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BTC CHALLENGE TERM REPORT

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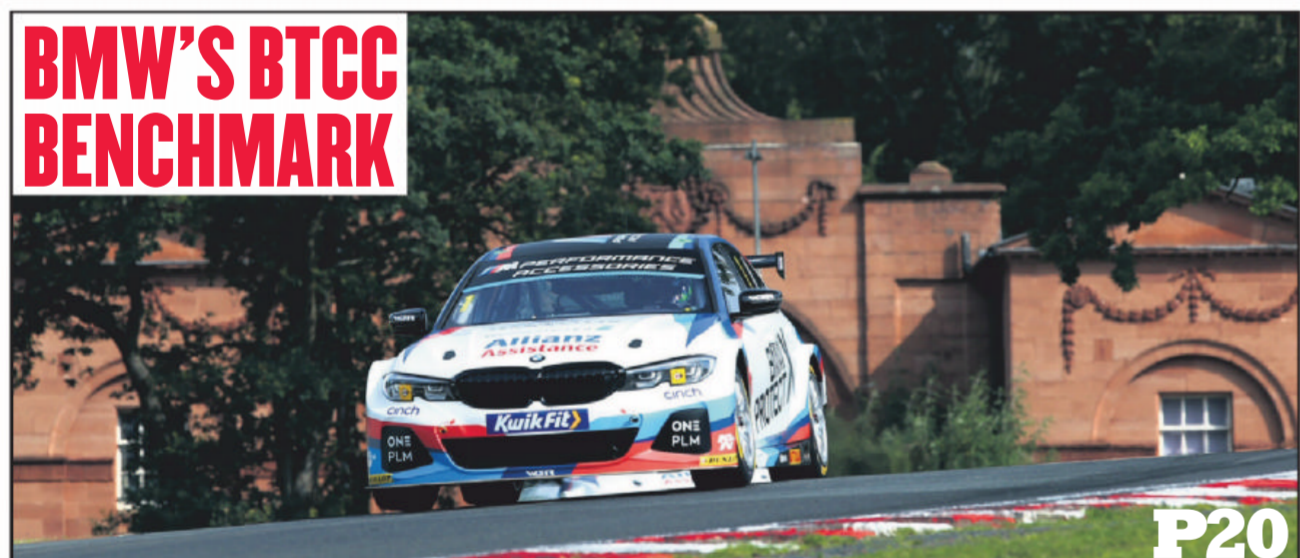
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Sebastian Vettel said he thought there was enough of a gap for an overtaking move, but it closed

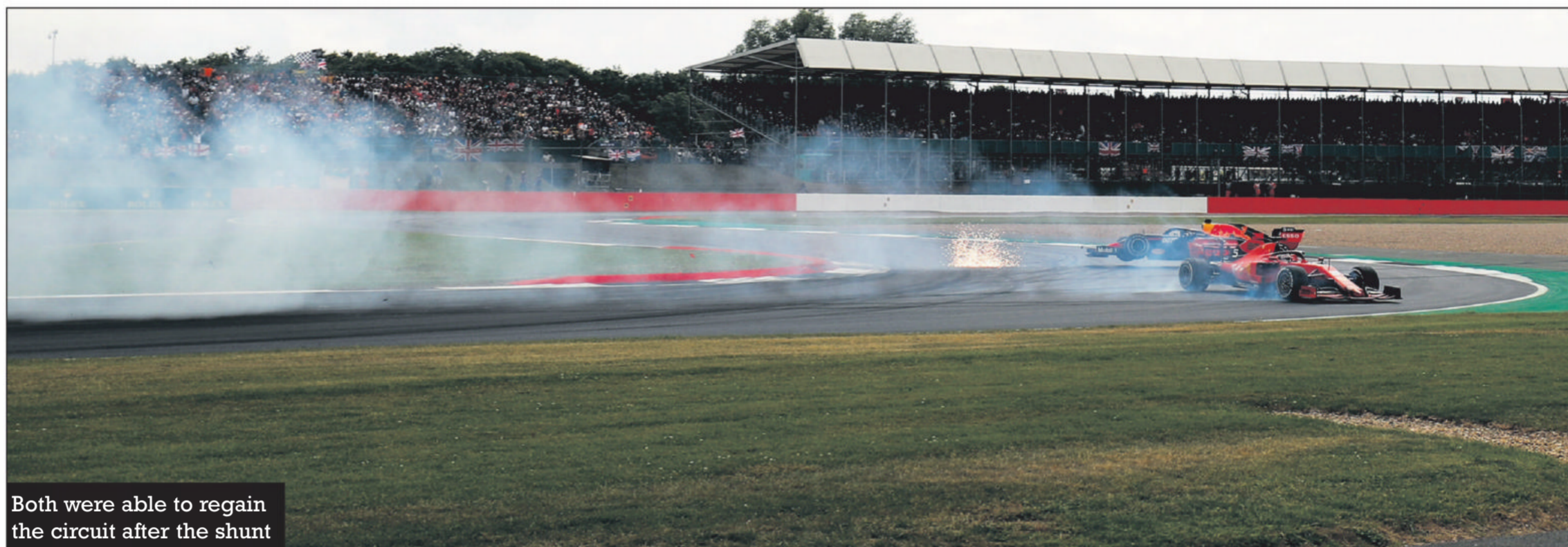
HOW LEWIS STUNNED THE FANS AT SILVERSTONE

HEADLINE NEWS

Photos: LAT



Verstappen's car picked up some significant damage



Above and left: Ferrari's Vettel locks up at Vale and cannons into the back of Verstappen's Red Bull-Honda

Both were able to regain the circuit after the shunt

VETTEL APOLOGISES FOR VERSTAPPEN ACCIDENT

Ferrari man humble after spectacular Silverstone crash ruins his race weekend

By Matt James

Four-time world champion Sebastian Vettel has apologised to rival Max Verstappen after the Ferrari driver made contact with his Red Bull rival at the British Grand Prix and robbed the Dutchman of a potential podium finish.

The pair were battling on lap 38 of the race when Verstappen got a run around the outside of Vettel going into Stowe corner. Verstappen made the move stick, but the Ferrari driver looked to immediately claim the place back.

He looked down the inside of the Red Bull going into Vale but aborted the move. He pulled back to the right-hand side of the car in front, but was unable to avoid colliding with the rear of the Honda-powered machine.

Vettel, who is now 13 points behind Verstappen in the drivers' championship, said: "It was my fault. I made a mistake."

Podium pain

The contact meant that Verstappen was relegated to a fifth-placed finish behind

Ferrari's Charles Leclerc and Pierre Gasly's Red Bull.

Vettel approached Verstappen in parc ferme after the race and shook his hand, apologising for the incident.

Vettel had been forced to pit to change the damaged nose section of his SF90 and he picked up a 10-second penalty for causing a collision. He was also handed two points on his race licence. He finished in penultimate position, 16th.

Verstappen was placid after the incident. "I guess he misjudged his braking in there – but I already spoke to him, he apologised to me immediately out of the car, and that's it," the six-time grand prix winner said. "It's disappointing but you can't change it now."

The collision spun Verstappen's Red Bull, which had been running in fifth spot, around. That led to the RB15 being launched airborne off the sausage kerb on the inside of the corner.

Verstappen, who ended up finishing nine seconds off the podium, said it was "a bit of a surprise" that he hadn't retired on the spot.

"The power steering more or less failed so it was quite a hard workout for me out there, the seat popped up so it was moving around a lot," he explained.

"The diffuser was broken, the floor was broken, underneath I could see parts falling off. [It] was not great. The car was not what it should've been, [so I'm] still happy to be fifth."

Vettel's closing gap

Vettel, whose last world title was in 2013, said he was fully responsible for the accident and he had changed his mind about the cause of the incident during the race itself.

Vettel, who had qualified in sixth spot on the grid at Silverstone, said: "In the end it's my mistake. Obviously he was a bit faster and closing quite quickly and passed very easily before Turn 15. But then [Verstappen] ran a bit wide, so I thought I could sneak back."

"But as I said, I thought there was a gap that then turned out to not be there. It's a misjudgement from my side."

Vettel vented his frustration on the pits-to-car radio, but said that he had reappraised the situation after a few

more laps of the circuit once he had returned to action.

"Of course initially I thought that there was a gap and the gap closed, but after some laps I realised that it was my mistake," he added.

"So I went to Max and told him what I thought. That to me counts more than anything or any stewards decision, to be honest."

Horner's anger

Red Bull team boss Christian Horner said that the crash robbed Verstappen of a

chance to finish on the podium, and indeed he could have even risen to second position given a late tyre stop for second-placed Valtteri Bottas, who was forced into a halt to swap compound.

Horner said: "That was very frustrating and obviously it was remarkable the car held together."

"To keep going with the damage he had, that was quite incredible and at least he managed to finish the race and get some points out of it."

"It is frustrating because he had obviously made a great pass on Seb and I can only imagine that it was a complete misjudgement by Seb to lock up and hit him the way he did."

Horner said his driver lost a nailed-on podium, two weeks after his first win of the season, regardless of which place he would have ended up.

"Obviously from our perspective it was very frustrating because it knocked Max off a guaranteed podium," said Horner. "Which spot on the podium, we don't know what it would be. He would certainly have been second on track, and then whether Valtteri could catch him or not we would have to wait and see."

"Max could have been second"

Christian Horner



BRITISH GP REPORT



BY STUART CODLING

HAMMERTIME SMASHES IT



Lewis took his chance when it came, and then cruised home for an historic victory



Hamilton has become a record breaker



Antonio Giovinazzi's faux pas at Vale would change the complexion of the race



Bottas led away, but his glory was to be shortlived despite an epic early struggle for first position

FIVE KEY TALKING POINTS FROM SILVERSTONE

1. How Lewis Hamilton wrote his name in the stars

History will record that Lewis Hamilton claimed his sixth British Grand Prix victory – eclipsing Jim Clark’s 52-year-old record – by a 24.9s margin from his Mercedes team-mate Valtteri Bottas. But an already entertaining race could have been even closer had a third party not got involved at the crucial moment, enabling Hamilton to maximise the advantage of only making one pitstop.

It was Bottas who secured pole position with his first Q3 effort on a blustery Saturday afternoon. His second flying lap might have been even quicker but he fluffed it early on by losing the rear of his Mercedes. Hamilton, desperate to perform in front of his adoring home crowd, fell 0.006s short.

Starts have been an occasional weak point for Bottas but he made no mistakes getting away from the line on Sunday, converting pole position seamlessly in to the race lead in the teeth of continued challenges from his very determined team-mate. Running on medium-compound Pirellis, both Mercedes stretched away from a chasing pack led initially by Charles Leclerc’s soft-shod Ferrari.

Leclerc had qualified within a tenth of a second of Bottas and had an edge on both Mercedes during Q2. On race pace the silver cars were too strong, though, and Leclerc had too much going on in his mirrors to put together a challenge against the leaders.

Hamilton tigered Bottas throughout the opening stint, and although Bottas briefly locked his front-left wheel into Vale at the end of lap two he otherwise remained solid in defence. On the fourth time around, Hamilton tried to go around his team-mate on the outside at Brooklands, couldn’t quite make it stick, then cut back in at Luffield and got his nose ahead on the run to the old start-finish straight. The Bottas of old was considered fragile in wheel-to-wheel combat but the bearded, porridge-eating 2019 model is less of a pushover: the Finn went to the inside at Copse, kept his foot in and regained the advantage.

Keeping the crowd on its toes was taking its toll on Bottas’s tyres, though, and Hamilton’s engineer Peter Bonnington advised his charge that the leading car’s front-left was “opening up”. On lap 16, earlier than planned, Bottas dived into the pits for another set of mediums and Hamilton moved to the front.

Bottas was marginally

quicker with the fresher tyres and would probably have regained the lead when Hamilton pitted, though that was not how the situation panned out. As Alfa Romeo’s Antonio Giovinazzi came to the end of his 19th lap he locked up his rear wheels and spun into the gravel at Vale. When it became clear the car was beached, race control upgraded the situation from a local waved yellow flag to a safety car deployment. Hamilton was able to pit for hard tyres, theoretically enabling him to run to the end if he could make them last, while Bottas would have to make a second stop.

Hamilton emerged in the lead and never surrendered it – and broke the lap record on his last time around, earning an extra point as he brought the crowd to its feet. It later emerged that the drivers themselves had suggested an offset strategy in which whoever was second would take the hard compound rather than the medium at the first stop. Bottas therefore authored his own defeat by rooting his tyres so early, committing himself to two stops.

“Maybe not my luckiest day, but that’s life,” said Bottas.

“It feels incredible,” said Hamilton. “To hear that I have six wins, to be up there with the greats, is one of the coolest things.”



Lewis took his chance to stop under the safety car



The Briton was mobbed by his fans all weekend



Sebastian Vettel and his Ferrari were off song all weekend before crashing out

2. Has Sebastian Vettel already checked out of his title challenge?

Sebastian Vettel’s burgeoning reputation for choking at crucial moments gained further momentum as he made heavy weather of qualifying and then picked up a penalty in the race for a clumsy challenge on Max Verstappen’s Red Bull.

Viewed from trackside, Vettel never looked quite as committed as his Ferrari team-mate Charles Leclerc.

Not only did he qualify three places behind Leclerc in sixth, he barely improved his time from Q1 through to Q3, saying: “I struggled to extract what was in the car. I couldn’t get the right feel, I’m not happy with how it went.”

Vettel got by the second Red Bull of Pierre Gasly away from the start, but then fell behind again

after catching the Leclerc-Verstappen battle for second and being briefly held up as they squabbled at The Loop on lap 11. That enabled Gasly to latch back onto his tail and claim the inside line into Village next time around, a move that seemed to catch Vettel by surprise.

Gasly then pitted for a second set of mediums, a stop that appeared to put him out of the picture for he then got stuck behind the McLaren of Carlos Sainz, while Verstappen and Leclerc also made what appeared to be scheduled stops for mediums on lap 13.

That dropped them behind Vettel and cost Leclerc a place as Verstappen got out of the pits first. They then stayed behind Vettel when he stopped under safety car conditions seven laps later and they were called in for second stops.

The safety car also brought Gasly back into play but he didn’t

have an answer to Vettel’s pace, and on lap 27 Red Bull ordered its cars to swap places: Verstappen surged by into Stowe and set off in pursuit of Vettel.

Ten laps later Verstappen swept past Vettel around the outside in a DRS-assisted move at Stowe, running slightly wide at the exit, enabling Vettel to get back on his tail into Vale.

There Verstappen jinked left as Vettel lunged for the inside, but the move was never really on: there was less than a car’s width available even before Verstappen moved. Vettel slammed into the back of the Red Bull and launched it into the air.

Verstappen was able to carry on to fifth place while the stewards slapped Vettel with a 10s penalty that left him classified 16th at the finish.

“I guess he misjudged his braking in there,” said Verstappen.

3. Max and Charles go at it again

“Austria was quite an eye-opener for me in terms of how far we can go and what is accepted,” said Charles Leclerc in the aftermath of a wheel-bashing British Grand Prix. “This race was quite fun from inside the car.”

Two weeks after Max Verstappen sealed victory over Leclerc with a controversial late-race move in Austria, the two young guns found themselves circulating in close company on the fast, sweeping

bends of Silverstone. What could possibly go wrong?

Leclerc qualified his Ferrari third, while Verstappen was over a tenth of a second in arrears in fourth place, though that margin was exaggerated by the Red Bull suffering pronounced turbo lag in slow corners. Verstappen reckoned the issue cost him at least a couple of tenths and possibly even a shot at pole position.

Though Leclerc held on to third away from the start, Verstappen harried him throughout the first

stint and emerged from the pits narrowly ahead when they stopped on lap 13. Verstappen initially struggled on his second set of tyres and ran wide at The Loop on his out-lap, enabling Leclerc to reclaim the initiative.

Once Verstappen had brought his tyres up to temperature he closed back in again and made a lunge up the inside into Copse on lap 18, only to have the door slammed in his face.

“He’s moving pretty late,” he complained, a statement

some of his rivals might consider a trifle hypocritical.

The safety car period then separated them as they both made second stops, Leclerc a lap later. Having lost ground he benefited from the subsequent Vettel-Verstappen shunt to finish third.

“We’ve got some work to do on our race pace and to keep our tyres as Mercedes and Red Bull are,” said Leclerc. “My favourite move was when he [Verstappen] passed me and I passed him back on the outside of Copse.”



Charles Leclerc got the upper hand on rival Max Verstappen

BRITISH GP REPORT

BY STUART CODLING

Photos: LAT



Safety car and cute strategy helped Carlos Sainz to sixth

4. Safety car shakes up battle for 'best of the rest'

Nothing is straightforward in the scrap for 'best of the rest' honours behind the leading trio of teams. Few would have bet on McLaren's Carlos Sainz achieving this, annexing sixth place from 13th on the grid after a troubled qualifying – especially since his team-mate Lando Norris started eighth, just behind the Renault of Daniel Ricciardo.

What swung the race was that while Renault dropped the ball with both its drivers, McLaren only did it with one.

Norris got by Ricciardo on the opening lap, and although Ricciardo

successfully undercut Norris to get ahead again when they stopped on laps 12 and 13, the safety car torpedoed both their strategies – as well as that of Ricciardo's team-mate Nico Hulkenberg, who had stopped at the same time as Norris.

Ricciardo made a second stop behind the safety car and this ultimately mitigated the damage, even though it initially dropped him behind Norris again. Norris had to make a second stop on lap 35 while Hulkenberg slogged to the finish without stopping again, inheriting the final points position when Toro Rosso's Alex Albon slowed two laps from the end.

Sainz passed the Alfa Romeos of Kimi Raikkonen and Antonio

Giovinazzi on the opening lap to run 11th, then gained five more positions as Pierre Gasly, Ricciardo, Norris, Albon and Hulkenberg stopped early. The safety car came at an opportune time for Sainz, enabling him to pit for hard-compound tyres and lose just one place, to Gasly.

He regained sixth later on when Sebastian Vettel clattered into Max Verstappen and had to stop for a new nose cone, but in the closing laps he had to fight to keep Ricciardo behind him.

"I think we were anyway on a one-stop race," said the Spaniard. "Everyone else was on a two-stop, so I don't think the result would have been too different."



The Haas team might as well have stayed at home

5. How Haas managed to implode on lap one

As if the embattled Haas team wasn't in enough of a spin with the rollercoaster performance of its VF19 chassis and the increasingly bizarre conduct of its title sponsor, its drivers contrived to take each other out of the British Grand Prix within a handful of seconds of the start.

Romain Grosjean set the tone for the weekend when he spun on cold tyres while leaving the pits at the beginning of first practice on Friday. Kevin Magnussen failed to progress beyond Q1, and had a

brief run off the circuit while "trying to make up for something that wasn't there" on his way to a 16th-place grid spot. Grosjean narrowly avoided the drop but could do no better than 14th in Q2. His car was running in Australian Grand Prix specification in a bid to gain more understanding of why the VF19 often can't generate sufficient tyre temperature to run competitively.

Magnussen made a typically punchy start and managed to get a run around the outside of Grosjean through The Loop on the first lap but, as they accelerated onto the straight, momentum carried

Grosjean into his team-mate, who had no more room to move over without going off. Both picked up rear punctures and floor damage.

After stopping for hard-compound Pirellis both drivers continued, but Magnussen was called in to retire after six more laps, Grosjean after nine.

"It was a very disappointing race for us," said team principal Guenther Steiner. "I'm just stating the obvious here. The best that our drivers could bring to the battle was a shovel – to dig the hole we're in even deeper. We need to go back, regroup, and see what we do in future."

RACE FACTS

Results © 2019 Formula One Administration Ltd

BRITAIN
Circuit: Silverstone **Lap:** 3.661 miles
Race distance: 190.462 miles **Laps:** 52
Lap record: 1m30.621s (Lewis Hamilton, 2017)
2018 winner: Sebastian Vettel (Ferrari)

Date: July 14
Weather: Cloudy, dry

Track temp: 28-36C
Ambient temp: 19-20C

TYRE CHOICE

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RESULTS

FIA Formula 1 World Championship, round 10/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h21m08.452s
2	Valtteri Bottas	FIN	Mercedes	+24.928s
3	Charles Leclerc	MCO	Ferrari	+30.117s
4	Pierre Gasly	FRA	Red Bull-Honda	+34.692s
5	Max Verstappen	NLD	Red Bull-Honda	+39.458s
6	Carlos Sainz Jr	ESP	McLaren-Renault	+53.639s
7	Daniel Ricciardo	AUS	Renault	+54.401s
8	Kimi Raikkonen	FIN	Alfa Romeo-Ferrari	+1m05.540s
9	Daniil Kvyat	RUS	Toro Rosso-Honda	+1m06.720s
10	Nico Hulkenberg	DEU	Renault	+1m12.733s
11	Lando Norris	GBR	McLaren-Renault	+1m14.281s
12	Alexander Albon	THA	Toro Rosso-Honda	+1m15.617s
13	Lance Stroll	CAN	Racing Point-Mercedes	+1m21.086s
14	George Russell	GBR	Williams-Mercedes	-1 lap
15	Robert Kubica	POL	Williams-Mercedes	-1 lap
16	Sebastian Vettel	DEU	Ferrari	-1 lap*
17	Sergio Perez	MEX	Racing Point-Mercedes	-1 lap
R	Antonio Giovinazzi	ITA	Alfa Romeo-Ferrari	L18/spun off
R	Romain Grosjean	FRA	Haas-Ferrari	L9/accident damage
R	Kevin Magnussen	DNK	Haas-Ferrari	L6/accident damage

Winner's average speed 140.690mph Lap leaders: Bottas 1-16; Hamilton 17-52* = 10s penalty for causing a collision

FASTEST LAP | LEWIS HAMILTON 1m27.369s

ON LAP 52 (AVERAGE SPEED: 150.835MPH)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m25.093s	11	Giovinazzi	1m26.519s
2	Hamilton	1m25.099s	12	Raikkonen	1m26.546s
3	Leclerc	1m25.172s	13	Sainz	1m26.578s
4	Verstappen	1m25.276s	14	Grosjean	1m26.757s
5	Gasly	1m25.590s	15	Perez	1m26.928s
6	Vettel	1m25.787s	16	Magnussen	1m26.662s
7	Ricciardo	1m26.182s	17	Kvyat	1m26.721s
8	Norris	1m26.224s	18	Stroll	1m26.762s
9	Albon	1m26.345s	19	Russell	1m27.789s
10	Hulkenberg	1m26.386s	20	Kubica	1m28.257s



Late drama slowed Albon

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	223	1	Mercedes	407
2	Valtteri Bottas	184	2	Ferrari	243
3	Max Verstappen	136	3	Red Bull-Honda	191
4	Sebastian Vettel	123	4	McLaren-Renault	60
5	Charles Leclerc	120	5	Renault	39
6	Pierre Gasly	55	6	Alfa Romeo-Ferrari	26
7	Carlos Sainz Jr	38	7	Racing Point-Mercedes	19
8	Kimi Raikkonen	25	8	Toro Rosso-Honda	19
9	Lando Norris	22	9	Haas-Ferrari	16
10	Daniel Ricciardo	22	10	Williams-Mercedes	0

NEXT RACE: GERMAN GRAND PRIX, JULY 28

BRITISH GP SUPPORTS

Photos: LAT

OPPORTUNISTIC MOVE SECURES HOME SUCCESS FOR JACK AITKEN



Renault F1 junior Aitken scored his second win of the 2019 season

Last year, home fans got used to having Brits on the top step of the F2 podium with current F1 drivers Alex Albon, Lando Norris and George Russell tasting champagne. This year has been sparse, but one driver delivered in Baku and delivered again on home ground again at Silverstone last weekend.

