sky Sports F1 HD).

Moving away from F1 but sticking to a grand prix circuit, there's been plenty going on at the Red Bull Ring over the last few months. There's a chance to catch up with the **Renault Sport Trophy** and **Eurocup Formula Renault 2.0** back to back (Wednesday, 0830-1000hrs, Eurosport 2).



The 2011 Hungarian GP is shown

LIVE TV

V8 Supercars: Queensland
- **Race one:** Saturday 0700-0815hrs BT Sport 1
- **Race two:** Sunday 0445-0645hrs BT Sport 2

NASCAR Sprint Cup Series: Indianapolis
- **Race:** Sunday 1930-0000hrs Premier Sports TV



NASCAR Indy

Formula V8 3.5
- **Race one:** Saturday 2000-2100hrs BT Sport Europe (delayed highlights)
- **Race two:** Sunday 1230-1415hrs BT Sport 2

World Endurance Championship: Nurburgring
- **Race:** Sunday 1800-1915hrs, Eurosport 2 (delayed highlights)

LIVE F1 TV

Hungarian Grand Prix Sky Sports F1 HD coverage
- **Drivers press conference:** Thursday 1400-1430hrs
- **FP1:** Friday 0845-1100hrs
- **FP2:** Friday 1245-1455hrs
- **Team principals' press conference:** Friday 1630-1630hrs
- **The F1 Show live:** Friday 1630-1700hrs
- **FP3:** Saturday 0945-1115hrs
- **Qualifying:** Saturday 1200-1435hrs

Race: Sunday 1230-1530hrs
- **Highlights:** Sunday 1915-2015hrs

Hungarian Grand Prix Channel 4 HD coverage
- **FP1:** Friday 0855-1040hrs
- **FP2:** Friday 1255-1440hrs
- **FP3:** Saturday 0955-1120hrs
- **Qualifying:** Saturday 1155-1430hrs
- **Race:** Sunday 1200-1530hrs
- **Highlights:** Sunday 1150-0050hrs

GP2: Hungary
- **Practice:** Friday, 1100-1150hrs, Sky Sports F1 HD
- **Qualifying:** Friday, 1455-1530hrs, Sky Sports F1 HD
- **Race one:** Saturday, 1435-1605hrs, Sky Sports F1 HD
- **Race two:** Sunday, 0930-1045hrs, Sky Sports F1 HD



Can Vettel succeed?

GP3: Hungary
- **Qualifying:** Saturday, 0845-0920hrs, Sky Sports F1 HD
- **Race one:** Saturday, 1615-1715hrs, Sky Sports F1 HD
- **Race two:** Sunday, 0820-0920hrs, Sky Sports F1 HD

LISTINGS



Hot Rods return to Aldershot, where Mikey Godfrey won last time out

RACING SATURDAY

- **Brands Hatch, Kent**

MSVR meeting: Monoposto, Porsche Club, VAG Trophy, FF1600, Future Classics **Starts** racing from 1150hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

- **Oulton Park, Cheshire**

MSVR meeting: GT Cup, Trackday Trophy, Racing Saloons, Production BMW **Starts** racing from 1200hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

- **Snetterton, Norfolk**

MSVR meeting: Equipe GTS, Aston Martin GT Challenge, Inter Marque, Innes Ireland Cup, 50s Sports Cars, Pre-War Team Challenge **Starts** racing from 1210hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

- **Silverstone, Northants**

MSVR meeting: GT Open, Euroformula Open, Radical Masters, Formula V8 3.5 **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** £20 **Web** silverstone.co.uk **Contact** 08704 588260

- **Donington Park, Leics**

Truck meeting: Trucks, Legends, Classic FF1600, Kumho BMW, Hyundai Coupe **Starts** Saturday, racing from 1210hrs (qualifying from 0915hrs) Sunday, racing from 1010hrs (qualifying from 0915hrs) **Admission** adult £20 **Web** Donington-park.co.uk **Contact** 01332 810048

- **Croft, NYorks**

BARC meeting: Dunlop Endurance, Junior Saloons, Northern Sports/Saloons, Renault Clios **Starts** Saturday, racing from 1355hrs (qualifying from 0930hrs) Sunday, racing from 1245hrs (qualifying from 1205hrs) **Admission** adult £13, child free **Web** croftcircuit.co.uk **Contact** 01325 721815

- **Anglesey, NWales**

CSCC meeting: Morgans, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Magnificent 7s, Modern Classics, New Millennium, Open Series **Starts** Saturday, racing from 1400hrs (qualifying from 1000hrs) Sunday, racing from 0900hrs (qualifying from 1140hrs) **Admission** Adult £15 child free **Web** angleseycircuit.com **Contact** 01407 811400

SUNDAY

- **Cadwell Park, Lincs**

VSCC meeting: Vintage Racing Cars, Pre '61 Racing Cars, Pre-War Sports, Vintage/PVT, 500cc F3, Williams Trophy, Frazer Nash/GN **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £20, under 13 free **Web** msv.com **Contact** 0843 453 9000