British-South Korean driver Jack Aitken struggled as Russell's team-mate last year, but a switch to Campos Racing has rejuvenated the Renault F1 junior.

He had to wait for the reversed grid race to taste success, but it was sweet. He got a lightning start but was jumped by points leader Nyck de Vries around the outside of Brooklands, but Aitken was soon ahead again and reeling in long-time leader Louis Deletraz for British concern, Carlin.

But no one could have expected Aitken's move, the most opportunistic of the season, as he came from miles back to dive-bomb Deletraz at the inside of Brooklands in a wonderful move. De Vries was mobbed by Ferrari junior Brit Callum Hott for most of the race but the latter struggled to keep with de Vries in the fast

sections and get close enough to overtake.

In the feature race, the first of the weekend on Saturday, British-domiciled Chinese driver Guan Yu Zhou take pole for Norfolk's Virtuosi Racing, but the star rookie of the F2 campaign so far – another Renault junior – couldn't hold on. Luca Ghiotto jumped his team-mate from the front row, and although he was briefly headed by Nicholas Latifi thanks to an undercut pit strategy, Ghiotto got ahead with a decisive move at Stowe. Latifi – a Williams junior linked heavily to an F1 seat next year – pumped in fastest laps to try to reel in Ghiotto, but the likeable under-funded Italian held on to kickstart his forward momentum in the drivers' championship after a rollercoaster year to date.

Zhou was attacked by McLaren test and development driver Sergio Sette Camara – Latifi's DAMS team-mate – but Zhou was able to edge clear.

Aitken's Sunday was all the more important for his championship after Ghiotto's success, with less than 10 points splitting the pair in the order.

De Vries is the clear title leader with 170 points and three wins, while Latifi has amassed 139 points and also three wins.

The series moves to Budapest in two weeks before visiting Spa, Monza, Sochi and Abu Dhabi.

Jack Benyon

Results

Race 1 (29 laps): 1 Luca Ghiotto (ITA) (Virtuosi Racing) 50m21.114s; 2 Nicholas Latifi (CAN) (DAMS) +3.314s; 3 Guan Yu Zhou (CHN) (Virtuosi Racing); 4 Sergio Sette Camara (BRA) (DAMS); 5 Jack Aitken (GBR) (Campos Racing); 6 Nyck de Vries (NLD) (ART Grand Prix); 7 Louis Deletraz (CHE) (Carlin); 8 Callum Hott (GBR) (Sauber Junior Team by Charouz); 9 Nobuharu Matsushita (JPN) (Carlin); 10 Jordan King (GBR) (MP Motorsport); 11 Mick Schumacher (DEU) (Prema Racing); 12 Juan Manuel Correa (USA) (Sauber Junior Team by Charouz); 13 Arjun Maini (IND) (Campos Racing); 14 Tatiana Calderon (COL) (Arden); 15 Mahaveer Raghunathan (IND) (MP Motorsport); 16 Nikita Mazepin (RUS) (ART Grand Prix); 17 Giuliano Alesi (FRA) (Trident); 18 Anthoine Hubert (FRA) (Arden); R Dorian Boccocacci (FRA) (Trident); DNS Sean Gelael (IDN) (Prema Racing). **Pole:** Zhou 1m38.182s. **Winner's average speed:** 126.395mph. **Fastest lap:** Camara 1m40.858s (130.656mph).

Race 2 (21 laps): 1 Aitken 36m47.822s; 2 Deletraz +4.997s; 3 de Vries; 4 Hott; 5 Latifi; 6 Schumacher; 7 Matsushita; 8 Zhou; 9 King; 10 Correa; 11 Hubert; 12 Mazepin; 13 Maini; 14 Boccocacci; 15 Ghiotto; 16 Calderon; 17 Camara; 18 Raghunathan; R Alesi.

Pole: Hott. **Winner's average speed:** 125.206mph. **Fastest lap:** Aitken 1m39.993s (131.787mph). **Points:** 1 de Vries 170; 2 Latifi 139; 3 Ghiotto 122; 4 Camara 121; 5 Aitken 113; 6 Zhou 105; 7 Hubert 77; 8 Matsushita 65; 9 Deletraz 60; 10 King 41.

Hitech strikes back with wins for Vips and Pulcini

Prema Racing won the first four races of the FIA Formula 3 season, with Silverstone-based Hitech Grand Prix toppling the mighty squad with Juri Vips' win last time out in Austria.

Even after that, questions remained over Hitech's qualifying form, but those were answered when Vips delivered pole at the team's local race in Northamptonshire this weekend.

Qualifying is the most important element of the weekend in the new series. FIA Formula 3 was created for this year when the sport's governing body merged European Formula 3 and GP3 into a one-make formula. Just 1.7 seconds separated the top 28 and 0.559s the top 10, making qualifying so vital.

Estonian Vips has catapulted into relevance with his performances, no doubt impressing his employer Red Bull along the way and jumping into the 'one-to-watch/should be in F1 soon' category.

His win came with the most intense pressure, Prema's Jehan Daruvala ducking and diving at every opportunity in a bid to usurp him.

A late safety car gave Vips a chance to scarper away, and he timed the restart perfectly for a textbook drive to a second consecutive race-one win

that has brought him within 22 points of series leader Robert Shwartzman of Prema with four rounds remaining.

Vips was barged off the track on the first lap of the Sunday race by the third Prema car of Marcus Armstrong, but luckily Leo Pulcini – who had taken fourth the day before behind Vips, Daruvala and Armstrong – felt racey. He quickly passed Nelson Piquet's grandson Pedro and set about chasing one of the stars of the race. Liam Lawson is the youngest driver F3 and races for the MP Motorsport outfit which has struggled, but he defended brilliantly.

However, the vastly experienced Pulcini took the lead at the half-way point and never looked back, ending his woeful start to a year he was the pre-season favourite to dominate. Lawson fell to third behind Shwartzman, who made the most of pointless results for Daruvala and Vips to go 12 points clear at the top of the order.

Shwartzman – backed by Ferrari and SMP Racing, with Vitaly Petrov as his driver coach – has been the most impressive of the Prema drivers and is yet to finish outside the top five, the only driver to do so.

Jack Benyon



Red Bull-backed Finn Juri Vips won opening race from pole position

Results

Race 1 (20 laps): 1 Juri Vips (EST) (Hitech GP) 41m12.477s; 2 Jehan Daruvala (IND) (Prema Racing) +0.811s; 3 Marcus Armstrong (NZL) (Prema Racing); 4 Leonardo Pulcini (ITA) (Hitech GP); 5 Robert Shwartzman (RUS) (Prema Racing); 6 Pedro Piquet (BRA) (Trident); 7 Christian Lundgaard (DNK) (ART Grand Prix); 8 Liam Lawson (NZL) (MP Motorsport); 9 Jake Hughes (GBR) (HWA); 10 Alex Peroni (AUS) (Campos Racing); 11 David Beckmann (DEU) (ART Grand Prix); 12 Yifei Ye (CHN) (Hitech GP); 13 Felipe Drugovich (BRA) (Carlin); 14 Yuki Tsunoda (JPN) (Jenzer Motorsport); 15 Lirim Zendeli (DEU) (Sauber Junior Team by Charouz); 16 Fabio Scherer (CHE) (Sauber Junior Team by Charouz); 17 Richard Verschoor (NLD) (MP Motorsport); 18 Niko Kari (FIN) (Trident); 19 Max Fewtrell (GBR) (ART Grand Prix); 20 Sebastian Fernandez (VEN) (Campos Racing); 21 Keyvan Andres (DEU) (HWA); 22 Bent Viscaal (NLD) (HWA); 23 Andreas Estner (DEU) (Jenzer Motorsport); 24 Simo Laaksonen (FIN) (MP Motorsport); 25 Teppei Natori (JPN) (Carlin);

26 Logan Sargeant (USA) (Carlin); 27 Devlin DeFrancesco (CAN) (Trident); R Raoul Hyman (GBR) (Sauber Junior Team by Charouz); R Federico Malvestiti (ITA) (Jenzer Motorsport); R Alessio Deledda (ITA) (Campos Racing). **Pole:** Vips 1m43.902s. **Winner's average speed:** 106.474mph. **Fastest lap:** Sargeant 1m45.692s (124.681mph). **Race 2 (20 laps):** 1 Pulcini 35m57.713s; 2 Shwartzman +2.692s; 3 Lawson; 4 Armstrong; 5 Lundgaard; 6 Beckmann; 7 Tsunoda; 8 Scherer; 9 Zendeli; 10 Drugovich; 11 Ye; 12 Fewtrell; 13 Sargeant; 14 Fernandez; 15 Vips; 16 Natori; 17 DeFrancesco; 18 Hyman; 19 Kari; 20 Viscaal; 21 Verschoor; 22 Estner; 23 Malvestiti; 24 Laaksonen; 25 Deledda; 26 Andres; 27 Piquet; 28 Daruvala; R Hughes; R Peroni. **Pole:** Lawson. **Winner's average speed:** 122.006mph. **Fastest lap:** Shwartzman 1m46.203s (124.081mph). **Points:** 1 Shwartzman 114; 2 Daruvala 102; 3 Vips 92; 4 Armstrong 77; 5 Piquet 43; 6 Fewtrell 37; 7 Lundgaard 36; 8 Pulcini 35; 9 Hughes 31; 10 Lawson 22.

Rookie Guven dominates Supercup field to win from pole position

Silverstone rookie Ayhan Guven (Martinet by Almeras) was the class of the Porsche Supercup field, his maiden pole being followed up by a dominant win affected only by light drizzle on the last laps.



Martinet by Almeras driver Guven was only slowed by light rain

From pole, the Turkish ace got the drop on the 32-strong field at the start to head a fast-starting Jaxon Evans (Fach Auto Tech) and Florian Latorre (Fach Auto Tech) to Abbey, while Julien Andlauer (BWT

Lechner Racing) began his charge up from sixth on the grid. Latorre, Silverstone victor a year ago, relieved Evans of second at Woodcote on lap four with Andlauer slipping by at Brooklands a lap later, allowing Andlauer to close on his fellow Frenchman. Andlauer slipped by on lap nine and soon hacked way at Guven's advantage, which was almost three seconds. As Guven's pace dropped late on as the drizzle fell, Andlauer kept pushing and closed to within half a second at flag fall. One more lap and he may have snatched the lead. Latorre hung on to third while Larry Ten Voorde (MRS GT-Racing) was fourth having never been able to match the pace of the three ahead.

PORSCHE SUPERCUP

Jaxon Evans lost pace mid-race, falling from second to fifth, while championship leader Michael Ammermuller (BWT Lechner Racing) bagged sixth from ninth on the grid, helped by dramas for some ahead, notably Joey Mawson (Team Australia) who clashed with Evans and spun at The Loop. JTR's Dan Harper was the best of the Carrera Cup GB Brit pack, taking eighth.

David Addison

Results

1 Ayhan Guven (Martinet by Almeras) 13 laps; 2 Julien Andlauer (BWT Lechner Racing) +0.575s; 3 Florian Latorre (Fach Auto Tech); 4 Larry Ten Voorde (MRS GT-Racing); 5 Jaxon Evans (Fach Auto Tech); 6 Michael Ammermuller (BWT Lechner Racing); 7 Mikkel Pedersen (Dynamic Motorsport); 8 Dan Harper (JTR); 9 Joey Mawson (Team Australia); 10 Jaap van Lagen (Martinet by Almeras). **FL:** Andlauer 2m03.001s (107.13mph). **P:** Guven. **S:** 32.

HISTORIC F1

Aussie Davison impresses from the back in 1980 Lotus

Katsu Kubota and James Davison were the victors in the two evocative Masters Historic Formula 1 races, both affected by safety cars.

After Australian James Davison parked the race-leading Lotus 81 with a suspected broken driveshaft, Steve Hartley's ex-John Watson McLaren MP4/1 inherited the lead of the opener, coping with a lengthy safety car period, but a charging Kubota hauled his Lotus 91/7 on to the tail of Hartley and the Japanese ace made his move at Vale on the last lap to win by just seven-tenths of a second from Hartley and ex-F1 racer Jean-Denis Deletraz (ATS D4). Jordan Grogor's Arrows A3 was fourth, just fending off Henry Fletcher's Jagermeister-liveried March 761 and Jamie Constable's ex-Michele Alboreto Tyrrell 011.

Two safety car periods affected the second stanza, the first after early leader Jamie Constable's Tyrrell 011 stopped at Club with a suspected broken wheel after contact, and the second after Nicky Pastorelli's March 761 ground to a halt at Village. After Constable's demise, Fletcher took over the lead, until the flying Davison arrived on the scene. The Australian, up from 15th, charged into the lead while Deletraz battled up to second ahead of Kubota. Hartley, who was delayed in the incident with Constable, battled home fourth from early-leader Henry Fletcher (March 761) and former McLaren mechanic Warren Briggs (McLaren M29). With Johnny Herbert's Ensign N180 withdrawn after engine failure in testing, fans turned to Adrian Newey who was delayed in a tangle with Mark Martin (Hesketh 308) in the opener but who secured 10th in race two.

David Addison

Results

Race 1: 1 Katsu Kubota (Lotus 91/7); 2 Steve Hartley (McLaren MP4/1) +0.747s; 3 Jean-Denis Deletraz (ATS D4); 4 Jordan Grogor (Arrows A3); 5 Henry Fletcher (March 761); 6 Jamie Constable (Tyrrell 011); 7 Warren Briggs (McLaren M29); 8 Ian Simmonds (Tyrrell 012); 9 Nicky Pastorelli (March 761); 10 David Shaw (Eiffelland Type 21). **FL:** Kubota 1m55.466s (114.13mph). **P:** James Davison (Lotus 81). **S:** 22.

Race 2: 1 Davison; 2 Deletraz +3.859s; 3 Kubota; 4 Hartley; 5 Fletcher; 6 Briggs; 7 Gregor Fiskens (Shadow DN5); 8 Shaw; 9 Pierre Brice-Mena (Shadow DN8); 10 Adrian Newey (Lotus 49). **FL:** Davison 1m52.951s (116.67mph). **P:** Simmonds. **S:** 21.



Kubota won opener with last-lap move

RACING NEWS

IN BRIEF

Lewis's choice

Lewis Hamilton says he went against his Mercedes team's orders by not pitting for fresh tyres in the latter stages of the British Grand Prix. Asked if he had considered stopping again at the end when he had the margin over Bottas to do so, Hamilton replied: "Why take the risk? I had a pitstop window, but there's the entry of the pitlane, there's the stop, there's extra pressure on the mechanics to do the pitstop – not that I doubt them at all, but you just give a chance [for it to go wrong]."

McRenault

Daniel Ricciardo thinks merging the best bits of the Renault and McLaren designs would result in a "pretty decent" Formula 1 car. Renault's strength in low-speed corners, and McLaren's weakness in this area, helped the French outfit return stronger in the midfield order at the British Grand Prix after a disappointing showing last time out in Austria. Ricciardo said taking the best elements of both designs and combining cars would go some way to reducing the gap to the top three teams.

Albon's charge

A high-voltage problem denied Alex Albon a points finish at Silverstone after his Honda engine issue prevented him from making a second pitstop. Albon spent most of the race inside the top 10, but dropped out of the points with two laps remaining because a voltage concern meant Toro Rosso and Honda decided not to risk pitting him. Albon's problem, which has not been fully identified yet, meant the car would be unsafe until the ignition was switched off. Honda F1 technical director Toyoharu Tanabe told MN: "We had a caution from our high-voltage system. We will investigate exactly why it happened, from now."

Wing dramas

Red Bull's pre-race drama on the grid at the British Grand Prix was caused by cracks being discovered in the rear-wing endplates of both its Formula 1 cars. Mechanics were prompted into a frenzy of activity to replace the endplates on both Max Verstappen and Pierre Gasly's cars before the start of the race. The matter was complicated by the fact that the cars were under parc ferme conditions until the start of the race, meaning the team needed permission from the FIA to replace the rear wing parts.



Hamilton leapt into the lead at Silverstone

MERCEDES STANDS FIRM ON SPLIT STRATEGY

Wolff convinced two plans was the right option

By Scott Mitchell and Edd Straw

Mercedes will check to make sure it is not 'unconsciously favouring' either of its Formula 1 drivers by allowing them to execute different strategies, like in the British Grand Prix.

Lewis Hamilton overcame team-mate and poleman Valtteri Bottas to clinch a record-breaking sixth win at Silverstone, after opting for a one-stop strategy and a long second stint on hard tyres.

That, combined with a safety car before Hamilton had made his first stop, allowed him to leapfrog Bottas, who had pitted early and stuck to a two-stop strategy.

Bottas thought a one-stop was "out of the question" and even Hamilton admitted he was not sure he would be able to stick it out on the hard tyres.

Team principal Toto Wolff said the strategic freedom was a result of driver-led discussion in the team's morning meeting, but he said questioning the move away from the team's tendency to run the same strategy was "a fair argument".

Asked by Motorsport News to explain the different strategies, Wolff said: "The discussion we had with them in the morning was, if you were to put them on the same tyre on the same strategy, basically Turn 1 or lap one would lock in the result."

"And we felt that, picking up on their suggestion, it would provide an interesting race."

"It still overlapped on many instances. We knew they would be racing each other but maybe with a different strategy, so that's what we tried."

"I think in hindsight the argument has value, and I think we need to look at it – are we favouring somebody unconsciously? Which we wouldn't want to do."

"It created more experience and more data for us to judge whether it's something we want to do in the future."

Unlike Ferrari and Red Bull with Charles Leclerc and Max Verstappen respectively, Mercedes opted not to make a second pitstop for Bottas under the safety car.

That forced him to make a second stop later on to take a mandatory second compound, and



One-stop strategy benefited Hamilton

Wolff explained there were two arguments against switching to the hard tyres when the race was neutralised.

"We were still not convinced that a one-stop would make it, so we were offsetting our strategies," Wolff said. "The other thing is he would've come out behind Sebastian, because Sebastian was running close behind him, if I'm not mistaken."

Vettel stopped under the safety car as well but Wolff said Mercedes did not know that would happen.

"The call was right in not pitting him, but what must be said is that Valtteri drove a splendid race," Wolff added.

Haas drivers in hot water after clash

Haas Formula 1 boss Gunther Steiner slammed his drivers' 'unacceptable' first-lap clash and said neither spoke during a post-race reprimand because "I don't need any explanation of it".

Kevin Magnussen and Romain Grosjean ran side-by-side through the first few corners at the start of the British Grand Prix before making contact through the flat-out left kink onto the Wellington Straight.

The impact punctured Magnussen's left-rear tyre and Grosjean's right rear, both drivers' feedback over the radio was limited to swearing, and their races ended a few laps after the incident.

Steiner said both were to blame, adding: "It's not acceptable what happened. I was pretty clear with them after Barcelona [where the two drivers clashed at the first corner after a safety car restart] what not to do."

"In the end, we are in a difficult position at the moment trying to find out about the car on track."

"Everybody works hard like hell, and then it seems we've got a chance [for a decent race] when our long runs [on Friday] were OK."

"[Then] we crash into each other on Turn 5, which is not acceptable."

The clash between the drivers compounded a miserable weekend for Haas, as off-track the team found itself embroiled in an ongoing saga with title sponsor Rich Energy.

The company announced in a tweet last Wednesday evening that it had terminated its partnership with Haas due to poor performance, before shareholders and investors of the energy drink brand then issued a statement to say that the tweet was the work of a "rogue individual" and the deal remained unchanged. Both Haas cars continued to run with Rich Energy branding all weekend.



The Haas team is in a Rich spin



Grant, Carey and Pringle confirmed new Silverstone deal

NEW SILVERSTONE FIVE-YEAR FORMULA 1 DEAL CONFIRMED

Silverstone circuit chiefs have agreed a new five-year deal with Liberty Media, which will keep the British Grand Prix venue on the Formula 1 calendar until 2024.

In July 2017, the track's bosses triggered a break clause in the then current British GP contract.

It meant Silverstone opted out of the remaining 2020-26 seasons included in that deal. Recent interest from Liberty Media over holding a race in London had also raised fresh doubt over

the likelihood of Silverstone signing a new deal.

But in a press conference last Wednesday with F1 CEO Chase Carey, Silverstone managing director Stuart Pringle and chairman of the British Racing Drivers' Club – the circuit owner – John Grant, the new deal was formally confirmed.

"We are really pleased to confirm that the British Grand Prix will stay on the FIA Formula 1 world championship calendar

for at least the next five years, with the event remaining at its long-standing home, Silverstone circuit," said Carey. "We have always said that, if it is to have a long-term future, our sport must preserve its historic venues and Silverstone and Great Britain represent the cradle of this sport, its starting point back in 1950."

The deal includes provisions that will "protect the interests" of Silverstone, should a second British race be signed off.

MEMORIES OF TOM PRYCE AT ANGLESEY



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'Honda has yet to spark into life'
We rate the BTCC at the halfway point, p27



NEW CHAMP VERGNE IN HOT WATER OVER RADIO MESSAGE

Frenchman lifts Formula E title but comes under fire for communication



Photos: LAT

Vergne was desperate for race one safety car

By Tom Errington

Jean-Eric Vergne has been handed one day of community service for unsportsmanlike behaviour in the first Formula E race in New York due to comments made over his team radio.

The punishment does not impact on his 2018/19 FIA FE championship win or his results in New York last weekend.

Motorsport News has heard Vergne's team radio following his involvement in the first pile-up in the opening New York race, which also involved his DS Techeetah team-mate Andre Lotterer.

With both Techeetah cars damaged, Vergne twice asked his team to tell Lotterer to stop on track in order to cause a safety car.

He then asked if the team had heard him and Techeetah told him that it had.

It is unclear when in the race the messages were made by Vergne, who pitted due to a puncture on the lap of the crash while Lotterer continued.

On the next lap, Vergne has to serve time

Lotterer crashed at the second corner with his front wing trapped under his car, although he continued and returned to the pits for repairs.

Regarding the penalty, Vergne told Motorsport News: "Yeah, if I asked every other driver in F1 or in Formula E, they would have asked the same.

"You crawl by, you see your team-mate one lap down, car is broken, front wing like this in the wall, it's something normal [to ask]."

"Everyone would ask the same. It's not like he was

running for position with the car fine.

"I asked to put it [the car] in the wall like something in the past that has happened."

The decision to give Vergne community service is related to Article 12.3.1c of the FIA's sporting code.

The governing body can hand out this sanction at its discretion. It is why Max Verstappen attended the Marrakech FE race in January after shoving Esteban Ocon following Formula 1's 2018 Brazilian Grand Prix.

It is not yet clear how Vergne will serve his community service, but he must serve it within the next six months.



QUICK LAPS THE FASTEST NEWS ROUND-UP

Simon Pagenaud narrowly defeated Scott Dixon to claim his third IndyCar victory of the year in Toronto. The Indianapolis 500 winner had led the whole race from pole but fell victim to traffic in the final stages, allowing Dixon, despite racing with an arm injury, to close in. Meanwhile Robert Wickens, who was left with spinal cord injuries last year after a crash at Pocono, drove again for the first time on a parade lap in an

adapted Honda Acura NSX... Chip Ganassi Racing's Kurt Busch clinched his first victory of the 2019 NASCAR Cup Series season, beating his brother Kyle Busch in a thrilling overtime finish at Kentucky. The two brothers battled side-by-side after a caution period caused by Joey Logano, with Kurt later describing how the on-track sibling rivalry made him "proud"... **Both Rebellion and Ginetta will each run two cars at this month's World Endurance**

Championship pre-season test despite not committing to field both the entries in the full series. The two Rebellion-Gibson R-13s and the pair of Ginetta-AER G60-LT-P1s on the original entry for the 2019/20 WEC announced last month are listed to take part in the prologue test at Barcelona on July 23-24... KCMG's Tiago Monteiro claimed an emotional home victory in the final World Touring Car Cup race at Vila Real earlier this

month, beating the Cyan Racing Lynk & Co 03s of Yvan Muller and Yann Ehrlacher. The win marked his first since victory since his comeback from a serious injury in a testing crash at Barcelona in September 2017... **Marino Sato continued his impressive run of form in Euroformula Open, taking both wins at the Red Bull Ring last weekend. It extended his winning-streak to six races and has given him a 108-point lead over Lukas Dunner.**

Drag reduction tipped for a Macau debut

DRS could be used for the first time at the Formula 3 Macau Grand Prix this year, pending the final FIA track homologation.

The GP3 Series and European Formula 3 merged to form the new FIA Formula 3 Championship for this year, which has a new single-make formula car that has also been adopted by Macau – announced last month.

The previous homologation of the track expired at the end of last year and, owing to the higher power-to-weight ratio of the new F3 car, changes will be

made to the Macau street track – including to Lisboa corner – to upgrade its homologation.

Changes to the circuit had been discussed to improve safety anyway, after the high-speed crash of Sophia Florsch in last year's Macau Grand Prix.

When asked by Motorsport News whether DRS would be implemented for the event, a spokesperson for FIA F3 – of which Macau is a non-championship round – said: "This information is pending the final track homologation by the FIA."



The long straights at Macau would perfectly suit DRS F3 cars

FI RACING EXECUTIVE EDITOR

STUART CODLING

"I haven't seen any Rich Energy cans on the shelves"



Many are those who think the energy drink market is easy money, eyeing up the success of Red Bull and thinking "I could do that – how hard could it be?"

The curious case of Rich Energy has provided ample proof that it's trickier than you might expect.

Marketing is one of the keys to establishing a brand such as this – well, that and actually having product to sell, but we'll come back to that. For some time now, Rich Energy's approach to marketing and PR has been baffling. When this brand popped up seemingly out of nowhere in the middle of last year, initially positioning itself as a buyer for the troubled Force India team, I (along with many others) diligently rummaged through the company records in Companies House.

These revealed that Rich Energy was hardly rolling in it, certainly not in the sums required to buy a Formula 1 team. Still, those accounts were from 2016, so it was quite plausible for a start-up that's received outside investment more recently to be in this position. When Haas announced Rich as a title sponsor ahead of this season, you had to assume the team had done due diligence. Surely now it was a case of sitting back and waiting for the product to appear on the shelves.

Well, we're still waiting.

In the interim, Rich Energy's marketing strategy has taken on the aspect of a car crash, particularly on social media. Its Twitter presence appears to be operated by its hirsute CEO, William Storey, and faithfully obeys all the tropes of the Donald Trump playbook: Tweeting incontinently at all hours of the day and night, often in an unnecessarily bellicose fashion and not following the niceties of correct spelling and punctuation.

Matters came to a head last week when the account – presumably Storey – parped that Rich Energy was terminating its contract with Haas because of the team's poor performance. The team fired back with a statement from Rich Energy shareholders attributing this to a "rogue individual" who was being removed from executive power.

Perhaps the shareholders should have changed the Twitter password first because the account then started to thumb its nose at them over the course of several increasingly unhinged communiques. It signed off by boasting, "in light of the treacherous conduct of minority stakeholders the exclusive rights to distribute Rich Energy have been transferred to another company. Mr Storey retains complete ownership."

Of what, though? I still don't see any cans on the shelves. And there are more pressing matters at hand. July 11, when this spat kicked off, was also the deadline set by the High Court for Storey, Rich Energy and Staxweb – the company that designed Rich's logo – to pay £35,000 in legal costs for the trademark infringement case they lost last May.

Perhaps the company proprietor would be better served getting his chequebook out than exercising his thumbs on Twitter...

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RACING NEWS

INFINITI BACK IN THE BTCC WITH LASER TOOLS RACING

Squad swaps out Mercedes A-Class for updated rear-wheel-drive Q50 for Moffat

By Matt James

Laser Tools Racing driver Aiden Moffat will swap from a Mercedes A-Class to a recently updated Infiniti Q50 for the remainder of the British Touring Car Championship season.

The Scottish team has run the Mercedes since 2015 and Moffat has taken three wins with the hatchback.

Laser Tools bought two NGTC-specification Infiniti Q50s from the Support Our Paras Racing team, which ran the saloon-shaped cars in the 2015 season.

The team's original plan was to rework the cars for the 2020 season, but engineers have spotted some inherent advantages in the rear-wheel-drive chassis and want to make the swap as soon as possible.

Both Infinitis were run in 2015 with original GPRM-specification parts. The BTCC has since switched to RML-supplied kit, and the revamped cars will be

complete with all the latest parts. Moffat sampled the car for the first time at the championship's annual Dunlop tyre test, at Snetterton yesterday (Tuesday) and today (Wednesday).

Team principal Bob Moffat said: "In the BTCC 2019, things have changed; newly-developed cars are clearly demonstrating their superiority, and we really feel that the Mercedes has reached the pinnacle of its development.

"It's been a great car, indeed a multi-race winner for Aiden, but to go forward we need change.

"Therefore at Oulton Park we made the decision to accelerate our Infiniti programme and debut the car at Snetterton [on the weekend of August 3-4].

"It is a big ask, I admit, but the experienced Laser Tools Racing team have pulled out all the stops and Aiden's new car is ready to race.

"Make no mistake, there's still some way to go,

but I'm so proud of what we have achieved so far.

"We will be on a steep learning curve for the remaining races on the 2019 BTCC calendar, but we genuinely feel that we are onto a winner with this new car, and it will only improve with further development over the remaining 2019 season."

Moffat is 18th in the 2019 BTCC standings and has a best finish of fourth place from the opening race of the year at Brands Hatch in April.

The 22-year-old said extensive work had been done on the Infiniti machines already, and that had convinced the team to make the change.

"When we first purchased the two

Infiniti cars we called in our race engineers," he said.

"In particular, my race engineer Federico Turrata measured, weighed, checked, photographed and took all this data back to Italy to run simulations on how viable an improved chassis would be.

"The result was incredibly positive, and Federico was convinced that this was the way forward.

"Our 2020-spec Infiniti is a far cry from the 2015 version, incorporating all the latest NGTC specifications. The car has been completely re-engineered.

"And, of course, [it has] the benefits of a fantastically aerodynamic design, plus rear-wheel drive."

Photos: Jakob Ebrey, LAT



Moffat has three wins in BTCC



Infiniti Q50s ran in 2015, but have since been refitted with RML-supplied parts



Davidson and Adam took vital victory at Donington Park

'All or nothing' says Davidson in bid to catch Barwell Motorsport

Graham Davidson is determined to take the fight to British GT points leader Barwell Motorsport after his first win of the season at Donington Park last month whittled its advantage down to 41.5 points.

A costly DNF in the previous race at Silverstone after teammate Jonny Adam's tangle with a GT4 car meant Davidson had an "all or nothing" approach at Donington, and he took advantage of a new set-up that had his TF Sport Aston Martin

Vantage "dancing through the corners" to win pole in the Am session before leading every lap of his stint.

The Scot recognises that it will be difficult to catch points leaders Phil Keen and Adam Balon in the remaining three races but is not giving up hope and is encouraged that the team can continue its form this weekend at Spa, the scene of his first British GT win last year, even with a 20-second success penalty.

"I don't think anything

has changed, I knew I could do it," Davidson said. "Like I said on my social media, it's all or nothing, I'm going for it.

"I'm pretty confident in what I can do in the car and now we've got a BoP that's fairly even across the range, we can deliver the results.

"But all I'm thinking in my head during that podium is 'this should have happened at Silverstone'. We're back in the fight, but I'll think about that right until the end of the season."

Donnelly crash fund hits £50k

A fundraising page set up to support ex-Formula 1 driver Martin Donnelly's recovery from a charity moped accident, which could result in him losing his leg, has raised more than £50,000.

Donnelly was on a moped ride in Ireland for the Teenage Cancer Trust last week, when he fell off and was hit by another rider.

The Northern Irishman, who competed in 13 grands prix, suffered an accident at the 1990 Spanish Grand Prix where he crashed at high-speed and was thrown from the cockpit of his Lotus 102. He received brain and lung contusions as well as multiple leg fractures.

Jonathan Lewis, who was due to start a Ginetta Junior team with Donnelly for the 2019 season, has started a GoFundMe campaign for Donnelly while he is unable to work.

"[Martin] never made any money in Formula 1," the fundraising page states.

"He works his nuts off every week instructing and doing anything he can to try and pay his way.

"Only last week Martin set off on a moped to ride around Ireland to raise money for the Teenage Cancer Trust.

"During this event he fell off his moped and was hit by another rider – this has broken his already damaged leg just above his knee. There is a real possibility Martin will lose his leg – something Martin has fought for over 30 years to keep."

The statement added that Donnelly has already had an operation to pin the leg, however, a subsequent infection means hospital staff are not able to fit a cast.

The original target was to raise £10,000 but that goal was reached within less than 24 hours. As Motorsport News closed for press, the total had surpassed £52,000.



Donnelly: injured in crash

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RACING NEWS

NEW RENAULT CLIO COULD STILL BE RACED IN THE UK IN 2020

Renault Sport Racing is evaluating whether the UK Clio championship should continue

By Stephen Lickorish

The new fifth-generation Renault Clio Cup car could be introduced into the UK after all, with Renault Sport Racing evaluating whether to run a significantly-revised Clio championship next year.

It was revealed in December that the current category was going to be axed at the end of the 2019 season, with Renault UK deciding it no longer fitted with its marketing strategy.

Following the announcement, the series has struggled with small grids this year as just nine drivers took part in the most recent round at Oulton Park.

Renault Sport insisted it was still looking at how the manufacturer could feature in UK motorsport in the future and now plans for a revised series are being discussed.

As well as the new car, changes for the proposed series include



The fifth-generation Clio

fewer rounds, two races at European circuits and a switch away from the British Touring Car Championship's support package.

Renault Sport Racing sporting manager Tarik Ait Said explained that the plans are still a "work in progress" and interest levels are being assessed – with a decision on whether to go ahead with the category being taken by the end of September at the latest.

"It would be a Clio Cup championship but in a different format to what it is right now," he told MN. "We would reduce from eight or nine meetings that there's been until now to perhaps about seven. We would also assess the possibility to do races outside of the country.

"The FIA now allows national series to go to other countries two times, not one, so this makes many new options that we couldn't consider until now. We've organised Clio Cup Open races at Paul Ricard and Hockenheim and what we saw from all those races was that, if it's an interesting track, all the British drivers are responding positively. They want to go to famous tracks."

It's planned that Clio Cup championships across the world



Clios have been popular in the past

will work more closely together.

"Each championship will have its own base and they would all have one or two meetings with other championships," added Ait Said. "It makes strong budget sense – whenever you do things together, you share the cost of the tracks."

If a Clio Cup series does go ahead next year – with Ait Said

admitting Brexit uncertainty makes for a "scary" and "special" UK situation – it would be targeted at a different type of driver.

"A few years back the Clio Cup UK became the necessary step for drivers wanting to have a career in the BTCC," he said. "This was a limiting factor for the UK Clio Cup – it was way too professional. The championships that have the big

grid numbers, the bulk of their grids are not the top professional drivers. The bulk of their grid is made up of drivers who are here to have a good weekend and this who we want to target. This makes it sustainable."

Ait Said states there are a number of options of where the series could run next year after moving away from the "fantastic"

TOCA platform. He says one of these options is to work with SRO – which Renault Sport has existing partnerships with – and join the British GT package.

The fifth-generation Clio Cup car was launched last month. One of its major features is that kits can be bought with the 1.3-litre turbocharged car to convert it between race, rally and rallycross.

IN BRIEF

All for charity

Castle Combe Formula Ford champion Josh Fisher came out on top at the circuit's annual karting event, which raises money for the Teenage Cancer Trust. Fisher started from pole in the final and managed to beat Hot Hatch driver Josh Harvey and Saloon champion Jason Cooper at the event earlier this month. Organised by reigning Castle Combe FF1600 champion Luke Cooper and commentator Ian Sowman, this year's event raised more than £1400.

Back to Knockhill

Superkarts will return to Knockhill next weekend for the first time since October 2008. Paul Platt was victorious on that occasion with three wins in the F125 Open class, and will return to the venue again to defend his British Superkart title in the F250 National class. Gareth James leads the championship with Platt 64 points in arrears. In the Division 1 twin cylinder category, Jason Dredge has been re-instated into the results from Bishopscourt in April following an appeal and heads Carl Kinsey and Andy Bird.



Two races in Ginetta GT4 Supercup yielded two fourth places

Jones plans full-time 2020 campaign after 'fun' Oulton Park outing

British GT4 runner-up Declan Jones is targeting a full-time return to racing next season after making a Ginetta GT4 Supercup outing at Oulton Park at the end of last month.

Jones, 24, who was second in the 2013 GT4 standings, last raced regularly back in 2017 when he finished fourth in the Supercup points. His main focus this season has been team management as he has run Lee Frost and Lucky Khara in the Supercup under the Declan Jones Racing banner.

Jones finished fourth in both Oulton contests, missing out on a podium in the second race to Reece Somerfield.

"It was good fun," said Jones. "The results were quite respectable considering I had been out for so long. Reece had the widest car on the track so I couldn't get past him!"

"To engineer the car to be up at the front is a good success for DJR. It shows we can go and mix with the big boys."

"It's a one-off at this point. I would like to do something next

year whether in Supercup or in something else. [Sponsor] Peaky Blinder Lager loved the weekend and the coverage."

Jones admitted the switch from driving to team manager has been "difficult", saying it's been a "learning year".

"My dad ran quite a successful historic team for many years, Kelvin Jones Racing," he added. "To go out and do it on my own – yes, my dad's there for a phone call but he's not here [all the time] – it's hard."

Rule tweak opens up grid to new machines

A wider range of cars are set to tackle this weekend's Equipe Three Hour Classic Relay race at Donington Park after the regulations were tweaked for this year.

The under three-litre engine capacity limit was removed for the handicap contest this weekend and a large 30-team entry features a diverse range of cars.

"We started it originally three years ago to be for cars eligible for Equipe GTS, so less than three litres," explained co-organiser John Pearson. "With that [series]

we don't allow sports-racers – Ginetta G4s, Lotus Elans – because they're just too fast. We kept everybody on the same lap. Now we've opened it [the relay race] to any FIA pre-'66 car as it's not a sprint race.

"We've got Jaguar E-types to a Mini, and an Austin A40, so there's a good variety of cars.

"We've got 30 teams and over 100 cars taking part. It just gets bigger every year and is great fun."

The regular Equipe 40-minute pitstop race on the Sunday has also got a 42-car entry.

Scottish Motor Racing Club welcomes back Formula Libre

Formula Libre will make a return to the Scottish Motor Racing Club scene for the first time in nearly 30 years in September when it joins the regular championship bill at Knockhill.

A qualifying session and two 12-lap races are planned for those wishing to compete, with entries at £275.

The category was particularly prevalent when the SMRC visited the Inghliston

circuit on the outskirts of Edinburgh, which was last used in 1991.

The club's business development manager Rory Bryant said he was excited about the prospect of Libre returning to Scotland.

"We're delighted to be offering more single-seater drivers the opportunity to come out and race with us in September," he said. "I'm sure there are many

who would dearly love to have the spectacle of multi-marque single-seater racing back in Scotland; we feel running this event in September is the best way to test demand – the more support it gets, the more likely we are going to be able to revive it in 2020."

Bryant says the club has already received a number of enquiries from competitors seeking to run "suitable single-seaters" at the circuit.

'Vergne wins back-to-back titles'
Formula E New York report, p19



The Speed 8 won Le Mans 24 Hours in 2003

ICONIC BENTLEY SPEED 8 TO BE GIVEN UK RACING DEBUT

Legendary Le Mans-winning car will compete at Silverstone Classic

By Stefan Mackley

A Bentley Speed 8 will be raced on UK soil for the first time at the Silverstone Classic later this month.

The famous machine won the Le Mans 24 Hours in 2003 in the hands of Tom Kristensen, Guy Smith and Rinaldo Capello, ending a 73-year drought for the British marque at the legendary endurance event.

One of the cars is now owned by

Shaun Lynn who will race it in the Aston Martin Masters Endurance Legends series on July 26-28.

"We are absolutely thrilled that Shaun is joining us at the Classic to race his Speed 8," said Ron Maydon, president of Masters Historic Racing. "This will be another iconic addition to our already impressive grid and is sure to be a massive crowd-pleaser. The Speed 8's debut in a Masters' race is all the more pertinent, of course, as Bentley is

celebrating its centenary at the Classic and its Le Mans victories are very much a highlight of the brand's incredible heritage."

Bentley celebrated its centenary anniversary earlier this year, but the Silverstone Classic will still mark the occasion later this month.

"We must thank Shaun massively for bringing the Speed 8 to Silverstone – it's an incredible car and will be the icing on Bentley's centenary birthday

cake as we celebrate the company's milestone 100th anniversary at the Classic," said Nick Wigley, CEO of Silverstone Classic.

"Our special Saturday evening Twilight Tribute to Le Mans is now complete: it will kick off with a wonderful array of vintage Bentleys competing in the Pre-War Sportscar race and conclude at dusk with the Speed 8 racing into the sunset. Just perfect!"

Turkington to race ex-Soper BMW E30 M3

British Touring Car Championship points leader Colin Turkington will race an ex-Steve Soper BMW E30 M3 in the Historic Touring Car Challenge at the Silverstone Classic next month.

The three-time BTCC title winner will swap his current G20-model BMW 3 Series for its 1991 predecessor, in which Soper won three times on his way to fourth in the standings.

Originally run by Prodrive, the E30 is now prepared by Ampseed and raced regularly by its current owner, Mark Smith. Turkington has tested the car,

but has yet to race it.

He said: "I've had a few sessions in this car before so it should be reasonably familiar, and I can't wait to get it out on the Grand Prix circuit at Silverstone. The team that look after this car is one of the best in the business, and I can look forward to this event knowing the preparation will be second to none."

"The Silverstone Classic is one of my favourite events on the calendar outside of the BTCC. It's such a super festival to enjoy as a spectator and as a driver – it delivers on all fronts with the massive crowds.



Soper took three wins with the car during the 1991 season

"Getting the opportunity to drive a piece of BMW history and compete in the touring car event is amazing.

"The entry list for this class looks amazing and I reckon we

should see some proper tin-top racing."

BTCC counterpart Adam Morgan is also included on the entry list – sharing a three-litre Ford Capri with Ric Wood.

New pre-war races to be created by VSCC

The Vintage Sports-Car Club is aiming to create two races exclusively for pre-war racing cars, such as the ERA, after attracting 19 to its flagship Donington Park race last month.

Pre-war cars made up the vast majority of the 22-car pre-1961 front-engined grid, and race coordinator Duncan Ricketts said the club is working on creating more opportunities for pre-war machines.

"We're trying to get two meetings sorted out, Silverstone and here [Donington]," said Ricketts, who also raced in the event in his ERA E-type Challenger – Reg Parnell's

former car, and one of six ERAs in the race.

"We'll try to make them like they used to be, with ERAs, more competitive, try to keep that pre-war image going.

"I think there's enough cars out there that would like to race against similar cars. This is the second one that we've been pushing this year to try and get people out, ringing round and saying, 'are you coming?'"

"If we can just keep a few ERAs out, it just makes a bit of a difference. I think people like to see nice cars, don't they? If we can keep it up then it'll become popular again."



Donington Park meeting attracted healthy number of entries

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RYAN POLLEY

From: Cambridgeshire Car: Renault Clio 182

Position: 65th out of 1000



Polley has driven Renault Clios since 2017

I started racing with the 750 Motor Club when I was 16, halfway through 2015, with a little Citroen Saxo in Stock Hatch. Then in '16 I won the championship. At the end of that year, the 750MC stopped it because the numbers had dropped.

Everyone in Stock Hatch was going to Hot Hatch Class C, but I'm not a fan of mixed-class racing, I prefer one-make series so the Clio 182 championship was the next step for me.

I had a few difficulties getting used to it in 2017, but then my dad and I built a fresh shell for the start of 2018 and it was really good. We went to Oulton Park and I got pole straight out of the box. I had some bad luck during the year – there was one weekend I changed the engine three times – but to still finish third at the end of it, I was over the moon.

We've lost a couple of drivers this year, but Don de Graaff, James Bark and me are nose to tail every lap of every race – it's so close. At Mallory Park, in qualifying, there was three hundredths between me and Don for pole.

You could say I was always destined to go racing. My grandad, George, won the Hot Rod World Final in 1976 and '87. My dad, Stephen, raced in the 750MC's old Hot Hatch Championship and won it in 1999. That was the year I was born so he then had to stop racing. My uncle races in BriSCA Formula 2 stock cars – one year he did 103 meetings! My auntie raced stock cars as well. She's now in the Mini Se7en Championship.

I raced Ministox from age 11 to 15. It's definitely a very good formula. I had a great time and won the British Championship when it was reintroduced in my last year. That was eventful – I was in the lead when there was a power cut and the floodlights went out!

Now, I've just got to take everything as it comes. I've previously made the mistake of getting too serious and it comes round to bite you because you get tied up in knots. After dropped scores, I'm leading by four points but there's a long way to go.

There's lots of things that I would like to do, but I need more sponsors to come on board to move up. The 750MC is very good value for money – I think you'd struggle to go elsewhere and get the same value. At the end of the day, racing is a hobby. I'd like to end up in touring cars or something but we've still got to come back to normality on a Monday, haven't we? So just go and enjoy yourself.

See how Ryan Polley is doing on this week's National Driver Rankings: nationaldriverrankings.co.uk

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RALLY NEWS

TANAK PRAISES TOYOTA FINLAND PREP

Homeland win makes Yaris star optimistic

By David Evans

Ott Tanak delivered a major psychological blow to his World Rally Championship rivals with an utterly dominant victory at last weekend's Rally Estonia – the now traditional loosener for Rally Finland next month.

Tanak's Toyota Yaris WRC was never headed in the Otepää-based event, where the Estonian erased the memory of the heart-breaking steering problem which cost him victory on the final stage of the last world championship round in Sardinia.

Tanak and co-driver Martin Jarveoja won 13 of the 15 stages run at home, eventually taking victory on the 93-mile event by more than a minute from Hyundai's Andreas Mikkelsen.

As if Tanak's sheer pace was not enough, the WRC series leader elected to run in the most difficult conditions at the front of the field – looking to dial himself and the Yaris in to the kind of loose surface he is likely to face in Jyväskylä – and still demolished everybody even when he had the least grip. "We have learned a lot for Finland from this rally," said the winner. "There's lots going on ahead of that event, and I know it will be tough to run at the front on the first day – that's why I took this position on here [in Estonia]."

"The pace has been good and it's been a challenge – especially when the weather was changing a lot – but it's a very good test for Finland."

While getting himself ready to defend his Rally Finland win from last year, Tanak admitted he was delighted with the way the biggest motorsport event in his homeland had gone.