SPORTING SCENE SATURDAY

- **King's Lynn**

BriSCA F1 **Starts** 1730hrs **Admission** tba **Web** stockcar-racing.co.uk

SUNDAY

- **Aldershot Raceway**

National Hot Rods
Starts 1300hrs **Admission** tba **Web** spedeworth.co.uk

Correct at time of going to press, but please check before travelling

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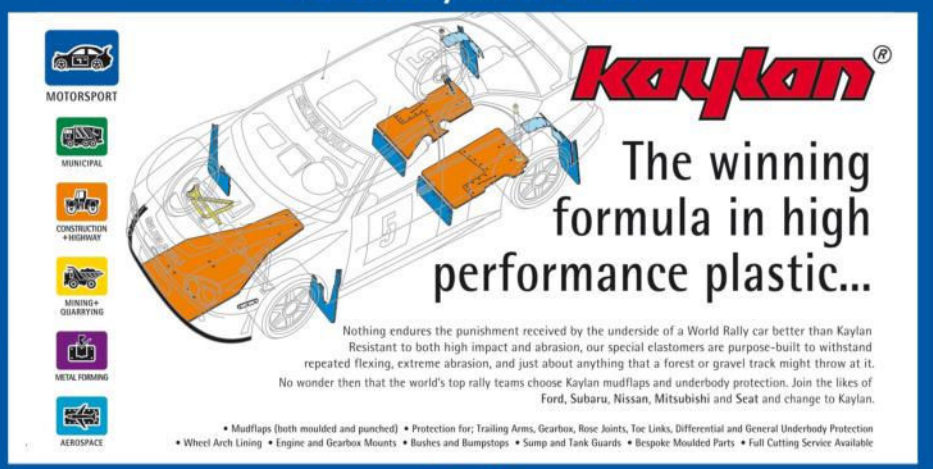
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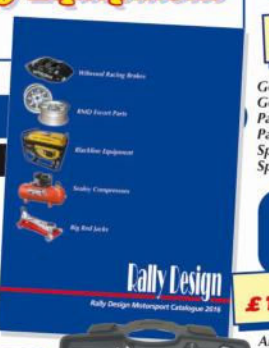
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1/2" drive universal coupling	£8.25	£9.90
Pro riveter kit - rivets, rivstuds, pop rivets	£39.90	£47.88
Box set of rivets, studs & pop rivets	£34.50	£41.40
Torque wrench, 40 - 210Nm	£33.90	£40.68
3 piece magnetic bits socket	£4.85	£5.82
4 piece socket adaptors, 1/4 - 3/8 - 1/2	£2.98	£3.58
3/8 drive oxygen sensor socket, 8mm slot	£3.66	£4.39
3/8 drive oxygen sensor socket, 22mm slot	£3.66	£4.39
3 piece 3/8 & 1/2 spark plug socket	£3.72	£4.46
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 -	£16.46	£17.75
6 piece 1/2 Volkswagen impact socket	£11.90	£14.28
18 piece 3/8 oil drain socket	£18.51	£22.21
5/8 oxygen sensor crowfoot wrench	£3.84	£4.61
1/2 oxygen sensor crowfoot wrench	£3.98	£4.78
14/17mm hex drain plug key	£2.90	£3.48
11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-Handle Allen key set	£11.90	£14.28

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88



19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from £58.00 £69.60



Trackace in cardboard box	£58.00	£69.60
Trackace in blow moulded case	£68.00	£81.60
Gunson Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge £67.27 £80.72



Blackline digital caster/camber gauge, magnetic mount		£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"		£107.28	£128.74
Turntables, 1.5ton each capacity	pair	£139.80	£167.76
Digital tyre pressure gauge		£3.80	£4.56
Digital tyre depth gauge		£4.80	£5.76

TESTING EQUIPMENT

Cylinder Leak Detector £21.83 £26.80



Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£39.50	£47.40

STEERING WHEELS

Prices from £39.50 £47.40



Natural Carbon from £159.50 £191.40

Black spokes, suede rim	£39.50	£47.40
Black spokes, black leather rim	£43.50	£52.20
Carbon look spokes, suede rim	£52.50	£63.00

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp £39.00 £46.80



Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

WELDERS - ARC, MIG & TIG

MIG 200 amp £194.48 £233.38



Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£194.48	£233.38
ARC & TIG welder, 180 amp	£157.20	£188.64

PROFESSIONAL Starter/Chargers

Starter/Chargers from... £47.32 £56.78



Starter/Charger, max. 45 amp	£47.32	£56.78
Starter/Charger, max. 100 amp	£98.70	£118.44
7 stage charger - reconditions deeply discharged lead acid batteries	£29.80	£35.76
1kw inverter - incl. USB port	£99.90	£119.88



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BlackLine PROFESSIONAL QUALITY TOOLS

POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180˚ head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
1.5Ah Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Polisher, 800-3000rpm, 180mm pad	£39.83	£47.80
Heat gun, 2000w, 50-650˚, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

Blackline Portable Generators



0.9kw Portable generator	£82.42	£98.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.0kw Inverter/Generator (suitcase style)	£331.67	£398.00

Torin BIG RED JACKS

2.0 Ton Nascar Quick Jack £141.25 £169.50

JACKING EQUIPMENT



3.0 ton Trolley jack	£36.50	£43.80
2.0 ton, loin profile 'Pro' garage jack	£136.65	£163.98
3.0 ton, loin profile 'Pro' garage jack	£186.40	£223.68
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.58	£59.50
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
1500lb flodable engine stand	£58.05	£69.66
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
1 ton engine crane, foldable	£119.50	£143.40
Workshop 'Button' seat, pneumatic	£23.50	£28.20

Tyre Carriers

(4) Wheel tyre carrier	£24.92	£29.90
(4) Wheel tyre carrier, handle & lock	£39.80	£47.76



Tyre Carrier, handle & lock £39.80 £47.76

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Prices from £29.50 £35.40



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Sealey Direct Drive, 1hp, 6ltr tank, 4cfm	£92.98	£111.58
Sealey direct drive, 3hp, 100ltr tank, 12.6cfm	£246.97	£296.36
15 piece 1/2" Impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HV LP spray gun kit	£29.63	£35.56
50 piece air tools - Impact, ratchet, hammer & accs.	£59.40	£71.28

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