"It's been a really good event," he said. "Me? I just come here as a competitor and drive the stages, but Urmo [Aava, rally director] and his company, they really put the work in. The number of spectators here – OK, in the fast stages you don't have so much time to see them all – but you know that when you have so many on the road sections, you are doing something right."

"It's great to have the manufacturers coming here to support this event and I think we showed, once again, that Estonia really is a rally nation."

Second-placed Mikkelsen, like his fellow WRC competitors, changed the specification of his i20 Coupe WRC across the two days and 15 stages.

"We have been working mainly on the dampers," said the Norwegian. "I have to say, we have been getting some good answers. It's been good to have a range of conditions from the weather, it's given us some useful information for Finland. This is a cool event."

Citroen driver Esapekka Lappi took the final podium step and agreed with Mikkelsen, adding that he could see no reason why Estonia should not join his home nation Finland on the WRC calendar.

"There's so much interest from the fans here," he said. "We have seen so many people out on the stages and the organisers



Tanak had the support of home fans

of the event have done a really good job. I don't think there is a reason why it shouldn't [be in the WRC]."

Estonia debutant Elfyn Evans was fourth in M-Sport's Ford Fiesta WRC. The Welshman was one of only two drivers – the other being Mikkelsen – to manage a fastest time in Estonia other than Tanak.

Evans's hopes of challenging his all-conquering former team-mate were dashed when his Fiesta suffered a throttle problem after a heavy landing on the second stage. Despite dropping 48 seconds to the eventual winner in SS2, Evans was happy with his weekend.

"It's been good," he said. "Ott's been going at a great pace, but we've not been quite so committed on some of the really big jumps out there. In some places we could definitely have gone harder, but it's been really useful to get out and get fired up with a fast rally before Finland."



Estonian test has prepared the crews for the challenges of Rally Finland



MARTIN BACK ON THE STAGES

There was not just one Estonian WRC hero on show at home last weekend. Markko Martin returned to drive a Ford Fiesta WRC for the first time. The five-time World Rally event winner was a huge hit with the home crowd and enjoyed himself on his way to sixth place.

THORBURN MAKES A BIG SPLASH WITH BTRDA GOLD STAR VICTORY

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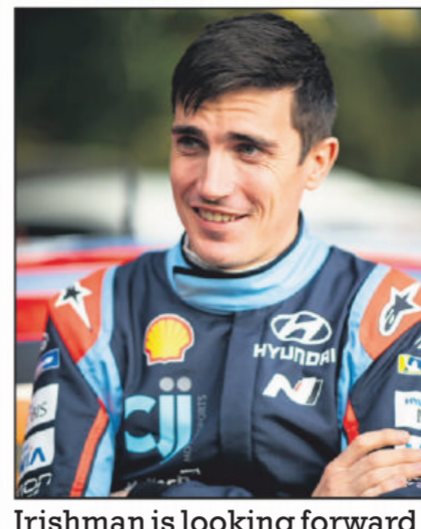
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'Moffett tops in Sligo' Ford Fiesta man's glory, p26



Breen said he was pleased with pace



Irishman is looking forward

BREEN SATISFIED WITH MAIDEN HYUNDAI OUTING

By David Evans

Craig Breen says his return to World Rally Car competition at last weekend's Rally Estonia was "business as usual"

The Irishman returns to the WRC in Finland next month and used his Estonian outing with Hyundai Motorsport to get used to the team while reacquainting himself with the speed of the sport's topflight.

Breen drove Hyundai's test i20 Coupe WRC in Finland the week before Rally Estonia before taking a 2017-specification car to the Otepaa-based event.

"[Estonia] was about me getting up to speed and finding the commitment on a high-speed rally. I was wondering if it might take me a little bit of time to get back there after driving the R5 car, but I'm happy to say that it was business as usual for Paul [Nagle, co-driver] and myself. There was no bother at all.

"I was running an older car with the original engine, but it doesn't matter – I'm grateful to Hyundai for giving me the chance to drive on the rally as well as the test. It was really useful – there are bits which are common to the new car and it was great to get in and feel comfortable.

"The last time I competed in one of these cars was in Australia last year, so getting some miles in was really important for me."

Despite the age of the car, Breen posted a pair of top-three times on his way to fifth place.

Of more interest for Breen was his time in the Finland-spec i20 he drove in Finland the previous week.

"The car felt great," he said. "I took what would be roughly Thierry's [Neuville] set-up and made a few small subtle things to bring the car to me, but I was surprised how quickly I felt comfortable with everything.

"The car gave me confidence

and, going to a rally like Finland, that's so important."

Breen is scheduled to drive an i20 Coupe WRC just one more time before the August 1-4 event.

"I'm going to shake [Sebastien] Loeb's car down for Rally di Alba," said Breen. "There were just a couple of things – simple things like the dash configuration. There was a chance to drive the car and I jumped at it."

Like his fellow WRC driver Hayden Paddon, Breen will miss the next round of the TitansRX series at Lydden Hill, which runs the on July 27/28, the weekend before Rally Finland.

Russian Gryazin chooses Rally of Rome for his prize drive in Skoda Fabia R5

Rising Russian star Nikolay Gryazin has nominated this weekend's Rally of Rome as one of his two prize drives for winning last year's ERC1 Junior title.

ERC promoter Eurosport Events has contributed €50,000 (£44,000) towards Gryazin's start at this week's ERC counter in the Italian capital and the same

amount towards Barum Czech Rally Zlin (August 16-18).

Gryazin has selected the two asphalt rallies in search of more experience of the surface ahead of his debut at Rally Germany, the week after Zlin next month in a Skoda Fabia R5.

He said: "There were other ERC rallies that are also nice like Rally

Liepaja but we are choosing two Tarmac rallies because this experience will be important. They are both difficult races with a lot of competitors and it will be useful for us to compare with all the fast guys."

As well as testing, Gryazin said he wanted to enjoy the drive in Italy without any

championship pressure.

He continued: "We are not driving for points because we are not in the championship.

"It will not be easy on Tarmac, it is difficult to be on the limit, to be very fast. You need to understand the road. These two rallies will be more like race training than going for a result."

Ingram is looking forward to Rome

Chris Ingram will look to further his lead in the ERC1 Junior title race and keep his hopes of the outright European Rally Championship title alive at this week's Rally of Rome.

Ingram, who enjoys a 35-point lead at the top of ERC1 and sits third in the overall title race, insists he will be taking a different approach from the rallies he contested earlier this season.

The Toksport Skoda driver admits he has been too uptight in the four 2019 ERC rounds he has started so far.

"I've been thinking [about] why I am only fast at the end of a rally," he said.

"I need to go into Rome to enjoy it and the times will come from the start if I am confident. I know I've not been able to string [the perfect] rally together for a while but I'm really confident for Rome and I know the rally from the last two years."

French preparation firm PH Sport has built an all-new off-road racer aimed at next year's Dakar in Saudi Arabia. The SSVTP3 Zephyr has been tested in France and Abu Dhabi by the team which helped guide Sebastien Loeb to a podium aboard a Peugeot 3008 DKR in January.



Solberg aims to add New England to purple patch of thrills

Oliver Solberg flies to America chasing a hat-trick of perfect performances at this weekend's New England Forest Rally.

The 17-year-old stole the show at Goodwood's Festival of Speed, posting the third fastest time at the Final Shootout aboard his DS3 Supercar. Last weekend he continued that speed with a comfortable R5 class win at Rally Estonia.

The son of triple FIA world champion Petter Solberg was never headed in the race for

Solberg was an R5 winner

class glory in Estonia and he used his Volkswagen Polo GTI R5 to post times faster in some stages than drivers of current generation World Rally Cars. Solberg finished the event seventh overall and admitted he was enjoying his time in the cars right now.

"Goodwood was the biggest weekend of my life so far," he

said. "The people I met, talked to and raced against, it was just unbelievable. And then Estonia last week was amazing as well.

Solberg will now return to America for his latest Subaru USA Motorsports outing in a WRX STI. "I drove the WRX in Goodwood," said Solberg, "so that was a good chance to get the feeling again – even if the road was very different to what I expect in New England.

"Last time [in America] we had a few issues, but I'm sure this weekend's going to be a good one."



GROUP RALLYING EDITOR

DAVID EVANS

"Lessons for WRX to learn"



Did you watch it? You must have done. Even my mother watched it – and absolutely loved it. What am I talking about? England's victory in the Cricket World Cup, of course.

I haven't always been the biggest fan of shortened forms of great sporting spectacles. For me, a proper cricket match has always taken five days to complete. And those five days had to include sunshine, rain, commentary on pigeons, tea, cake and the odd mid-afternoon snooze before the game was declared a draw.

When England won the Ashes 14 years ago, I was convinced cricket couldn't get any better than that. I was wrong.

I take my hat off to the one-day game. Sunday at Lord's raised that bar to what must be an unbeatable height now; the entertainment and excitement were like nothing else across the whole world of sport.

Why am I talking to you about cricket when you came here to read about rallying?

It's very straightforward – it's about the opportunity we've missed for rallycross. Yes, yes, I know rallycross isn't rallying, but it is a form of the sport I completely fell in love with a couple of seasons ago.

On my first visit to Lydden Hill, I was determined to hold my line that nothing could compare with the spectacle of two men and one machine racing the clock from A to B. But then I watched supercars attacking North Bend three abreast and Petter Solberg ripping down the hill to tip his DS 3 into Paddock Bend pretty much flat out. I was hooked. And when the serious racing came, as the weekend progressed through to the semis and the final, the theatre and drama went through the roof.

Even through two years of Johan Kristoffersson domination, I kept watching and, more importantly, the short form of our sport kept me coming back for more.

Just before I move on, I'm absolutely delighted to see Kristoffersson's entry for Rally Finland. I absolutely believe the Swede remains one of the most talented, committed and consistent drivers I've ever watched. Had he started rallying at a younger age, I have little doubt he could have made it right to the very top.

I digress.

World Rallycross was our equivalent to ODI cricket. Granted, I still think the whole thing took too long (I don't think we should be committing the thick end of three days to a five-minute finale), but when we got a good last race with a bit of needle between Mattias Ekstrom and Petter Solberg; a bit of Sebastien Loeb inspiration; a brave, ballsy dive from Timmy Hansen or a cool, calm and completely calculated Kristoffersson win, it was always worth watching.

Sunday evening was the cricketing equivalent of Solberg beating Ekstrom to the 2014 RX of Germany in Buxtehude, when Petter got just enough grip out of the joker lap to cross the line 1/100th of a second ahead of the Audi-driving Swede.

That kind of thing became the rule rather than the exception in RX. And I'm sure it's continued this season, but the simple fact is that World RX has missed its magic moment.

Yes, there's a strong argument for keeping this sport for the privateers, but manufacturer support lifted it higher than it's ever been and, for me, it's still tumbling after news of another watered-down electric solution.

I can't watch RX anymore. The world of missed opportunity makes me too cross.



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RALLY NEWS

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Dominant win came on Ypres Rally for Williams

WILLIAMS SET FOR ERC ENTRY

M-Sport Fiesta R2T outing planned for JBRC regular on Rally di Roma Capitale



Williams will make step up

By Luke Barry

James Williams is feeling "well prepared" for his European Rally Championship debut this weekend where he will take on Rally di Roma Capitale in an official M-Sport Fiesta R2T.

Williams stormed to a dominant RC4 victory on the recent Ypres Rally, winning the category by 45 seconds and the British Junior

Rally Championship section by almost nine minutes.

This has led to an opportunity in an official M-Sport car this weekend, and Williams's hopes are high despite his lack of knowledge of the rally.

"I'm going to be quite fresh to it, but I'm obviously going to try and look at the stages on the internet and watch anything I can see on YouTube to learn as much as I can, but this is going to be my

first attempt over there so it will be tricky," Williams told Motorsport News.

"I'm a super competitive person, so wherever I go, I want to win. As stupid enough as it sounds or as unrealistic as it sounds, when I go to a new event, Rome for instance, I still want to win."

Williams finished second in the Junior BRC last year and has climbed to third in this year's standings despite missing a

round, but is unsure where he will stack up against the competition in the ERC.

But a good result in Rome could lead to other opportunities later in the year.

"It's a massive step up going into the European championship, and I think I'll be well prepared from the British championship having a couple of years there, but again it's another step.

"I've had some international

experience doing Wales Rally GB and Ypres as well is quite a high-profile event so I think I'll be quite well prepared for it. It'll just be the actual level of the juniors that will be a bit of a question mark.

"[But] I'm going to go out there and do as best as I can and improve the car for M-Sport and hopefully if we can get a good result, more opportunities could be in the pipeline so that would be good."

First Billy Coleman Award nomination of 2019 goes to McErlean

Josh McErlean has become the first driver to be nominated for the 2019 Billy Coleman Award.

His nomination follows back-to-back wins in the Junior British Rally Championship which came on the West Cork and Pirelli International rallies. It puts the 20-year-old eight points clear from fellow Northern Irishman, William Creighton.

"I am honoured to be the first nomination of 2019," McErlean, a

McErlean leads JBRC points standing

former British and Irish Junior 1000 champion, told Motorsport News.

"The award is something I have always looked towards as a young driver. Getting to this point has required a lot of help and a lot of support.

"The aim at the beginning of the season was to

win the Junior British Rally Championship and we find ourselves

firmly in the mix at the minute.

"Hopefully we can keep our title aspirations alive by securing another

positive result on the Ulster Rally."

Two more nominees will be shortlisted during the year, with the highest-placed Junior drivers from the Irish National Rally, Irish Forestry and Junior Rally series joining them along with a wildcard.

The overall winner, who will be announced at Motorsport Ireland's end-of-season awards dinner in December, will receive €50,000 (£44,900) as well as support and coaching from award co-ordinator, Sean McHugh.

In a change from previous years, the two award runners-up will also each receive €15,000 (£13,000).

Silver Star title clinched by Lepley

George Lepley has secured back-to-back BTRDA Silver Star titles after finishing third in the class on last weekend's Nicky Grist Stages.

The only issue to occur for Lepley and co-driver Tom Woodburn on the event was during the opening stage, when a car that had stopped pulled out in front of them causing them to slow in the resulting dust cloud.

Opting to settle for a result rather than the outright win, despite having taken maximum scores from the previous four rounds, Lepley completed the podium and secured his title.

It's an impressive feat for the 21-year-old, who last year won the title in a Ford Fiesta R2



Flying high: Lepley has taken back-to-back Silver Star crowns

before campaigning a historic-specification Hillman Avenger in 2019.

"We came here to win the championship, we had to use our heads and look after our tyres as we knew we had to get the car to the finish," Lepley

said at the finish. "We've won the series two years on the trot, and we've done it in a complete variety of cars, front-wheel-drive modern left-hand drive and now rear-wheel-drive historic right-hand drive."

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RALLY NEWS

Photos: www.rallygallery.com, John Fife

Orr upgrades into Toyota GT86

Stanley Orr has secured a drive in a Millington-powered Toyota GT86 for this weekend's Down Rally.

The Killinchy man will swap his Ford Escort Mk1 for the Japanese sports coupe which belongs to David Greer Motorsport. He has already sampled the rear-wheel-drive car during a test at Kirkistown race circuit.

But, despite quickly gelling with the GT86, Orr insists the priority is to enjoy the experience.

"I haven't been told, 'you have to do this, you have to do that', and I don't have anything to prove to anyone. I'm under no pressure," he told Motorsport News.

"There's a lot of very fast Class Seven cars on the entry list, and a lot of extremely capable drivers taking part, so I am not even thinking [about winning]."

"We aren't going to be breaking any records but, at the same time, we will have a damn good go at it."

"It's a completely different proposition to my Escort. For starters, there is a sequential gearbox in the Toyota and you have the benefit of power-assisted steering. It really is a mighty thing."

The opportunity to compete in the car came after David Greer, the owner of DGM, approached Orr.

"David asked me a couple of times before and for one reason or another it didn't suit," added Orr.

"He saw that I had an entry in for the Down Rally, he called me, and he offered me the GT86. If there are other chances to drive it again in the future then I would certainly be up for it."

After the Down Rally, Orr will switch his attention back to the British Historic Rally Championship, which he leads.

The next round of the competition takes him to Wales for the Harry Flatters Rally on July 28.



Cole won last time on Rally van Wervik

TOP SEEDING ENTRY

Down Rally, Balmoral Park, Lisburn, July 20

NO	CREW	CAR
1	Jonny Greer/Kirsty Riddick	Ford Fiesta R5
2	Matt Edwards/Paul Morris	Ford Fiesta R5
3	Melvyn Evans/Aled Davies	Skoda Fabia R5
4	Thomas Preston/Carl Williamson	Ford Fiesta RS WRC
5	Derek McGeehan/Mark McGeehan	Mini JCW WRC
6	Damian Cole/Paul Spooner	Ford Fiesta RS WRC
7	Derek McGarrity/Paddy Robinson	Ford Fiesta RS WRC
8	Daniel Harper/Chris Campbell	Mini JCW WRC
9	Jon Armstrong/Noel O'Sullivan	Mini JCW WRC
10	Stephen Wright/TBA	Ford Fiesta RS WRC

COLE AIMING TO GAIN UPPER HAND ON DOWN RALLY

Reigning asphalt champion wants to capitalise on rival Pritchard's absence

By Jason Craig

Defending Asphalt Rally champion Damian Cole has said that he will not allow his inexperience of competing on Northern Irish events to get in the way of a second straight win in the series.

Cole inherited the lead of the championship with a maximum score last time out on Rally van Wervik, his case helped when title rival Jason Pritchard retired his Ford Fiesta S2000 with brake problems.

Six-time champion Cole has the chance to extend his 17-point

buffer on this weekend's Down Rally as Pritchard is unable to make the trip across from his Welsh base for personal reasons.

"It was important to get the first maximum score of the season in Belgium," said Cole. "We went there knowing we had to beat Jason; we were in front when he retired, so it was mission accomplished. We need another maximum score in order to keep the pressure on our rivals."

However, Ford Fiesta RS WRC driver Cole has never started the Down Rally before, and last competed in Northern Ireland three seasons ago when he tackled

the Circuit of Ireland Rally.

Despite this, Cole—who is reunited with Paul Spooner for the fifth round of the 2019 Asphalt Championship—doesn't believe he will be at too much of a disadvantage.

"We will be going there to do the best we can," he said. "The aim, as I have said, is to secure maximum points."

"I did the Ulster Rally back in 2004 and the Circuit in 2016 so I know what to expect. The stages over there are very technical; having accurate pace notes for the rally is going to be crucial." Saturday's meeting is also a

round of the Northern Ireland Rally Championship, which Derek McGeehan leads.

He starts at number five in a Mini John Cooper Works World Rally Car, with reigning and eight-time champion Derek McGarrity running seventh in a Fiesta WRC.

Leading the field away in a Ford Fiesta R5 is last year's Down Rally victor, Jonny Greer, who is using it as a warm-up for August's Ulster Rally, as is reigning British Rally champion Matt Edwards (Ford Fiesta R5).

"The top 10 is very strong—it [the win] could be anyone's," said

Greer. "We know we have a tough job ahead of us if we want to replicate last year's result, but that's why we go rallying."

"Jon [Armstrong] will be very quick in the more powerful WRC car. Matt would also have to be one of the favourites, while Meirion [Evans] has been getting faster and faster all season."

Jointly organised by Ballynahinch and District Motor Club, and Rathfriland Motor Club, Saturday's Down Rally will consist of eleven stages, including a spectator special stage within the grounds of Balmoral Park.

Tribute rally cancelled due to repair works

Organisers of the inaugural Carl Sorensen Memorial Rally have been forced to cancel the event as it clashes with venue repairs that will make many parts of the proposed route unavailable.

The rally was scheduled for August 18 at RAF Portreath in Cornwall, replacing the popular Boconnoc Rally Festival which could not run this year due to venue problems.

South Hams Motor Club's organising team decided to cancel when landowners, the Ministry of Defence, announced they would be carrying out long-awaited repair works to large parts of the radar station's perimeter tracks.

The proposed event was named in honour of co-driver Carl Sorensen, who was fatally injured in a motorcycle accident in May this year.

Clerk of the course, Paul Watts,

said: "We fully understand the need to repair the tracks at Portreath. Nevertheless it is really disappointing to have to cancel as the new rally would be a fitting tribute to Carl [Sorensen]. We would like to thank all the crews who had already entered and the marshals who had volunteered their services."

Watts confirmed that the TSH Stages Rally, which also runs at Portreath, will go ahead next May.

Another event not taking place this year is the Donegal Mini Stages, which was due to run on August 10. Donegal Motor Club made the decision to postpone the event for a year as a mark of respect to the family and friends of Manus Kelly, who was killed on the Donegal International last month. Organisers hope to hold the event again in 2020.



Crew managed to finish 14th overall

McDOWALL RETURNS IN TITLE-WINNING OPEL KADETT

Allan McDowall gave his 'new' car a shakedown at last weekend's Mach 1 Stages Rally.

His Opel Kadett, which he used to win the 2011 BTRDA Silver Star Series, now has a 2.5-litre Millington power unit

after he switched to a Ford Escort Mk2 three years ago.

"I started rallying with a Mk1, then a Mk2 before I got the Kadett," said Allan, "I was third in the BTRDA Silver Star series in 2017 but since I seem to have more luck with

the Kadett I'm trying this. It's still on forest suspension, so it's not ideal for round here but it feels really quick."

McDowall has plans to contest more BTRDA events, adding: "I'm quite pleased with 14th overall today."

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FORMULA E: USA

BUEMI AND FRIJNS AVOID THE CHAOS AS VERGNE CLAIMS ANOTHER TITLE

The streets of Brooklyn were alive – mainly with broken bits of Formula E cars. By **Tom Errington**

Jean-Eric Vergne leaves New York City as a two-time Formula E champion after back-to-back title success, but also has a day of community service looming over him for a controversial radio message. As ever in the electric series, everything can turn on its head in an instant.

Vergne entered the final weekend with a 32-point buffer over Audi's Lucas di Grassi, with just 58 points on offer and effectively one hand on the title, but a dramatic opening race put all the pressure on Vergne's DS Techeetah squad, with team boss Mark Preston feeling it had been hit by all of the "worst possible" incidents.

As ever, group one qualifying played a key part in proceedings as Vergne's title-leading status meant he was in the first group, and a very dusty surface meant track evolution prevented any hopes of superpole. The one consolation was fellow group one runner di Grassi had the same issue, but qualified 14th and four places down on Vergne.

Yet come Saturday evening, Vergne was the one sweating after di Grassi finished fifth by taking advantage of the accident-filled race that tripped up his title rival.

On the second lap, Sam Bird tapped Jose Maria Lopez into a spin at Turn 7 as Bird ran side-by-side with Lopez's Dragon Racing team-mate Maximilian Gunther, Bird later picked up a 10-second penalty for causing the incident.

Lopez's half-spun car meant the drivers behind slowed and Vergne, who had dropped from 10th to 13th on the first lap, picked up nose damage as he braked and was hit from behind by team-mate Andre Lotterer.

Vergne came in to change his nose and ran at the rear of the field – ahead of Lotterer, who came in for his own repairs after trying to stay out, but hit the barrier on the outside of Turn 2 with his front wing wedged underneath his car – until the safety car came out.



Buemi was calm for opening win

But a twist was revealed on Sunday when a Vergne radio message from around the time of the incident attracted ire: "Tell Andre to stop... to bring out the safety car."

The Techeetah driver held his hands up and was hit with the community service punishment at the end of the weekend.

But after that message on Saturday, Vergne recovered to run inside the points before a final-lap clash with Venturi's Felipe Massa.

Vergne dived to the inside of Massa at the Turn 1 switchback and the pair made contact, with Vergne forced deep but alongside Massa.

They came together at Turn 2, with Vergne hitting the wall on the inside, heavily damaging the front of his car again and spinning Massa – before crawling across the line in 15th having lost the chance to seal the title.

The first blows had been traded on track between di Grassi and Vergne, but the next strike came when Techeetah protested the Audi driver.

The protest concerned the lap two incident Vergne, Lotterer and di Grassi were involved in and Techeetah had claimed that di Grassi had infringed Article 30.12, which states: "At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person."

The protest was rejected, and Techeetah was left to lick its wounds and instead fight for both the drivers' and manufacturers' crowns on Sunday, with Massa and Vergne's clash also deemed to require no further action.

In complete contrast to Saturday, Vergne played it smart and kept his nose clean to make a run from 11th to seventh, more than enough to secure the title, and it was di Grassi who suffered the ill-fortune.

Jaguar's Mitch Evans was technically in title contention in the final race but required victory, fastest lap and the other two contenders to fail to score. With such a situation never likely, Evans held fourth ahead of di Grassi through the Turn 10 hairpin on the final lap but came under attack.

The Jaguar driver appeared to come across the Audi as they raced up the straight towards the 90-degree left of Turn 11, and they collided as a result and went into the inside wall before ending up in the Turn 11 outside barriers.

Evans continued and was handed a 10-second stop-go penalty – which was later converted into a time penalty – immediately after the finish and he dropped to 17th in the final result as di Grassi dropped back too.

The Audi woe only further ensured



Frijns took a second win in FE as Vergne (inset) took crown

there was to be no repeat of last year's New York finale in which Audi pipped the Techeetah outfit to the teams' standings, meaning Vergne and his squad sealed the championship double.

"I am so proud of my team. Last year we did an amazing job being a private team with no testing days, very limited resources," said Vergne. "This year we had more resources with DS."

"Of course it took more time to get everybody to work together. But nevertheless, we were able to do a fantastic job as a team, I'm so proud of them because it's been a tough season, and the way that we were always able to bond together in the bad moments, really made a success this year."

Redemption was also found with the two race winners in New York. On Saturday, Sebastian Buemi gave Nissan e.dams's controversial twin-motor-derived car its first victory and a maiden win for Nissan before its powertrain is banned for 2019-20.

Envision Virgin Racing's Robin Frijns took the Sunday victory to end a run of four races without a point after his Paris victory – a spell that cost him a chance of the crown.

RESULTS

Round 12/12, Brookyn, USA), July 13-14. 36 laps – 51.897 miles

POS	DRIVER	CAR	TIME
1	Sebastian Buemi (CHE)	Nissan e.dams-Nissan IM01	46m16.399s
2	Mitch Evans (NZL)	Jaguar-Jaguar I-TYPE 3	+0.932s
3	Antonio Felix da Costa (PRT)	BMW-BMW iFE.18	+1.216s
4	Alexander Sims (GBR)	BMW-BMW iFE.18	+2.971s
5	Lucas di Grassi (BRA)	Audi Sport Abt-Audi e-tron FE05	+3.537s
6	Daniel Abt (DEU)	Audi Sport Abt-Audi e-tron FE05	+4.380s
7	Pascal Wehrlein (DEU)	Mahindra Racing-Mahindra M5Electro	+6.543s
8	Sam Bird (GBR)	Virgin Racing-Audi e-tron FE05	+13.829s
9	Jerome d'Ambrosio (BEL)	Mahindra Racing-Mahindra M5Electro	+23.719s
10	Oliver Turvey (GBR)	NIO-NIO 004	+25.038s
11	Gary Paffett (GBR)	HWA-Venturi VFE-05	+27.831s
12	Jose Maria Lopez (ARG)	Dragon Racing-Penske EV-3	+34.729s
13	Stoffel Vandoorne (BEL)	HWA-Venturi VFE-05	+50.564s
14	Oliver Rowland (GBR)	Nissan e.dams-Nissan IM01	+1m23.962s
15	Jean-Eric Vergne (FRA)	DS Techeetah-DS E-Tense FE19	+1m34.508s
16	Felipe Massa (BRA)	Venturi-Venturi VFE-05	-1 lap
17	Andre Lotterer (DEU)	DS Techeetah-DS E-Tense FE19	-1 lap
R	Maximilian Gunther (DEU)	Dragon Racing-Penske EV-3	28 laps/accident
R	Edoardo Mortara (CHE)	Venturi-Venturi VFE-05	27 laps/technical
R	Alex Lynn (GBR)	Jaguar-Jaguar I-TYPE 3	18 laps/technical
R	Robin Frijns (NLD)	Virgin Racing-Audi e-tron FE05	15 laps/technical
R	Tom Dillmann (FRA)	NIO-NIO 004	1 lap/technical

Pole: Buemi 1m10.188s. Race 2 (36 laps – 51.897 miles): 1 Frijns 47m22.289s; 2 Sims +3.200s; 3 Buemi; 4 Bird; 5 Abt; 6 Rowland; 7 Vergne; 8 Vandoorne; 9 da Costa; 10 Paffett; 11 d'Ambrosio; 12 Wehrlein; 13 Turvey; 14 Dillmann; 15 Massa; 16 Lynn; 17 Evans; 18 di Grassi; 19 Gunther; R Mortara; R Lotterer; R Lopez.

Pole: Sims 1m09.617s.

Final points: 1 Vergne 136; 2 Buemi 119; 3 di Grassi 108; 4 Frijns 106; 5 Evans 105; 6 da Costa 99; 7 Abt 95; 8 Lotterer 86; 9 Bird 85; 10 Rowland 71.

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WE'LL KEEP YOU ON TRACK

BTCC HALF TERM REPORT

IS THE BMW BTCC TEAM ROLLER

Matt James is your guide to the half-term form in the British Touring Car Championship



It is the halfway stage of the 30-race British Touring Car Championship and a clear picture is emerging: get a BMW or get lost.

The WSR-built BMW 330i M Sports, which were new for the start of the season, have taken nine wins in the hands of reigning champion Colin Turkington and teammate Andrew Jordan.

Even the older-spec Team Parker Racing 125i M Sport, driven by Stephen Jelley, has tasted glory.

The rest, so far, have been picking up the crumbs from the top table and the race behind the rear-wheel-drive German machines is extremely tight. Here, we look at the threats that can derail the WSR domination.



Photos: Jakob Ebrej

WSR

Car: BMW 330i M Sport
Teams
championship: Team BMW 1st; BMW Pirtek Racing 7th

COLIN TURKINGTON
Championship position: 1st
Points: 195
Wins: 4
Podiums: 6

ANDREW JORDAN
Championship position: 2nd

Points: 162
Wins: 5
Podiums: 7

TOM OLIPHANT
Championship position: 11
Points: 91
Wins: 0
Podiums: 2

WSR was up against it to build its new 330i M Sports in time for the opener at Brands Hatch at the start of April. But it did, and the car was a winner first time out.

While the drivers said that the saloon machine was virtually at its optimum set-up from the get-go, it did take the racers a little while to get on top of it (not helped by Andrew Jordan's meeting-ending

shunt in the opening race at Donington Park).

Then it clicked, and the car flew. Its wings were clipped with a turbo boost reduction just before Croft, but it was minuscule. Given the car's nine wins so far, further restraints could be on the way during the second round of assessment after Snetterton. Will that be too late for the rest to catch up?

TEAM DYNAMICS

Car: Honda Civic Type R FK8
Teams championship: 2nd

DAN CAMMISH

Championship position: 6th
Points: 130
Wins: 0
Podiums: 5

MATT NEAL

Championship position: 7th
Points: 125
Wins: 0
Podiums: 1

This was supposed to be the year for the FK8. Team Dynamics had done all the learning during the car's maiden season in 2018

and now was the time to reap rewards. But while the team and drivers have a bigger stake set at dealing with the knife-edge set-up, it has yet to reap the big rewards. Perhaps this is due to the dominance of BMW.

Cammish has shown his pace with five podiums – and four of them would have been wins without the BMWs. As puts it, he feels like he is in a battle for Class B (or Class for Honda, as he likes to name it). Neal too is sanguine about the gap to the rival WSR car and knows it is the ebb and of the BTCC, but it is a frustration. The FK8 Type R is simply the second best weapon on the grid.



BTC RACING

Car: Honda Civic Type R FK8
Teams championship: 4th

JOSH COOK

Championship position: 3rd
Points: 148
Wins: 2
Podiums: 4

CHRIS SMILEY

Championship position: 17th
Points: 48
Wins: 0
Podiums: 1

BTC was another team with lofty ambitions with a new FK8-spec Honda and a data sharing agreement with the factory squad Team

Dynamics. There was still a lot to learn on the engineering side, but the team has adapted remarkably well.

Josh Cook's pragmatic approach to race weekends has meant he has been one of the most consistent points scorers, with a race three win at Thruxton to add to his win in the opener. Cook has a habit of getting more and more out of his car as the weekends progress, showing the depth of his engineering skills.

Chris Smiley has had a torrid year. There have been on-track incidents which have held him back and he needs to iron them out.

BMR RACING

Car: Subaru Levorg
Teams championship: 5th

ASH SUTTON

Championship position: 5th
Points: 147
Wins: 0
Podiums: 4

SENNA PROCTOR

Championship position: 20th
Points: 19
Wins: 0
Podiums: 0

This has been a very different type of year for BMR Racing. After two meetings of the year, Ash Sutton was on top of the points – a very unfamiliar position.

The Subaru is generally much stronger in the middle to the second half of the season,

capitalising on the rear-wheel-drive circuits at Croft and Oulton before keeping the momentum going. This year it has been reversed with Sutton taking three podiums over the first six races – but the wheels have come off since then. BMW has scooped the big points on Subaru's big-scoring venues.

Having said that, if BMW was removed from the title chase, Sutton would be the leader despite a lack of straight-line pace.

Proctor has found life very tough, but things are starting to click for him in rear-wheel drive and he has the best team-mate on the grid to learn from.



POWER MAXED RACING

Car: Vauxhall Astra
Teams championship: 6th

JASON PLATO

Championship position: 10th
Points: 107
Wins: 0
Podiums: 1

ROB COLLARD

Championship position: 16th
Points: 51
Wins: 0
Podiums: 1

The Vauxhall is one of the enigmas of the season. The machine was a three-time

winner in 2018 in Josh Cook and Senna Proctor's hands, but it appears to have slipped back down the pecking order.

The machine itself is, generally, tenths of a second faster than it was this time last year, but the others have made similar strides. New recruit Jason Plato says he is chipping away at finding the ultimate sweet spot with the hatchback and has been far more competitive than Rob Collard, with both of them reacquainting themselves to front-wheel drive. Reaching the very front might be a long shot for the duo over the remaining 15 rounds.

MOTORBASE PERFORMANCE

Car: Ford Focus
Teams championship: Team Shredded Wheat with Gallagher 8th; ROKiT Racing with Motorbase N/A

TOM CHILTON

Championship position: 8th
Points: 119
Wins: 1
Podiums: 4

OLLIE JACKSON

Championship position: 19th
Points: 22
Wins: 0
Podiums: 0

NIC HAMILTON

Championship position: --
Points: 0
Wins: 0
Podiums: 0

Motorbase Performance has done a very Motorbase-like job so far in 2019. The car is competitive, runs at the front and is driven with a huge amount of enthusiasm by former Independents Trophy winner Tom Chilton.

How much is left from the ageing chassis is a moot point, but the hatchback certainly has legs in a straight line to match the other machines on the grid. Ollie Jackson has got to grips with the car and has found himself on the fringes of the top 10, while Nic Hamilton has performed solidly in the ROKiT car.

Picking up the odd win here and there is probably the most that Chilton can hope for over the second half of the year, but he has a knack of consistency which will keep him at the pointy end of the title race.



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UNSTOPPABLE?



AMDTUNING.COM

Car: Honda Civic Type R FK2
Teams championship: 3rd

SAM TORDOFF
Championship position: 13th
Points: 76 **Wins:** 0
Podiums: 2

RORY BUTCHER
Championship position: 4th

Points: 147 **Wins:** 1
Podiums: 2

Buying the two ex-Eurotech Racing Honda Civic Type Rs was a step forward for Shaun Hollamby's AmDTuning concern, but the team might not have expected such spectacular results.

Former title runner-up Sam Tordoff is a known quantity, but must have walked under another ladder given how his helping of bad luck from

2018 has continued. He lost a bucketful of points with a non-finish at Thruxton and damage at Brands Hatch.

Butcher, on the other hand, has been right in the hunt for the title. The Scot flew under the radar in 2018 in an MG, but given the FK2, he is lapping it up. There is every chance that he will be in the hunt at the end of the season, which is huge progress for driver and team.



SPEEDWORKS MOTORSPORT

Car: Toyota Corolla
Teams championship: 9th

TOM INGRAM
Championship position: 9th
Points: 113 **Wins:** 1
Podiums: 1

A new car in a one-car team is always going to be a huge task. Tom Ingram said at the start of the year that it was about learning in the first half of the campaign before

hunting wins in the second part of the season, but that seems like a long stretch right now.

There is still learning to do, and the game is tough. The chassis is proving hard to settle down, meaning Ingram is having to drive it like a go-kart at the moment. He will hopefully iron out those problems.

The potential is there, but it will take another 15 races to get on top of it. There could be the odd reversed-grid win along the way though to keep things ticking over.



TEAM PARKER RACING

Car: BMW 125i M Sport
Teams championship: 10th

STEPHEN JELLEY
Championship position: 12th
Points: 83
Wins: 1
Podiums: 2

Now running the exact same specification as Colin Turkington's title-winning BMW 125i M Sport was last season, Jelley and Team Parker Racing are finally

reaping the rewards after a tough learning period in the BTCC.

Jelley's presence of mind saved him a podium at Brands Hatch's opener when he inadvertently nudged into Matt Neal's Honda but gave the position back.

That is the mark of what sort of bloke Jelley is. He finally took a win in the last round before the break at Oulton Park. It wasn't taken on the road, but it didn't matter: it cemented the Leicester racer's position as a victory threat at most tracks.

TRADE PRICE CARS RACING

Car: Audi S3
Teams championship: 11th

JAKE HILL
Championship position: 14th
Points: 71 **Wins:** 0
Podiums: 1

MARK BLUNDELL
Championship position: 25th
Points: 2 **Wins:** 0
Podiums: 0

The reworked S3 saloons are a more competitive proposition this year, and that is due to the work done

by AmDTuning, which is running the cars on behalf of newcomers Trade Price Cars Racing.

Jake Hill has used it well, extracting the maximum when he can and taking a podium in the season opener at Brands Hatch. He was stripped of a win at the last meeting at Oulton Park after contact with Matt Neal but, despite that black mark, he has continued the upward trajectory in his career.

Mark Blundell, on the other hand, has struggled to get to grips with front-wheel drive, but his recent lap times show that he is beginning to turn the corner in terms of pace.



CICELEY MOTORSPORT

Car: Mercedes-Benz A-Class
Teams championship: Mac Tools with Ciceley 12th; Cataclean Racing with Ciceley 17th

ADAM MORGAN
Championship position: 15th
Points: 64 **Wins:** 0
Podiums: 1

DAN ROWBOTTOM
Championship position: 27th
Points: 1 **Wins:** 0
Podiums: 0

The Ciceley cars are usually regulars at the front of the field, but they simply haven't been so far in 2019.

Despite having been through an extensive reworking over the winter, the older chassis means that there is not much more to come from the machine. Morgan has also been unlucky – if there has been a shunt to get involved in, he is unwittingly in the middle of it. Newcomer Daniel Rowbottom has not been able to show what he is capable of.



LASER TOOLS RACING

Car: Mercedes-Benz A-Class
Teams championship: 13th

AIDEN MOFFAT
Championship position: 18th
Points: 48 **Wins:** 0
Podiums: 0

Like Ciceley, Laser Tools

Racing has struggled to unlock enough pace from the hatchback for it to make the kind of impact it has in previous seasons. Moffat has driven with his usual verve and passion, but it has been for very little reward as he is often mired in the 10th to 20th spots on the grid, which is where the rewards are scant and the chances of getting involved in contact are much higher. To rectify the problem, Laser Tools has taken a huge step: it will ditch the Merc in favour of an Infiniti for the remainder of the 2019 campaign.



TEAM HARD

Car: VW CC
Teams championship: GKR Scaffolding with Autobrite Direct 14th; RCIB Insurance with Fox Racing 15th

CARL BOARDLEY
Championship position: 24th
Points: 3 **Wins:** 0
Podiums: 0

JACK GOFF
Championship position: 22nd
Points: 12 **Wins:** 0
Podiums: 0

BOBBY THOMPSON
Championship position: 21st
Points: 17 **Wins:** 0
Podiums: 0

MICHAEL CREEES
Championship position: 23rd
Points: 4 **Wins:** 0
Podiums: 0

There was a big fanfare from Team Hard at the start of the year, but the results have not yet materialised.

The cars are good enough to be regular points scorers, but not knocking on the door of the top six like they were during the 2018 season.

That has not stopped the squad trying hard though. Jack Goff and Bobby Thompson have led the line in terms of gaining as many points as they can, but the big prizes are just out of reach right now.



SIMPSON RACING
Car: Honda Civic Type R
Teams championship: 16th

MATT SIMPSON
Championship position: 26th
Points: 1 **Wins:** 0
Podiums: 0

Simpson Motorsport's season has been a horrid one. Despite recruiting

engineer Geoff Kingston to help steer the ship in the right direction, things have not clicked and Kingston has now departed the operation.

Simpson himself would expect to have pushed on after a race-winning season in 2018, but a mixture of contact and poor reliability have kicked him in the teeth at almost every weekend. Things need to turn around.

EXCEL R8 MOTORSPORT

Car: MG6
Teams championship: N/A

ROB SMITH
Championship position: --
Points: 0 **Wins:** 0
Podiums: 0

SAM OSBORNE
Championship position: --
Points: 0 **Wins:** 0
Podiums: 0

It was always going to be a big ask for a new team with new drivers, and ExcelR8 are in at the deep end. The MGs are the oldest kit on the grid and the age shows, so that makes it very hard to get a gauge on how Rob Smith and Sam Osborne are progressing. They will be hoping for a slice of reversed-grid luck.



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RACING REPORTS

ANGLESEY: HSCC BY PAUL LAWRENCE

JULY 13-14

In parallel with the late Tom Pryce – the driver being celebrated at Anglesey – Ben Stiles is young, talented and underfunded. Appropriately, this was the weekend when Stiles really came of age as a racer thanks to a fabulous double win in Formula Ford 2000. Twice he got the better of Ian Pearson but it was always close.

Running his Van Diemen RF82 on cast-off tyres with his dad Trevor, young Stiles was supreme in the **Classic and Historic FF2000** races as Pearson headed the Historics in his Royale RP30. On Saturday, Stiles had to withstand constant pressure from Pearson before taking his first overall FF2000 win.

"I've been waiting so long to do this – it's just the best feeling," said Stiles. Pearson probed Stiles' defence but had to finally settle for second.

"He did a good job," said Pearson. "This is an absolutely brilliant track!"

On Sunday, Pearson got the start he wanted and grabbed the lead as Stiles struggled to get third gear and lost momentum. However, up to Rocket for the first time, Pearson suffered pad knock-off and ran wide onto the grass. Stiles accepted the gift and dived ahead to take a lead he would hold for the remaining 20 minutes, despite a determined chase by Pearson.

The major worry for Stiles was if his largely worn out tyres would last the distance, but they did and he completed a perfect weekend. "I'm over the moon; the best weekend of my life," said Stiles. Andrew Park ran third on Saturday but missed Sunday's race due to a family commitment and so Paul Allen rounded out Sunday's podium.

Kevin Kivlochan came within a wheelnut of four wins as he dominated the twin **Road Sports** categories. In his AC Cobra, Kivlochan extended the car's winning sequence to seven wins in seven weeks in Historic Road Sports as Neil Merry (Sunbeam Tiger) and Larry Tucker (Ford Mustang) had two great battles for second.

Aboard his Morgan +8, Kivlochan won the opening **70s Road Sports** race despite the best efforts of Jeremy Clark (Lotus Elan). The Morgan was on target to complete Kivlochan's quartet on Sunday when a wheelnut failed.

The resultant strain caused the others to fail and the wheel left the scene. Clark, who had led the opening lap until a grassy moment, retook control to win instead.

Matt Wrigley matched Kivlochan's tally by winning three races in his March 79B, having twice toppled the mighty Formula 5000s to win both **XL Aurora** races. Wrigley then added another win in the inaugural **Formula Atlantic** race but elected to miss the second when damaged gearbox bolts gave cause for concern.

Instead, an enthralling second race had three leaders in the first two laps. Eventually, from the tail of the pack came Bob Juggins to win in style from a hard-charging Iain Rowley.

Four **Formula Junior** races went with form as Richard Wilson (Brabham BT6) and Chris Drake (Terrier Mk4) both won twice. Marty Bullock headed the opening rear-engine race in his Wren but accepted that his drum brakes were no match for the disc-braked Brabham. Despite dwindling stopping power, Bullock held on for second on Saturday but was edged back to third on Sunday by John Fyda's Brabham.

Callum Grant and Neil Fowler relished two glorious battles in **Historic FF1600** as multiple champion Fowler returned in the Winkelmann normally handled by Cameron Jackson. It was nip and tuck as Gislain Genecand went with them and they traded the lead in Saturday's opener. Grant wriggled ahead and knew that Fowler was stronger on the brakes into the hairpin.

"I was trying to go deeper and it worked for two laps but then I spun," said Grant after recovering for third behind Genecand. On Sunday, there was little in it, but Grant just eased clear as Fowler found himself occupied with the flying Genecand.

Simon Armer finally had his March 703 running well and duly took two wins in **Historic F3**, as Mike Scott mounted two dogged pursuits. In the opener, Armer was giving valiant chase to Jon Milicevic when the leader suffered a wishbone failure and ended his weekend at Rocket.

Richard Belcher went untroubled in **Historic Touring Cars** once his sparring partner Mark Jones was sidelined by what became an electrical fire in his Lotus Cortina.

STILES COMES OF AGE WITH PRYCE HOMAGE

Photos: Steve Jones



FF2000 brace came despite tired rubber



Kivlochan split his time between Cobra and Morgan

WINNERS

Historic/Classic Formula Ford 2000
Races 1 & 2: Ben Stiles (Van Diemen RF82)

Historic Road Sports
Race 1 & 2: Kevin Kivlochan (AC Cobra)

70s Road Sports
Race 1: Kevin Kivlochan (Morgan +8)
Race 2: Jeremy Clark (Lotus Elan)

XL Aurora Trophy
Race 1 & 2: Matthew Wrigley (March 79B)

Formula Atlantic
Race 1: Matthew Wrigley (March 79B)
Race 2: Bob Juggins (March 722)

Formula Junior rear-engined
Races 1 & 2: Richard Wilson (Brabham BT6)

Formula Junior front-engined
Races 1 & 2: Chris Drake (Terrier Mk4)

Historic Formula Ford
Race 1: Neil Fowler (Winkelmann)
Race 2: Callum Grant (Merlyn Mk20)

Historic Formula 3
Race 1 & 2: Simon Armer (March 703)

Historic Touring Cars
Race 1 & 2: Richard Belcher (Lotus Cortina)

ANGLESEY VOTED AN HISTORIC HIT AS HSCC SEEKS REPEAT GIG



Incredible views teamed with a challenging circuit that provides great racing made Wales a hit

The Anglesey circuit received an overwhelming vote of approval from drivers as the North Wales venue hosted its first historic racing festival.

Of the 170 drivers who raced at Anglesey over the weekend, the great majority were sampling the track for the first time and the response was virtually unanimous: it is a brilliant circuit with excellent facilities, a stunning location and is perfect for historic racing.

Of course, Anglesey is not new. The current circuit layout was inaugurated fully 12 years ago, and the venue is now in use up to 300 days a year. Constant reinvestment and attention to detail makes Anglesey a match for just about any UK track. But until last weekend, the venue had not been on the historic racing calendar.

When the hard working and enthusiastic circuit team persuaded the Historic Sports Car Club to take a race weekend, drivers supported the event in fair number. Sure, for those in the South East, it is a long haul but as Historic FF1600 racer Callum Grant from Bolton said: "It's only like us going to Brands!"

Those that travelled to the island just off the north coast of Wales received an extremely warm welcome, and once on track were converted into instant fans.

"This is a wonderful track," said multiple Road Sports winner Kevin Kivlochan after his first sighting laps on Friday morning. "It is quite technical and great for historic. It is a lovely venue."

Formula Ford racer Louis Hanjoul trekked all the way from Belgium and was stuck on the M25 for four hours on Thursday morning. "I absolutely love the track," he said. "It is very flowing and what a view!"

Veteran 70s Road Sports racer Charles Barter stunned his rivals by taking pole on his fourth lap in his Datsun 240Z. He'd not tested on Friday but simply walked one lap on Friday evening. Sadly, his weekend ended before the end of qualifying with a suspected head-gasket failure, but he was readily converted. "It's a fantastic track and there's still a lot to get out of it. The track is so technical and I really enjoyed it."

Among his rivals, Porsche 911 racer John Williams was equally impressed. "The circuit is a real challenge and they've gone out of their way to welcome us. As a driver, it is nice to feel wanted at a circuit."

At the wheel of his sensational Formula 5000 Gurney Eagle FA74, Frank Lyons made his Anglesey debut. "I love the track. In one of these it is hard work with no respite and it is very demanding. The team here have been first class and could not have done more for us," said the HSCC chairman.

From the circuit team, Andrew Crighton said: "We were keen to work with the HSCC to make this happen and we'd like to make it an annual event. We've had a lot of interest locally and the celebration of the life of Tom Pryce has really captured people's imagination."

From the HSCC, Andy Dee-Crowne summed up the reaction: "We will be back!"



The circuit was a hit with the drivers

'Wild mix take to the hill'
Chateau Impney report, p29



MONDELLO PARK: CKMC BY LEO NULTY

Photos: Michael Chester

JULY 13-14



Victory and a second place for Holstein

WINNERS

Ford Fiesta ST Race 1: Erik Holstein Race 2: Brendan Fitzgerald	SEAT Supercup Ireland Race 1: Shane Murphy Race 2: Barry English
Irish Legends Race 1, 2, 3, 4, 5 & 6: Paul O'Brien	Fiesta Team Race Barry-John McHenry (Zetec)/Brian Flanagan (ST)
Ginetta Junior Ireland Races 1 & 2: Matthew Nicholl	Irish Strykers Race 1: Greg Kelly Race 2: Stephen Ross
Ford Fiesta Zetec Race 1: William Kellett Race 2: Collie Barable	BOSS Ireland Race 1: Fergus Faherty (Dallara F3) Race 2: Paul O'Connell (Dallara World Series)
Closed Wheel Libre Karl Leonard (Porsche 997.2 Cup)	Special Saloons and Modsports Races 1, 2 & 3: Andy Southcott (MG Midget)
Irish Touring Car Championship Races 1 & 2: Keith Campbell (VW Corrado)	Formula Vee Anthony Cross (Sheane)

HOLSTEIN WINS AFTER DENNING RUES LOST POLE

The 2019 Ford Fiesta ST season has been a battle between multiple Mondello champion Erik Holstein and impressive karting debutant Alex Denning.

Denning annexed pole this time out but unfortunately retired on the warm-up lap. That handed Holstein a relatively easy victory once he had shaken off the charging Michael Cullen. Barry-John McHenry was an impressive third.

In race two, Brendan Fitzgerald led before coming under pressure from Holstein, up from sixth. After a few doorhandle-to-doorhandle moments, the red flags flew, courtesy of Denning coming together with David Kidd. That left Fitzgerald to take a well-deserved victory, with Holstein moving one step closer to the title with second.

Paul O'Brien won the first Legends race, with Ian Conroy snatching second when Geoff Richardson's last-corner attempt to wrest the lead came to

nought. O'Brien also took races two and three and continued his form on day two by winning a further three races with apparent ease.

Matthew Nicholl scored his fifth win of the season in the Ginetta Junior opener, finishing well clear of a cracking battle for second. That was topped by Chris Grimes courtesy of an inspired move at Turn 3 on the final tour. Nicholl repeated his form in race two, easing away for win number six.

William Kellett netted Fiesta Zetec pole in just three laps, and sat in the pitlane for the remainder of the session.

His dominance continued into the races, crossing the line well ahead of reigning champion Owen Purcell in race one. In race two, Aimee Woods led away but a mid race mistake at Turn 1 allowed Collie Barrable through. Kellett closed him down but, perhaps wary of his title aspirations, was unable to penetrate Barrable's defences.

Karl Leonard blitzed the Closed Wheel Libre race in his Porsche Carrera Cup machine, with Shane Murphy holding off Rod McGovern for SEAT Supercup honours.

Keith Campbell headed the Irish Touring Car contingent from Stephen Potter and Ciaran Denvir. In race two, with Leonard not starting, Brian Berry led away on his return to the SEAT class. Murphy piled the pressure on before running wide at the Esses, allowing Barry English through.

After a mid-race safety car, Berry hung on to take the flag but was adjudged to have jumped the start and received a 10-second penalty, giving English the win. In the ITCC section, Campbell relieved Potter of the lead to do the double and appeared to be easing clear. A late race charge from Denvir meant he closed in the final stages, with Potter completing the podium.

Brian Flanagan and McHenry took the

honours in a highly entertaining charity Fiesta Team race, with Daniel Keelan and William Kellett next up, from Shane McBride and Gordon Kellett. Holstein was first ST home but team-mate Sean Woods, who had been a hugely popular leader of the Zetec group for most of the race, was forced out with a puncture.

Greg Kelly came out top of a fantastic battle with Stephen Ross to take the Stryker win, and a new lap record to boot. Ross took revenge in race two, just holding Kelly at bay to retain his series lead. Roger Welaratne drove superbly to net third in both races.

Barry Rabbitt was in giant-killing form as ever, grabbing BOSS Ireland pole in his newly acquired Formula Renault. Eamonn Matheson got his usual lightning start though, to grab the lead from row three. But Fergus Faherty soon eased past and pulled away. Paul O'Connell also got by and set about

closing the gap. With a few minutes to go, Matheson rotated at the Esses to bring out the red flags. A result was declared and a delighted Faherty became the first person to defeat O'Connell in 2019.

In race two, Rabbitt got the jump and pushed hard but O'Connell was on an inspired charge, blasting by on the main straight and easing away for an impressive victory. Rabbitt was second with Faherty completing the podium.

Andy Southcott's rapid Midget took all three Special Saloons and Modsports wins, despite the best efforts of Ian Hall and Thomas Carey, both of whom ran at the front on occasion.

Anthony Cross relieved polesitter Dan Polley of the Formula Vee lead with an impressive move into Turn 1, and was unchallenged from then on. Class returnee Trevor Delaney was third, in what was an uncharacteristically tame affair.



Porsche Carrera Cup GB regular Karl Leonard also deals in the Stuttgart marque's race cars. For a little bit of fun, he brought one of his cars – a 997 Gen 2 911 – to Mondello Park for the weekend. He ran with the SEAT Supercup and Irish Touring Cars, with the Irish Punto Abarth champion scoring an easy victory at his home circuit. Brother Michael had hoped to join Karl on the grid, but a driveshaft failure during Friday testing meant he never appeared.

The Classic Sports Car Club's Special Saloons and Modsports were welcome visitors to Mondello Park over the two days. Andy Southcott was incredibly quick, taking three wins in his 2.2-litre MG Midget. But Tim Cairns, in particular, was great to watch as he chased down Neil Duke's beautiful Ford Anglia 105E, hanging the tail out and evoking memories of the Modsports era for many at the Kildare venue. There was plenty of paddock chat about resurrecting some of the Irish GT cars for a return to the track, should the CSCC decide to return in 2019.



Erik Holstein was as entertaining as ever in the Fiesta ST races. The champion showjumper won the opener from pole. In race two, he charged from sixth to second before a red flag halted play. With just two rounds to go, he looks like a good bet for the 2019 title to add to his Punto Abarth, Irish Touring Car Championship and SEAT Supercup titles. The meeting also raised almost €10,000 for the Irish Motor Neuron Disease Association with a mixed Fiesta fun race and an auction. Predictably, Holstein was first across the line in that one too.

BTRDA: NICKY GRIST

Photos: Chicane Media



Sliding the Ford Focus WRC05

STAGE WINNERS

SS1 Crychan 1 (8.72 miles)
Euan Thorburn/Paul Beaton
(Ford Focus WRC05) 9m31s

SS2 Halfway 1 (3.68 miles)
Stephen Petch/Michael Wilkinson
(Ford Fiesta RS WRC) 4m06s

SS3 Monument 1 (5.56 miles)
Thorburn/Beaton 5m31s

SS4 Llyn Login 1 (3.32 miles)
Thorburn/Beaton 3m11s

SS5 Crychan 2 (8.72 miles)
Thorburn/Beaton 9m07s

SS6 Halfway 2 (3.68 miles)
Thorburn/Beaton 3m56s

SS7 Monument 2 (5.56 miles)
Thorburn/Beaton 5m29s

SS8 Llyn Login 2 (3.32 miles)
Sam Bilham/Patrick Walsh
(Ford Fiesta R5) 3m13s

GOLD STAR TITLE GOES TO THORBURN AND BEATON AFTER ANOTHER WIN

Duo secure victory by just over a minute on Nicky Grist Stages and with it the BTRDA title. By **Simon Gronow**



Pritchard and McPhee had to settle for second after suffering tyre issues

Maiden Silver Star win for Davison and Murphy

A good run through the morning's stages paved the way for a first Silver Star win for Andy Davison/Tom Murphy in their Vauxhall-engined Talbot Sunbeam.

After sharing quickest class time with Jason Pritchard on the first test, they were fastest on SS3 and equal fastest with Tommi Meadows on the fourth stage to take a seven-second advantage into the afternoon.

Another fastest time on SS5 increased their lead and the pair pushed hard on the later stages, despite running on worn tyres, to win by 18 seconds.

After their good start Pritchard/Steve McPhee also suffered tyre issues, causing a half spin on SS2 before going off backwards on the

final bend of stage four. In the afternoon things went better, and despite suspension issues on their Escort RS 1800 Mk2 the pair were fastest on the final three stages to overhaul George Lepley/Tom Woodburn for second.

Lepley was thinking of the bigger picture and looking to secure the Silver Star Championship, which he duly achieved (*see rally news, p18*).

A late puncture cost Ben Friend/Cliffy Simmons some time in their fourth-placed Escort Mk2. They were followed by leading R2 runners Meadows and Perry Gardener, with Owen McMackin/Lee Taylor finishing seventh and as class B12 winners in their Escort Mk2 despite being unhappy with their pace.

Euan Thorburn and Paul Beaton maintained their unbeaten run on BTRDA events this year by winning the Nicky Grist Stages in their Ford Focus WRC05. After setting the fastest time on the first test, they were never headed and won by over a minute to claim the Gold Star.

Stephen Petch/Michael Wilkinson secured another second place in their Ford Fiesta RS WRC, while young Sam Bilham's progress continues to impress as he finished in a career-best third place with Patrick Walsh in their Fiesta R5.

The first stage, almost nine miles through Crychan, would prove a tough opening test. Not surprisingly it was Thorburn/Beaton who set the fastest time. The driver said: "the first mile opened our eyes," as it was looser than he had expected. Nonetheless, he had opened up a useful five-second lead as he headed into SS2. Things didn't go so well there as his Focus WRC05 suffered handbrake issues, which also had an impact on gear changing, and there was a loss of launch control. Despite that, they still managed to set second fastest time, though their lead was down to just two seconds.

With some temporary repairs completed, normal service was resumed on the five-and-a-half-mile Monument stage. Thorburn added another 14 seconds to his lead before returning to service at Builth Wells with a 21-second advantage, after completing the rarely used short Llyn Login stage.

Once again it, was Petch/Wilkinson who were Thorburn's nearest challengers. The Fiesta RS WRC driver said: "It's been alright, we've had a couple of alright times."

Stage two had certainly been alright, with Petch setting the fastest time, though he wasn't so happy on the next test.

"I thought it was disappointing, I couldn't see through the dust on the long straights. We're in no man's land," he added, making reference to the 28-second advantage over third place.

Holding that third place were Irish visitors Brendan Cumiskey/Liam Moynihan, using a Fiesta RS WRC for the first time. Cumiskey's only issue was that his seat was too low and needed to be raised as he was having trouble seeing through the windscreen. "The stages are good: plenty of room and the car's perfect," was his summary of the morning, though a change to harder tyres would be made for the later stages.

Tying with Cumiskey were leading Production Cup runners Pat Naylor/Ian Lawrence, who found that their Mitsubishi Lancer E9 was working well on some harder tyres that they were using for the first time. "It's been very good so far, we have to be on it, flat out. I'm really happy with that, it's been dusty but not too bad," said a content Naylor, as he sought to keep ahead of his rivals and boost his championship cause.

Close behind were Matthew Hirst/Declan Dear, who opted to make a steady start on the longer first stage in order to avoid a puncture on their Lancer E9. A push through the following three tests paid dividends, as they moved up from ninth to fifth place.

Just one second behind Hirst were Bilham/Walsh, who had a mixed morning. After setting third fastest time on the opening stage, they spun on the second, before setting equal second fastest time through SS3. Unfortunately, they were one of many to overshoot the final junction of stage four despite Bilham "braking early". Walsh predicted that by driving a bit tidier they would make it on to the podium at the end of the day.

Also having a mixed start were Russ Thompson/Andy Murphy, who set a couple of top five times before a rear brake calliper started leaking on their Lancer E9. As a result, Thompson decided to exercise some caution. "I've got it in my mind that brakes are quite important, the annoying thing is I could see it coming," he said, as he lost some time overshooting a junction in stage four.

Production Cup leaders prior to the event, Scott Faulkner/Gareth Parry had been quickest of the NR4 runners on stage one, just one second ahead of Naylor, before losing time when the throttle pedal snapped on their Lancer E9 on stage two. With repairs affected he pushed on through the third and fourth tests and was back up to eighth place. Unfortunately, differential problems curtailed his day on stage six.

Ian Joel/Shawn Hughes dropped time after going into the undergrowth on stage one, while Ian Bainbridge/Jamie Edwards retired their Subaru Impreza with propshaft failure on the same test.

With the rod between the gearbox and handbrake disconnected, Thorburn quickly got back into the groove on the afternoon stages, setting a time 16 seconds quicker than anybody else on the second

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REGISTERED BTRDA CLASS WINNERS



Coughtrie managed to win class H4 aboard Mitsubishi Galant

- Gold Star:** Euan Thorburn/Paul Beaton (Ford Focus WRC05)
- Silver Star:** Andy Davison/Tom Murphy (Talbot Sunbeam)
- Production Cup:** Pat Naylor/Ian Lawrence (Mitsubishi Lancer E9)
- Historic Cup:** Jason Pritchard/Steve McPhee (Ford Escort Mk2)
- Fiesta ST Trophy:** Bobby Mitchell/Shannon Turnbull
- Rallye R2 Cup driver:** Tommi Meadows (Ford Fiesta R2)
- Rallye R2 Cup co-driver:** Keaton Williams (Fiesta R2)
- 1400 overall:** Chris Powell/Jim Lewis (Talbot Sunbeam)
- Junior driver:** Matthew Hirst
- Junior co-driver:** Tom Murphy
- Senior driver:** Richard Sykes
- Senior co-driver:** Lawrence
- B14:** Thorburn/Beaton
- B13:** Hirst/Declan Dear
- B12:** Owen McMackin/Lee Taylor (Ford Escort Mk2)
- B11:** Davison/Murphy
- NR4:** Naylor/Lawrence
- N3:** Mitchell/Turnbull
- H4 driver:** Tom Coughtrie (Mitsubishi Galant)
- H3:** Pritchard/Woodburn
- H1/2 co-driver:** Richard Wardle (Escort Mk1)
- 1400C:** Adrian Walk/Matt Walk (Ford Ka)
- 1400S:** Powell/Lewis
- RF1.4:** Sam Johnson/Liam Johnson (Seat Arosa)
- RF2.0 driver:** Graham Roberts (MG ZR)
- RF2.0 co-driver:** Alex Stanbury (MG ZR)
- RF Junior:** Johnson/Johnson

Powell and Lewis come good as Black and Gilbey suffer fuel issues

1400cc

Over the opening two stages, Callum Black/Michael Gilbey opened up a five-second lead in the 1400cc category, before their MG ZR suffered fuel pressure issues costing over two minutes and dropping them to fourth at the finish.

Taking over the lead were Chris Powell/Jim Lewis, after a good morning. "It was a bit scrappy because we were trying really hard. We've got a healthy lead, so we'll go at a sensible pace to make sure we finish," Powell said at service. True to his word, the Talbot Sunbeam driver backed off to ensure the class win and maintain his championship challenge.

Second went to Steve Black/Paul

Morris, who found the early going slippery in their Suzuki Swift and were in a battle with fellow Swift crew Dan Evans/Jessica Hockley, with the pair closely matched despite Black suffering a spin near the end of SS4.

In the afternoon, it was Black who had the edge, securing the runner-up spot as Evans struggled for grip following an incorrect tyre choice.

In the Historic section, George Lepley was beaten for the first time this year by Jason Pritchard as Irish visitors Martin McCormack/Barney Mitchell finished third in their Ford Escort Mk2. Hywel Davies/Simon Jones won

class H1/2 in their Escort Mk2.

Matthew Hirst and Tommi Meadows were the top two Junior drivers, though third-placed Lepley maintains his championship lead, as leading co-driver Tom Murphy moves up to second in the series behind Keaton Williams.

In the Fiesta ST Trophy, Bobby Mitchell/Shannon Turnbull took their first win of the year, as championship-leader Zak Hughes retired with suspension issues.

First-time Irish visitors Ruairi Maguire/Grace O'Brien had a great run to win class B10, despite a broken shock absorber on their Vauxhall Corsa.



Talbot Sunbeam duo managed to take win



Hirst took the top Junior honours, as well as the class B13 win with Dear

RESULTS

Nicky Grist Stages, BTRDA Rally Series, round 5/7, July 13

POS	DRIVER / CO-DRIVER	CAR	TIME
1	Euan Thorburn/Paul Beaton	Ford Focus WRC05	44m10s
2	Stephen Petch/Michael Wilkinson	Ford Fiesta RS WRC	+1m02s
3	Sam Bilham/Patrick Walsh	Ford Fiesta R5	+1m28s
4	Brendan Cumiskey/Liam Moynihan	Ford Fiesta WRC	+1m31s
5	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9	+1m53s
6	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9	+1m58s
7	Matthew Hirst/Declan Dear	Mitsubishi Lancer E9	+2m08s
8	Conor McCourt/Brian Hoy	Ford Fiesta R5	+2m30s
9	Richard Sykes/Simon Taylor	Mitsubishi Lancer E9	+2m35s
10	Stephen Simpson/Mark Glennerster	Hyundai i20 R5	+2m45s

11 Martyn/Dawn England (Fiesta R5); 12 Ian Joel/Shawn Hughes (Ford Escort RS Cosworth); 13 Craig Cameron/Rhys Stoneman (Subaru Impreza); 14 Andy Davison/Tom Murphy (Talbot Sunbeam); 15 Jason Pritchard/Steve McPhee (Ford Escort Mk2); 16 George Lepley/Tom Woodburn (Hillman Avenger); 17 Marty McCormack/Barney Mitchell (Escort Mk2); 18 Tom Llewellyn/Ross Whittock (Escort Mk2); 19 Ben Friend/Cliff Simmons (Escort Mk2); 20 Tommi Meadows/Osian Owen (Fiesta R2).

running of Crychan.

He followed this up with quickest time on the next two stages before ending the day with third fastest time in Llyn Login 2 to seal another win and championship success. "It's been good, I didn't expect this at the start of the year. The Cambrian win was unexpected and things have just snowballed from there," said Thorburn of his dominant BTRDA campaign.

"We did enough to stay where we are," was Petch's reflection of his afternoon after finishing second. "We couldn't get our harder tyres warm, and we ripped the blocks off them, and our alternative tyres weren't ideal." Bilham was pleased with his work. He said: "That was mint, a lot better than this morning, we set a decent pace and made no mistakes."

Top three times on all the stages, including a first fastest BTRDA time, enabled Bilham to finish in third position as Walsh had predicted.

Softening the suspension of his Fiesta

RS WRC and changing to harder tyres made the handling of the car to Cumiskey's liking, but despite setting consistently quick times, he was unable to hold off Bilham and had to be content with a good fourth place.

Fifth overall and first of the Production Cup runners went to a relieved Naylor. "It's been a great day out, though we've had lots of drama and it's been stressful at times, I keep hearing strange noises," he said, as he held off regular rival Thompson.

For Thompson, a spin in Halfway 2 proved costly as he was just five seconds behind at the finish, though he had the consolation of a good haul of Welsh Championship points.

Things didn't go well for Hirst in the afternoon. A top-five finish was on the cards until the steering column collapsed on his Lancer E9, forcing him to limp home and dropping him to seventh. He is now second in the Welsh Championship behind Tom Llewellyn, who locked up the under-23 title.



STAR OF THE RALLY

"It's been a long time coming," said a beaming Andy Davison, after spraying the champagne as Silver Star winner for the first time. Without the luxury of changing tyres as frequently as some of his rivals, Davison and co-driver Tom Murphy finished 14th overall in their Talbot Sunbeam. "Tom told me to be brave, but I thought we were being stupid," said a delighted winner as they pushed hard on the afternoon stages.

First Rallye R2 victory for Meadows/Owen

Following an event-long battle with Perry Gardener/Keaton Williams, Tommi Meadows/Osian Owen found that a change of pacenote system worked well as they took their first Rallye R2 win in their Ford Fiesta.

After surviving a big moment when they flew over the flying finish of SS4, the pair held an eight-second advantage at the halfway point.

Over the next three stages, the leading two crews traded fastest class times, leaving Meadows with a six-second lead with one stage left. And it was Meadows who emerged victorious by eight seconds.

"It was a tough battle with Perry, he upped his pace in the afternoon, but we managed to keep ahead," he said.

Gardener was lucky to make the finish, his Fiesta needing an oil top up after a heavy landing on the final flying finish, as James Giddings/Sion Cunniff battled back to third following a slow start.

Another crew having a big moment on the SS4 finish was Tony Simpson/Ian Bevan, who had a big push on the later stages to move up to fourth. Road penalties dropped Mathew Tordoff down the order, as Ed Fossey/Will Rutherford picked up their pace in the afternoon to finish fifth, getting in some useful tyre testing in the process.



Leading the way: New pacenote system worked wonders for the crew

RALLY REPORTS

Photos: Martin Walsh, John Fife



Ford Fiesta RS WRC crew won again

MOFFETT AND HAYES MOVE ANOTHER STEP CLOSER TO NATIONAL TITLE

Impressive 23-second victory makes it five wins during campaign so far

Sligo Stages

By Martin Walsh

Organiser: Connacht Motor Club **When:** July 14 **Where:** Sligo, Co. Sligo **Championships:** Irish National Rally Championship; West Coast Rally Championship; Sligo Pallets Border Championship **Stages:** 9 **Starters:** 126

Josh Moffett and co-driver Andy Hayes took the spoils on the Sligo Stages, their fifth win of the Irish National Rally Championship, as they edge closer to the Vard Memorial Trophy.

The Ford Fiesta RS WRC crew won by 23 seconds ahead of their only remaining title rivals, Roy White and James O'Brien in a similar Fiesta RS WRC. On what was a shakedown for this weekend's Down Rally, Jonny Greer and co-driver Kirsty

Riddick (Ford Fiesta R5) were a minute and 35 seconds further behind in third.

A tough opening 14-mile stage that skirted the tranquil and splendid Glencar Lake allowed Moffett take an early 5.3-second lead over White, who also pushed hard and used all his ability to prevent his Fiesta RS WRC from a lurid spin as he exited the village.

The R5s of Greer and Daniel Cronin followed, the latter stymied by a spin. Johnny Jordan in fifth led the two-wheel-drive contenders in his Toyota Starlet as Derek McGarrity's Fiesta RS WRC occupied sixth.

Continuing to dominate, Moffett stretched his advantage to 10.1s after the completion of the loop. The only major change to the top six came when

Jordan spun on the narrow second stage and dropped outside the top 10.

Moffett powered on and duly extended his lead over White to 16.7s, with Greer making some changes to his Fiesta R5 at the Sligo service. Meanwhile, Greer's nemesis in the R5 category, Cronin, was in all sorts of bother – his car cut out for several minutes on SS4 and a puncture on the following stage meant he plummeted down the order.

Benefiting from some suspension changes, an untroubled Kevin Eves (Toyota Corolla) slotted into fourth with an impressive David Moffett (Starlet) edging in front of McGarrity's Fiesta RS WRC that had some throttle issues.

Moffett went on to claim victory along with the additional bonus point for

taking the powerstage, which means a top eight finish on his next outing in the series in Galway will be enough to win the title. Eves was a strong fourth from the Starlets of David Moffett and the charging Jordan.

McGarrity, on his first outing since the Easter Rally, came home seventh ahead of Group N winner Shane Maguire (Mitsubishi Lancer E9), who lost precious little time when he punctured near the end of the second stage. An untroubled Aaron McLaughlin (Lancer E9) was ninth from R2 winner Eamonn Kelly/Conor Mohan (Ford Fiesta R2).

The major retirements were Frank Wray/Joe McNulty (Subaru Impreza WRC) with a blown turbo and JF Shovelin/Emmet Brosnan (Ford

Escort Mk2) with a broken exhaust manifold. Ryan Moore/Chris Moffitt (Honda Civic) won the Junior category and Brian Moore/Dylan Doonan (Civic) were the victors in Class 16A.

Results

1 Josh Moffett/Andy Hayes (Ford Fiesta RS WRC) 58m49.6s; 2 Roy White/James O'Brien (Fiesta RS WRC) +23s; 3 Jonny Greer/Kirsty Riddick (Fiesta R5); 4 Kevin Eves/Chris Melly (Toyota Corolla); 5 David Moffett/Martin Connolly (Toyota Starlet); 6 Johnny Jordan/Paddy McCrudden (Starlet); 7 Derek McGarrity/Niall Burns (Fiesta RS WRC); 8 Shane Maguire/Darragh Kelly (Mitsubishi Lancer E9); 9 Aaron McLaughlin/Darren Curran (Lancer E9); 10 Eamonn Kelly/Conor Mohan (Fiesta R2). **Class winners:** Keith Ewing/Shane Barry (Honda Civic); Kelly/Mohan; Roger Kennedy/Wendy Blackledge (Peugeot 306); Maguire/Kelly; Anthony Quinn/Sean Hassett (VW Polo); McGarrity/Burns; Shay Laheen/Kerrill Dempsey (Ford Escort Mk2); Cathal Sheridan/Peter Deery (Vauxhall Nova); Kieran Carroll/Tony Curran (Civic); Paul Carron/Sean Brunton (Corolla); Brian Armstrong/Aodhan Gallagher (Escort Mk2); Moffett/Connolly; Eves/Melly; Brian Comiskey/Barry McCleenan (Subaru Impreza); Ryan Moore/Christopher Moffitt (Civic); Brian Moore/Dylan Doonan (Civic); David Armstrong/Ashley Trimble (Escort Mk2); McLaughlin/Curran.

FINAL-STAGE DRAMA ALLOWS INGLIS BROTHERS TO SHINE

Mach1 Stages

By John Fife

Organiser: Dunfermline Car Club **When:** July 13-14 **Where:** Machrihanish, Argyll **Championships:** Scottish Tarmac Rally Championship **Stages:** 12 **Starters:** 61

Brothers Alistair and Colin Inglis were surprise winners of the two-day Mach1 Stages Rally at Machrihanish in Argyll.

Going into the final stage, their Lotus Exige was lying nine seconds behind the Darrian T90 GTR of last year's rally winners Bruce Edwards and Jim Smith.

Inglis had already taken six seconds out of the leader on SS9, another six on SS10 and four more on SS11 to close down the gap, with the final test of the weekend across 13.5 miles. A tall order perhaps, but the Inglis brothers were up for the fight and it was to be Edwards who lost out.

Under braking for a sharp 90-degree right-hander, taken almost at walking pace, the Darrian rode up on a tyre marker and as Edwards hit the throttle the car didn't so much roll, as simply fall over. With the car upside down the stage was red flagged and later cancelled.

Both Edwards and Smith were unharmed but victory was handed

to the Inglis brothers.

Equally surprised was second-placed John Rintoul/Ross Hynd in their Ford Fiesta R5. The duo had started the second day of the rally in fourth place behind Gordon Morrison/Calum Macpherson, but when the rear suspension on Morrison's Subaru Impreza broke, Rintoul/Hynd were promoted to third position.

And just as Inglis had been taking time out of Edwards, so too had Rintoul been taking time out of Inglis, but with the cancellation of the last stage the gap between first and second stayed at 17s.

First time out in his new Fiesta R5, Tom Blackwood completed the podium line-up alongside Gordon Winning, although he found his new car to be quite a handful compared to his Ford Escort Mk2-Millington.

Colin Gemmell was fourth in his Escort Mk2 ahead of Greg Inglis, who had the rear brake and hub of his Exige repaired overnight, with Donnie MacDonald rounding off the top six in his Mitsubishi Lancer E9.

Alan Oldfield was delighted with seventh overall in his Darrian T90 GTR

on his first visit to the venue, which he reckoned was well worth the 353-mile trip north, and Alan Wallace continued his strong run of top-10 finishes with eighth in his Lancer E6.

The 1600cc class-winning Escort Mk2 of Kyle Adam/Fiona Moir scored an impressive ninth overall just ahead of the Impreza of Murray Grierson which had broken a prop shaft on day one.

Those who lost out included top seeds Ian/Alan Paterson with a burst brake pipe on their Impreza, Richard Sutherland's Opel Manta broke a CV joint and Andy Horne retired his T90 when he lost compression on one cylinder.

Colin Gemmell still leads the Scottish Tarmac Championship at the midway point of the season, but Kyle Adam's class win means the gap between the two is now down to just one point.

Results

1 Alistair/Colin Inglis (Lotus Exige) 1h28m32s; 2 John Rintoul/Ross Hynd (Ford Fiesta R5) +17s; 3 Tom Blackwood/Gordon Winning (Fiesta R5); 4 Colin Gemmell/Richard Crozier (Ford Escort Mk2); 5 Greg Inglis/Steven Brown (Lotus Exige); 6 Donnie MacDonald/Chris Hamill (Mitsubishi Lancer E9); 7 Alan Oldfield/Ashleigh Morris (Darrian T90 GTR+); 8 Alan Wallace/Darren Robertson (Lancer E6); 9 Kyle Adam/Fiona Moir (Escort Mk2); 10 Murray/Mark Grierson (Subaru Impreza). **Class winners:** Innes/Kirsty Mochrie (Rover Metro GTI); Adam/Moir; Inglis/Brown; Inglis/Inglis; Rintoul/Hynd.



Lotus Exige crew were second heading into the final stage but won

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THE CAR IS MY BRUSH”** GRAHAM HILL



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HISTORICS

'Coghill back after 35 years'
Former GT man's return, below



DOWN THE PUB

DAVE NURSEY

Official and competitor
Age: 68 Lives: Tenbury Wells



Nursey likes car variety

He's a Shelsley Walsh fan

"My motorsport story started at Shelsley Walsh with my father when I was three or four years old. In about 1974 they advertised for marshals so I volunteered. I later became chief marshal and was then asked to be clerk of the course for the Jaguar Drivers' Club, including the Silverstone race meeting."

He started racing

"Later they asked me to be clerk of the course at Shelsley and now I'm senior clerk for the Midland Automobile Club. In recent years I've been a club steward at some race meetings. But this year, for the first time ever, I've been racing in an MGB in Classic Sports Car Club two-driver races. We went to Spa recently, which was stunning. I had to do three races in the UK to upgrade my licence to go to Spa."

He's been competing on the hills

"A few years ago, Bruce Atkinson suggested I had a couple of drives in his Alfa GTV in sprints and hillclimbs and that was the first ever competitive driving I did. Then Phil Nuthall asked me to share a couple of drives in Crumet, his Shelsley Special. A year later my brother-in-law John Palmer finished rebuilding his Lotus 7, so we shared that for two seasons."

There's a V8 MGB coming

"In a foolish moment at the beginning of 2018, Philip Stader offered me the chance to drive his Alfa and we also shared his MG Midget. This year we're running his Alfa, his Austin A35 and we'll also share his MGB GT V8. That will be another step up! We're going to run the V8 MGB at MIRA and Castle Combe."

Philip Stader makes it possible

"Over the last three seasons I've almost done more driving than clerking. On the basis that I may never get another opportunity to drive, I'm taking advantage of the generosity of Philip and David Waterhouse with the MGB. I can't believe how generous people like Philip and David are."

He spends time at Shelsley

"I was an independent financial advisor and I'm now semi-retired. I sold my business but was kept on as a consultant, so I do some work but not too much. In the last six or seven months I've been helping out at Shelsley and I run the hill when there are driving schools or corporate days."



Photos: Paul Lawrence

Applause marked Pryce's birthday

CROWDS GATHER TO REMEMBER TOM PRYCE

Welsh hero remembered at HSCC's first ever race meeting at Anglesey

By Paul Lawrence

Several hundred people, including marshals and fans, gathered on the grid at Anglesey on Sunday afternoon as Welsh racing driver Tom Pryce was celebrated during the inaugural Historic Sports Car Club race meeting at the North Wales track.

Forty-two years after Pryce was killed in a freak grand prix accident in South Africa, a

minute's applause marked what would have been his 70th birthday year.

The focal point of the moment was the Royale RP11 Formula 3 car he raced in 1971 and 1972, brought from Germany by current owner Martin Feldmann. Meanwhile, the road-going MGB GT that was his road car at the time of

Dave (l) and Karl Jones



his death was there with Dave Jones, who was given the car by Tom's parents in 1977. Jones knew Tom in his early years in Denbigh.

"I think he'd be amazed that people were remembering him all these years later," said Jones. "This is the only race meeting to be run in his memory and it is such a wonderful occasion. I'd love to think that it can become an annual event and

it is right to do it here at Anglesey on Welsh soil. He was a proud Welshman. When he was a young boy, he'd come to Anglesey on holiday to a caravan with his parents."

Former British Touring Car Championship racer Karl Jones was also on hand to honour his countryman. Jones said: "I can remember vividly seeing Tom on the television in the Shadow and he inspired me to go racing. I was always a fan of Tom. He worked hard and was naturally gifted."



Messer: Journey finished

Anglesey sign-off to end epic three-circuit adventure for Messer

Racing veteran Keith Messer marked 50 years of racing with a three-week, three country racing trek, which finished at Anglesey over the weekend.

Messer and Mike Faloon set out from Ledbury on June 26 with Messer's unique one-litre F3 Vesey in a trailer

behind the motorhome.

The first race meeting was at Magny-Cours in France, followed by a three-day drive to Knutstorp in Sweden and then a journey straight to Anglesey.

"It's an homage to the period one-litre F3 drivers who spent the whole season travelling

around Europe," said Messer, who first raced in 1969. "It was 42 degrees at Magny-Cours and 12 degrees in Sweden, but I loved the Knutstorp track."

After Sweden, there was ferry to Hull and a drive for his first races at the North Wales track, which netted sixth and seventh.

Rally icons demo for Oulton Park

Wales Rally GB will honour the 75th running of the event with a display of cars from the event's history at Oulton Park on Thursday October 3.

Stand-out cars from the WRGB story will include Ford Escorts, Group B machines and winning cars of Colin McRae and Richard Burns. The 2019 competitors will arrive at Oulton Park following a ceremonial start on the water front at Liverpool.

Formerly known as the RAC Rally, and then Lombard and Network Q in deference to sponsors, the event first ran in 1932.

Oulton Park will host the opening competitive action on the Thursday evening of Britain's round of the 2019 World Rally Championship.



Mark Richardson will add an Historic F2 machine to his Lola T290, which he races

SINGLE-SEATER ADDED TO THE RICHARDSON STABLE

Landscape gardener Mark Richardson hopes to join the Historic F2 grid at the Silverstone Classic in an ex-works March 752.

French drivers dominated F2 in 1975 with Michel Leclere and Patrick Tambay taking second and third in the

European Championship. If the car is ready, he will race it alongside his Lola T290 which runs in Thundersports.

Racing the March will have a particular family significance as Richardson's uncle Jeremy raced in Formula 2 in period and his

father Peter raced in Group 6 sports cars in the 1970s.

Next season, another generation of the Richardson family will start racing as Mark's 16-year-old son Charlie will join the Thundersports grid in a Sports 2000 March.

IN BRIEF

Langridge's Lotus

Andy Langridge made his Anglesey debut at the weekend in his Lotus 61 Formula Ford and, in doing, so completed the full set of current licensed UK race tracks. The former Porsche racer has now competed at all 16 tracks and added Anglesey in the Dan Eagling-tended Lotus, scoring a best result of 14th in the second race.

New car for Owen

Versatile historic racer Geraint Owen has added the ex-Roberto Giordanelli Lister Knobbly to his stable but has no immediate plans to race the Chevrolet-engined car. "I'm better at buying cars than selling them," said Owen during a recent shakedown test. Among other cars, he races a 1950s Kurtis Indy Roadster with the Vintage Sports-Car Club and uses a Ford Model A in vintage trials.

Irish in Wales

Expatriate Irishman Cormac Flanagan was another Anglesey debutant in the Historic Formula Ford grid. "This track is brilliant and it is on my way home," said the Warwick-based Alexis racer. "Six of my siblings have come over from Dublin on the ferry to Holyhead so, more than anything, I just wanted to finish both races." He duly took a pair of ninth places.

F3 newcomer

New to the Historic F3 grid this season is Simon Etherington, who is fulfilling a lifetime ambition by going racing. The East Anglian driver previously raced a pre-war MG with the Vintage Sports-Car Club a decade ago but now has the Brabham BT15 first raced by Manfred Mohr in 1965. The Brabham is tended by Dan Eagling at Lifetime Racing.

Silver Fern 2020

The 2020 Silver Fern Rally in New Zealand will be held on the country's North Island from November 22 to 28. Often rated as the best historic gravel rally, the next Silver Fern will start in Rotorua before covering 700 miles of gravel stages in seven days and finishing back in Rotorua. Expressions of interest are being taken via silverfernally.co.nz.

Arnold's back

Historic Formula Ford racer Roger Arnold made a popular return to racing at Anglesey after a 16-month absence. Last spring Arnold, 72, was diagnosed with pancreatic cancer and given a few months to live. However, some spectacular chemo results along with surgery have worked superbly and he is now back in good health. "It's unbelievable," he said. "I can't thank the NHS team enough."

Coghill in harness

Hillclimber George Coghill had his first race in 35 years when he ran his ex-Martyr Donn Lola T760 in the Formula Atlantic races at Anglesey. The Falkirk-based racer was a regular GT racer in the 1980s, notably with a Lotus Esprit, but has more recently been a regular contender in speed events. He also ran the Lola at the Bo'Ness Hillclimb last September.

SPORTING SCENE

Photos: Brian Tyler, LAT, Americas RX

OVENDEN TO STEP UP TO SUPERCAR

Supernational title winner will graduate to a Citroen DS 3 at Titans RX event at Lydden Hill this month

By Hal Ridge

Back-to-back Supernational rallycross champion Tristan Ovenden will make his Supercar debut in the support class to the Titans RX Europe event next week at Lydden Hill.

Ovenden, who is currently unbeaten in British RX Supernational this season with his Renault Clio V6, will sample the top-tier category in an LD Motorsports Citroen DS3, run by his own team for his local event.

Ovenden said: "We're looking at our options for next year and Pat Doran has given us as chance to have a go

with this car, so it's the ideal opportunity for the team to assess what it's like to run a Supercar over a whole weekend. It will give us a better idea of what we can and can't do next year."

While Ovenden's team will run the DS3 most recently raced by Jake Harris in British RX events themselves, it will work alongside Liam Doran's LD Motorsports squad at the Kent event. Ovenden previously tested a different DS3 at Lydden two years ago.

"The car's left-hand-drive but I've driven a Supercar at Lydden a couple of years ago, so hopefully it won't be

too alien when I get in," he added.

While the Titans RX series will run separate rounds on both days, the British RX Supercars will run a World RX-style two-day format.

Ovenden said: "It's the ideal format. We'll have some time for a debrief after each run, it's all nice and spread out so hopefully we'll get time to acclimatise slowly. Then, on Sunday, hopefully come the final we can have a go and see what happens. To run a Supercar at our home circuit will be a dream, whether it works out for me or not in the future, this is a fantastic chance. I'm really looking forward to it – it will be brilliant."

Artist's impression of Ovenden's car



Sandell was a winner for Subaru Motorsport USA's concern

Sandell and Atkinson share Americas wins

Former works World Rally Championship drivers Chris Atkinson and Patrik Sandell claimed a win each with the Subaru Motorsports USA team in a double-header Americas Rallycross event at Gateway.

Atkinson won the second round of the series on Saturday with a last-corner overtake on Ford Fiesta driver Steve Arpin, before Sandell led Sunday's final from lights to flag with his own Subaru WRX STI.

The pair's success means Subaru has won all three rounds of the series so far after Scott Speed won round one at Mid-Ohio, and it's Speed who continues to lead the standings over Tanner Foust. Speed was slowed in the round two final by a puncture but climbed from the back of the grid on Sunday to finish second, joined on the podium by Foust. On Saturday, Sandell had finished third behind Atkinson and Arpin.

Ex-Formula 1 racer Perry McCarthy to join the rallycross trail at Lydden Hill in Titans RX

Former Formula 1 and Le Mans driver Perry McCarthy will make his rallycross debut in Titans RX Europe at Lydden Hill later this month.

McCarthy last raced at Le Mans in 2003, but will

McCarthy: return



campaign a single-make PanteraRX6 in the Lydden Hill double-header, the second weekend for the new series.

"I'm delighted to be coming back to motor racing at this level, this has got me

written all over it like you cannot believe," McCarthy told the Titans RX website. "It's a big challenge ahead, but it's given me something to get my teeth into. Since I retired it's all just been about personal appearances and not competing, but now it's coming back, this is a challenge

that I've not just been presented with, but I want. I've not done rallycross before – I mean, I have been on the grass a few times, but that that wasn't deliberate. It's rather difficult because I'm rather hoping there's something left inside me. I'm now 58 but I do believe I can have a go at them."

Dubourg and DA to develop new electric Zoe

Four-time Andros Trophy champion DA Racing and lead driver Jean-Baptiste Dubourg have secured official Renault backing to field a new fully-electric Nouvelle ZOE in the series from this winter in a three-year deal.

Running a Renault Clio and then Captur silhouette machines in the Alps-based series, DA Racing and Dubourg have secured the last four titles.

But, with the series switching to all-electric cars for the 2019-2020 season, the French squad will develop a new Nouvelle ZOE for the defence of its title.

Team principal Dominique Dubourg said: "To benefit from the support of a big manufacturer like Renault is the recognition of the team's hard work and achievements.

"We can be proud of the confidence granted to us to develop the Nouvelle ZOE for ice racing. Having won the Andros Trophy in the last four years, we are ready for the new challenge ahead."

The DA squad also runs a pair of Peugeot 208s in the European Rallycross Championship, with Jean-Baptiste Dubourg currently joint second in the points.



DA Racing will field a fully-electric Renault Zoe in Andros

CHATEAU IMPNEY

WALKER LEADS THE LINE UP THE HILL

Peter Scherer enjoyed the action at the Chateau Impney spectacular



Tom Walker was the timesheet-topper in his Lola T160

Tom Walker became the first sportscar driver to win the Chateau Impney Hillclimb, when his ex-Chuck Parsons Lola T160 managed to improve his first run time by 0.54 seconds, to secure the title with a 39.14s benchmark run.

He was pursued all day, however, by three former winners.

Jack Woodhouse's Lotus 20/22 came closest, but despite improving on his second run, he was 0.38s down at the end and had to settle for a comfortable Pre-1968 Over 1500 Single Seater win.

Last year's victor Malcolm Thorne looked neat all weekend and his Lotus 35 topped the over 1500s after a close duel with Martin Jones' Brabham BT21B. They were split by only 0.39s.

Andy Tippet's Brabham BT30X-1 and David Gidden's Lotus 23B had completed the top six after the first run.

Gidden managed to hold his place for second in the Pre-1968 Sportscar class, but Justin Maeers' Lola T70 snatched sixth place overall, despite a

wild spin after the finish.

"Once the dust had settled I could see what a good time it was," he said.

It was the class battles that kept the healthy crowd entertained though, from the extreme to the spectacular and in some cases beyond.

Will Nuthall soon got used to the venue on his first visit with his ex-Bruce McLaren Cooper T53, improving on his second run to consolidate his Pre-1961 Over 1500 Single Seater class, despite some sideways moments.

Sarah Thorne's Lotus 15 Buick had led the Pre-1961 Over 2200cc Sportcars last year, before losing out to Tony Bianchi's Allard Farrallac. It was a role reversal this year though, with Thorne eclipsing Bianchi's first run lead.

There was no such change in the Up To 2200 class though, as Peter Joy's Lotus Seven S1 led all day with Barry Cannell's Cooper T39 Bobtail securing second on his final run.

Both Mark Woodhouse's Elva 100 and Mark Riley's Creamer

Special led their respective Pre-1961 Racing Cars Up To 1500 and 1946-58 Up To 500cc Racing Car classes all day, but in the Pre-1940 Over 3000 Racing Cars, it was far from settled. Julian Grimwade's Frazer Nash Norris Special and Maeers' Parker GN were split by 0.46s after the first run.

"We are closely matched, so we will probably both mess it up now," said Grimwade before the decisive run. Both improved and the gap came down, but Grimwade still held his lead by 0.28s.

The fastest of all the Pre-War cars was James Baxter's Pre-1940 Over 1500 Racing Car class Riley Sprite ERA. The British Hillclimb Championship frontrunner's time also placed him 12th fastest of the day.

Ben Fidler's ERA topped the 1100-1500cc class with a personal best from his first run while, in the Up To 1100 division, Winston Teague's GN Wasp suffered defeat at the hands of debutant Harry Painter's MG Kayne Special.

Despite the flame spitting

spectacle of Ben Collings in the Beast of Turin Fiat S76, it was James Collins' Hudson Super Six topping the Edwardian and Veterans.

In the bigger Pre-1940 Special Sports, Mark Brett's Ballamy Ford V8 Special led throughout, similarly in the other classes it was David Pryke's Morgan 4/4 in the Up To 1500 class and both Marcus Black's Talbot Lago and Tim Kneller's Riley TT Sprite in the Standard and Modified Sports classes.

The Production saloon class went to Matt Clarke's Austin Mini.

Results
Best time of the day: Tom Walker (Lola T160) 39.14s. **Class winners:** Tim Kneller (Riley TT Sprite) 47.68s; Marcus Black (Talbot Lago T23) 47.67s; Dr David Pryke (Morgan 4/4) 45.89s; Mark Brett (Ballamy Ford V8 Special) 47.14s; James Collins (Hudson Super Six) 51.98s; Harry Painter (MG Kayne Special) 47.96s; Ben Fidler (ERA AJM1) 44.53s; James Baxter (Riley Sprite ERA) 42.99s; Julian Grimwade (Frazer Nash Norris Special) 44.50s; Mark Riley Creamer Special) 45.16s; Mark Woodhouse (Elva 100) 43.05s; Peter Joy (Lotus Seven S1) 46.26s; Sarah Thorne (Lotus 15 Buick) 44.40s; Will Nuthall (Cooper T53) 41.22s; Walker; Jack Woodhouse (Lotus 20/22) 39.52s; Malcolm Thorne (Lotus 35) 39.71s; Matt Clarke (Austin Mini) 44.86s.

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MN does not always agree with opinions expressed in letters

MN SAYS...

A great place for a great motor race

New five-year deal is in place to protect the future of the British Grand Prix

The deal struck between Liberty Media and the bosses at Silverstone Circuit, which was announced last Wednesday as Motorsport News hit the shelves, meant everyone involved could breath a huge sigh of relief.

The months of discussion and negotiation resulted in a solution that was agreeable to each party. It wasn't an easy road, by any means, but one which means that the race is now financially viable and can continue to at least 2024.

It doesn't mean that the issue has been put to bed for good though, and the track bosses will start to work now on what the next deal, the one after the new one expires, might look like. There is pressure on every race at the moment in terms of revenue and, with several other countries eager to join the grand prix merry-go-round, the calendar will become increasingly squeezed.

The Silverstone situation is clear for now, and the British Grand Prix has been saved, but the work on the next chapter has to start now.

Matt James, Editor (Twitter: @MattJMNews)



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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!



Mike Griffin endured a very wet Aston Martin Owners Club Meeting at Oulton Park recently and took this



Robert Ingham's pic of the HGPCA Pre-'66 race at Brands and some close Coopers



Action from Newquay Auto Club's recent Treloy Sprint, sent in by Howard Fowler



Tom Ingram presses hard at Oulton Park, taken by Rich Cranston



Peter Atkins had a day out at Mallory Park's Historic Festival



Ginetta Jrs taking the right, and wrong, line! By Graham Lomax



Mike Bouts enjoyed classic saloon car action at Castle Combe



Freddy Loix presses on at the Ypres Rally, pic by Reece Tarren



Dean Chilvers enjoyed his trip to the BTCC at Oulton Park

GOT AN OPINION?

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

TV GUIDE



Coulthard took his final Formula 1 win at the 2003 Australian GP

The latest action from Down Under and the **Australian Supercars** comes from Townsville. Someone finally ended reigning champion Scott McLaughlin's winning streak, but who would it be? Find out on Thursday (1500-1700hrs, BT Sport 3).
For some off-road action, the latest rounds of the **British Rallycross Championship** took place at Pembrey, where the battle for outright supremacy between Julian Godfrey and Derek Tohill intensified (Thursday, 1800-1915hrs, BT Sport 3).
Relive David Coulthard's final win in Formula 1 at the 2003 Australian Grand Prix with **Classic F1 Races** (Thursday, 2100-2245hrs,

Sky Sports F1).
The latest round of the **Euroformula Open Championship** took place at the Red Bull Ring in Austria, as Marino Sato held a comfortable lead at the head of the standings (Friday, 0830-0930hrs, BT Sport 2).
Also competing in Austria was the **International GT Open Championship** (Friday, 0930-1100hrs, BT Sport 2).
And finally, witness the final two rounds of the 2018/19 **Formula E** season from New York as Jean Eric-Vergne was in prime position to defend his title, or would former champion Lucas di Grassi be able to stop him? Tune in on Friday (1315-1515hrs, BT Sport ESPN) to find out.

LIVE TV

- DTM: Assen**
■ **Race 1:** Saturday, 1215-1345hrs, Freesports
■ **Race 2:** Sunday, 1215-1345hrs, Freesports
- W Series: Assen**
■ **Race:** Saturday, 1445-1600hrs, Channel 4
- IndyCar: Iowa**
■ **Race:** Saturday, 1900-2200hrs, Sky Sports F1
- NASCAR: New Hampshire**
■ **Race:** Sunday, 1930-0000hrs, Premier Sports 1

LISTINGS

RACING SATURDAY
■ **Oulton Park, Cheshire**
MSVR meeting: Radical Challenge, Track Day Trophy, Focus Cup, Production BMW, Racing Saloons **Starts** racing from 1055hrs (qualifying from 0830hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
■ **Brands Hatch, Kent**
Mini Festival: FF1600, Allcomers, Mini Challenge, Mini Miglia, Mini Se7en, Mighty Minis, Fastest Mini **Starts** Saturday, racing from 1240hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 1000hrs) **Admission** adult £21, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Donington Park, Leics**
MGCC meeting: Sports 2000, Morgans, MG Cup, MG Metro Cup, Midget and Sprite, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63 **Starts** Saturday, racing from 1105hrs (qualifying from 0905hrs) Sunday, racing from 1220hrs (qualifying from 0905hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Croft, NYorks**
BRSCC meeting: Ferrari Challenge, Ferrari Classic **Starts** Saturday, racing from 1400hrs (qualifying from 0930hrs) Sunday, racing from 1200hrs **Admission** adult £16, under 16 free **Web** croftcircuit.co.uk **Contact** 01325 721815
■ **Anglesey, NWales**
CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium,

Turbo Tin Tops **Starts** Saturday, racing from 1230hrs (qualifying from 1000hrs) Sunday, racing from 0940hrs (qualifying from 0900hrs) **Admission** adult £15, child free **Web** angleseycircuit.com **Contact** 01407 811400
■ **Cadwell Park, Lincs**
750MC meeting: Clio 182, F1000, Locost, MA7DA, Toyota MR2, Roadsports, 750 Formula, Historic 750 Formula, Sport Specials, Classic Stock Hatch, Hot Hatch **Starts** Saturday, racing from 1215hrs (qualifying from 0900hrs) Sunday, racing from 1010hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
■ **Knockhill, Fife**
SMRC meeting: Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, C1 Cup, Mini Cooper Cup,

Superkarts **Starts** racing from 1100hrs (qualifying from 0830hrs) **Admission** adult £15, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

RALLY SATURDAY
■ **Balmoral Park, Lisburn**
Carryduff Forklift Down Rally
Starts 0830hrs
Admission free
Web downrally.com

SUNDAY
■ **Midleton, County Cork**
Imokilly Mini Stages Rally
Starts 1020hrs
Admission free
Web imokillymotorclub.com
■ **Twyford Woods, Lincs**
Core Driver Training
Twyford Stages
Starts 0900hrs

Admission free
Web mid-derbyshiremc.co.uk

SPORTING SCENE WEDNESDAY
■ **Bouley Bay, Jersey**
British Hillclimb
Starts 0800hrs
Admission TBA
Web britishhillclimb.co.uk

SATURDAY
■ **Val des Terres, Guernsey**
British Hillclimb
Starts 0800hrs
Admission TBA
Web britishhillclimb.co.uk
■ **Birmingham, Midlands**
National Hot Rods
Starts 1800hrs
Admission TBA
Web nationalhotrod.com

Details correct at time of press

NEXT WEEK

BRITISH GT REPORT



UK SERIES VISITS LEGENDARY SPA

OUT WEDNESDAY, JULY 24



NOVALAK AND HOGGARD GO HEAD-TO-HEAD AGAIN IN BRITISH F3 TITLE FIGHT



JAKE HILL'S BTCC ROLLERCOASTER

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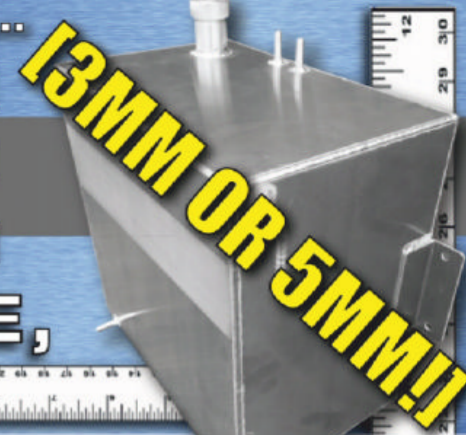
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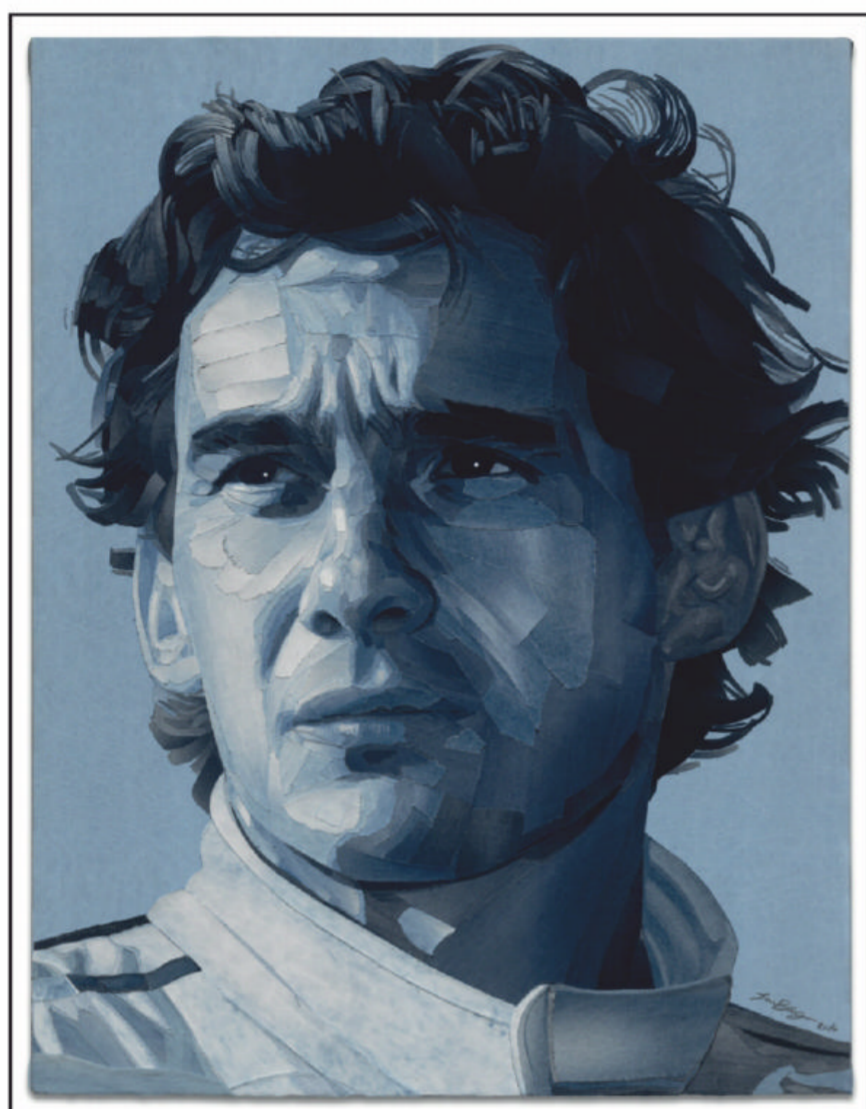
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Flange, not semi-floating, suit std. axle **£59.50** **£71.40**
Flange, Group 1 type **£59.50** **£71.40**
Brake disc, 265 x 10 **each** **£34.50** **£41.40**

HELICAL LSDs (ATBs), BLACKLINE

English axle, Caterham, 22 spline **£324.00** **£388.80**
Atlas axle, 16 spline **£354.00** **£424.80**
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** **£478.80**
Sierra 7", Caterham **£399.00** **£478.80**
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** **£478.80**
Mazda MX5 (94-05) **£399.00** **£478.80**

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** **£46.20**
5-speed bearing type gearlever **£40.50** **£48.60**
5-speed quickshift conversion kit **£13.50** **£16.20**
M10 ally 'Pro' gearknob **£14.90** **£17.88**
M10 white or black nylon gearknob **£12.50** **£15.00**
Propshaft, Type 9 - English or Atlas axle **£89.50** **£107.40**

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** **£359.41**
Wilwood brakes kit, 247x20, Midilite caliper **£468.49** **£562.19**
Wilwood brakes kit, 285x21, Midilite caliper **£571.40** **£685.68**
Balance bar pedal box, cable clutch **£189.50** **£227.40**
Balance bar pedal box, hydraulic clutch **£215.00** **£258.00**
RMD master cylinders **from** **£21.50** **£25.80**
Wilwood master cylinders **from** **£29.50** **£35.40**
Wilwood proportioning valve, knob **£42.50** **£51.00**
Wilwood proportioning valve, lever **£57.50** **£69.00**
Blackline 'swaged' stainless brake lines, 3-line **£29.74** **£35.69**
Classic Ford wheels **£69.00** **£82.80**



Classic Ford wheels from **£69.00** **£82.80**

Poly' bump stops, top axle mounting **pair** **£8.12** **£9.75**
Escort 11/1300 front springs, 145-220lbs **pair** **£33.80** **£40.56**
Escort RS front springs, 145-220lbs **pair** **£33.80** **£40.56**
1.9" & 2.25" coil springs, 20,000 in stock!
Adjustable spring seat kit **from** **£15.90** **£19.08**
Helper spring adaptor, 2.25"-2.25" **£24.50** **£29.40**
Gaz, adjustable front shocks **£10.50** **£12.60**
Gaz, adjustable (3-way) front shocks **£67.60** **£81.12**
Gaz, adjustable rate rear shocks **£299.50** **£359.40**
Quick steering racks **£65.00** **£78.00**
RH 2:9 ratio **£119.50** **£143.40**
RH 2:4 ratio **£139.50** **£167.40**
LH 2:4 ratio **£149.50** **£179.40**

H/duty quick steering racks

RH 2:4 ratio **£174.50** **£209.40**
RH 2:2 ratio **£204.50** **£245.40**
LH 2:4 ratio **£184.50** **£225.40**
LH 2:2 ratio **£214.50** **£257.40**
OEM style steering rack mounts **£16.80** **£20.16**
Roller bearing top mount - spherical bearing, **£49.50** **£59.40**
Roller bearing top mount - roller bearing, **£49.50** **£59.40**
Roller bearing plastic dust covers **£9.50** **£11.40**
Spherical bearing race type top mounts **£49.60** **£59.52**

TCA's 'Pattern' style

TCA's 'Pattern' style **pair** **£36.50** **£43.80**
TCA's 'OEM' style **pair** **£63.50** **£76.20**
TCA bush insertion tool **£14.90** **£17.88**
Twin cam anti-roll bar **£59.50** **£71.40**
Anti-dive kit **£31.00** **£37.20**
World cup X-member **£106.50** **£127.80**
World cup mounts **£28.50** **£34.20**
RS2000 track rod ends **£10.50** **£12.60**
Group 4 style all steel U/J coupling **£19.80** **£23.76**
4-link kit **£119.50** **£143.40**
Heavy duty 4-link kit **£185.00** **£222.00**
Group 4 round turret kit **£65.00** **£78.00**
Mk1 spring shackles **£17.00** **£20.40**
Mk2 spring shackles **£23.50** **£28.20**
OEM Escort RS struts **£96.95** **£116.34**
Group 4 spec. front RS struts **£128.00** **£153.60**
Escort RS stub axles **£130.00** **£156.00**
RS steering arms **£69.50** **£83.40**
Heavy duty steering arms, gusseted **£79.50** **£95.40**
Quick fit steering arm kit **£9.60** **£11.52**
Ally hubs - standard or Group 4 **£49.50** **£59.40**
Stub axle hardware kit **£10.90** **£13.08**
Watts linkage kit **£199.50** **£239.40**
Taper leaf springs, 146lb rate **£49.50** **£59.40**
Ally tube strut brace, round tube **£44.90** **£53.88**
Work style 60mm oval tube strut brace **£51.50** **£61.80**
Rear lamp protectors **£12.90** **£15.48**
Chassis mounted sump guard, wet sump **£137.00** **£164.40**
Kaylan mudflaps, 4mm (500x300) **£16.50** **£19.80**
Body jacking kit **£119.50** **£143.40**
Ford hub nut socket, 3/4"D, 65mm **£13.90** **£16.68**

OEM TCA's **£63.50** **£76.20**

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** **£74.81**



WCP Interupter pump **£29.00** **£34.80**

WCP interupter fuel pump **£29.00** **£34.80**
WCP solid state fuel pump **£19.00** **£22.80**
WCP injection fuel pump **£32.19** **£38.63**
Bonnet pin kits, stainless **£5.00** **£6.00**
Bonnet pin kits, alloy **£7.00** **£8.40**
Aerocatch **£31.00** **£37.20**
Avanti map light **£19.50** **£23.40**
Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** **£35.52**
Roll cage padding, 3ft, B1 fire rating **£6.00** **£7.20**



M16 Calipers from **£89.00** **£106.80**

M16 calipers to fit standard discs, **pair** **£89.00** **£106.80**
M16 calipers to fit vented discs (no spacers needed), **pair** **£98.50** **£118.20**
M16 caliper, shouldered bolts, set of 4 **£10.99** **£13.19**
Group 1 vented discs (247x20), **pair** **£39.00** **£46.80**

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 **Kit** **£159.80** **£191.76**

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** **£83.40**
Escort Mk2 front laminated screen (incl. rubber) **£69.50** **£83.40**
Escort Mk1 front heated laminated screen (inc. rubber) **£198.60** **£238.32**
Escort Mk2 front heated laminated screen (inc. rubber) **£198.60** **£238.32**
Escort Mk1 front screen rubber **£24.92** **£29.90**
Escort Mk1 rear screen rubber **£23.92** **£28.70**
Escort Mk2 front screen rubber **£29.08** **£34.90**
Escort Mk2 rear screen rubber **£29.08** **£34.90**
Laser windscreen chip repair kit **£13.90** **£16.68**
14" or 17" rear view mirror **£14.90** **£17.88**

Escort Mk2 Rubber Parts

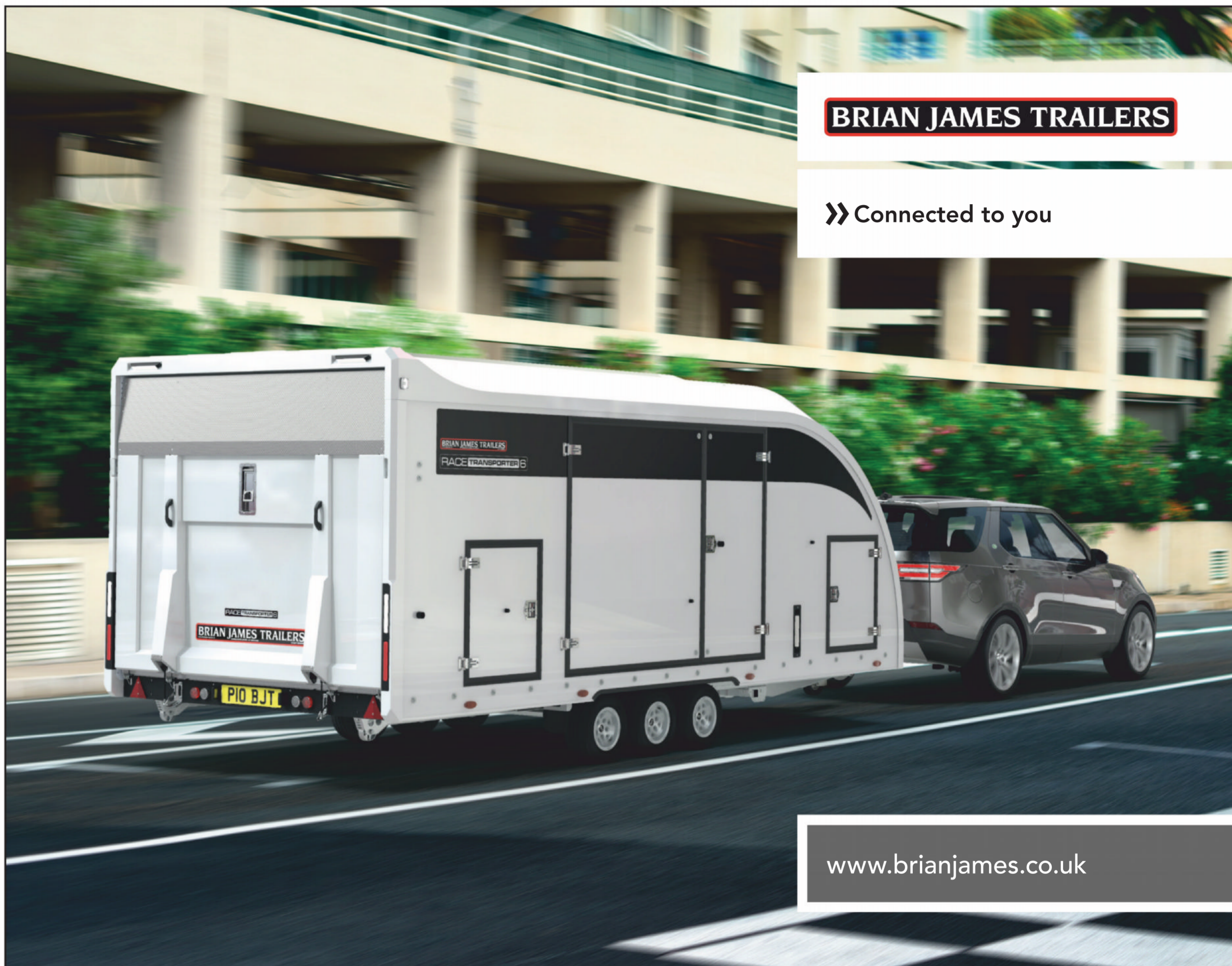
Bonnet bump stop **pair** **£6.20** **£7.44**
Bonnet rail bump stop, set of 4 **£10.90** **£13.08**
Bonnet bump stop, centre-rear **£5.10** **£6.12**
Wiring loom bulkhead grommet **£6.90** **£8.28**
Bonnet release cable grommet **£5.20** **£6.24**
Steering column bulkhead grommet **£7.20** **£8.64**
Handbrake backplate dust boots **pair** **£7.10** **£8.52**
Spedo cable bulkhead grommet **£5.20** **£6.24**
Throttle pedal pad **£5.20** **£6.24**
Brake and clutch pedal pads **pair** **£8.00** **£9.60**
Shock absorber top caps **pair** **£13.90** **£16.68**
Rear bumper side plugs, set of 4 **£9.90** **£11.88**
Oil line bulkhead grommet **£5.10** **£6.12**
Brake servo rod bellows **£5.20** **£6.24**

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