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# MOTORSPORT NEWS

SEPTEMBER 5 2018 ■ EVERY WEDNESDAY £3.60

**ITALIAN GP  
THRILLER**  
FULL REPORT INSIDE



# HAMILTON HITS THE HIGHS...

...IN  
**FERRARI'S  
BACKYARD**  
**P4**



*Rally Sweden plan for champion to drive a Toyota Yaris*

By David Evans

Finnish rally superstar Marcus Gronholm could be on the verge of a sensational World Rally Championship return with the Toyota Gazoo Racing team.

Gronholm and his countryman Tommi Makinen will discuss the potential for the two-time world champion to drive a factory Yaris WRC at next year's Rally Sweden in the coming weeks.

"Why not?" Gronholm asked MN. "It would be interesting to go back to Sweden one more time."

Full story P2-3



# GRONHOLM LINKED TO WRC RETURN

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**MOTORSPORT NEWS** ISSUE MJ3145 SEPTEMBER 5 2018

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



Gronholm (left) has discussed the idea of a return to the WRC with Tommi Makinen (right)



Gronholm's last drive in the top flight was in a privateer Ford Focus in Sweden in 2010

**By David Evans**

**Toyota team principal Tommi Makinen has told Motorsport News it would be a "brilliant story" to see Marcus Gronholm return to the World Rally Championship in one of his Yaris WRCs.**

The Finns came close to agreement for Gronholm to contest this year's Rally Sweden and will soon resume negotiations for next February's event.

Makinen said: "We had a discussion for Sweden [this year], but I don't remember the reason it didn't happen. I think it was because we were busy, there were no cars - it was a bit difficult. But [for] next year we will talk again, we have more chassis available."

Gronholm retired from the full-time world championship at the end of 2007, but returned for one-off outings in Portugal, driving a Prodrive-run Subaru Impreza WRC in 2009 and Sweden in 2010 in a private Ford Focus RS WRC.

Two-time champion Gronholm told MN he was interested in doing something this year to mark his 50th birthday - in the same way his countrymen Ari Vatanen, Markku Alen and Juha Kankkunen have tackled Rally Finland in their 50th year in previous seasons.

"Because I was 50 in this year, it would have been a nice thing to do," he said. "I didn't want to do Finland so much, more for me I would like Sweden. In Finland, you have to be so precise and so exact over all the jumps all the time - in Sweden it's nice to go and enjoy the rally and have some fun."

"This year it would have been fantastic to do Sweden with so much snow; I would have been starting in the perfect place on the road - I could have been back in the game!"

Gronholm is interested in revisiting the discussions for next year, especially after he drove the Toyota Yaris WRC for the first time at the Harju

stage of last year's Rally Finland. "I don't know if this is on the top of Tommi's list of things to do, but yeah, I would like to go to Sweden again - it would be quite funny, wouldn't it... But, before I go, I want you to make sure we have the one-metre snowbanks and a lot of snow coming on the Thursday night - then I will be back in the game!"

Makinen is confident Gronholm would be able to do a factory Yaris justice on what was his favourite round of the championship.

"It would be fantastic to see somebody like Marcus in the car," said Makinen.

"He could be very fast, especially in somewhere like Sweden which was one of the rallies he loves. With some testing, he could be good and it would be brilliant to see him back on that rally after he won it so many times."

"We saw last year when he was coming in Harju stage to drive our test car, he set a very, very fast time. He was so close to the fastest

# HEADLINE NEWS

Photos: mcklein-imagedatabase.com

## Finnish legend is discussing top-flight return with a one-off

# GRONHOLM

## IN TALKS FOR WRC RETURN WITH TOYOTA



and, don't forget, he was not having the maximum power with this car. I would like to see this; we need this kind of story – it's good for the people and the fans to have this kind of thing to talk about. It makes the interest in the championship and that's good."

Co-driven by prize winners Gronholm tackled the Harju stage non-competitively ahead of the main Rally Finland field in 2016. While no official times were available, his second run at the city centre test was understood to have been less than a second off the scratch.

"Harju was good," said Gronholm. "I only did a three-mile test in the car before I jumped in and drove it and the last time I did the stage I was actually quite close to the best time. I was happy with that because, you know, I was not driving like crazy. I was thinking: 'I cannot smash Tommi's car when I have to give it back...'"

Gronholm remains one of the WRC's best-loved drivers and

Scandinavian fans would be delighted to see him back in Sweden, a rally he won five times in 15 starts.

"Sweden is always a special place for me," Gronholm said. "I won for the first time there and I always really like this rally. When the conditions are good, it's perfect: you slide a little bit, touching the snowbanks, fantastic place."

The only downside to a Rally Sweden return for Gronholm would be the loss of his beloved Sagen stage, which hasn't featured on the route, because of its southerly location, since 2013.

On his last WRC outing, Sweden 2010, his run was spoiled by an electrical problem aboard a private Focus – but he still managed to set the fastest time in Sagen.

"I was very happy with that," he said at the time. "I wanted to make that my stage again."

Sagen is the name of Gronholm's restaurant in Sweden.



Gronholm last tasted WRC victory on Rally New Zealand in 2007

### GRONHOLM'S SWEDEN HITS



**2000**  
Edges Makinen to take a brilliant if slightly nervy first win in Sweden and the WRC



**2002**  
Leads Peugeot team-mate Harri Rovanpera home for a 206 WRC one-two, winning at a canter



**2003**  
Leads from the second stage to take a dominant third Sweden success in four years



**2006**  
After a round one win in Monte Carlo, Gronholm takes back-to-back wins at the start of 2006



**2007**  
Overcomes an issue with a frozen breather pipe on the final morning to claim a dominant success

# ITALIAN GP REPORT

BY ANTHONY ROWLINSON

Hamilton had to work hard to topple the Ferraris

## LEWIS REIGNS ON FERRARI'S PARADE



Hamilton pounced late on in the race



Max Verstappen was penalised for this brush with Valtteri Bottas



Sebastian Vettel was able to fight back through the pack to fourth place

**M**onza played host to an Italian Grand Prix for the ages – an unforgettable tussle between two great champions and their teams. It so nearly brought a fairytale for Kimi Raikkonen, but Lewis Hamilton and Mercedes were having none of it...

### Qualifying

Not just cheers, but singing – football-style tribal chanting – greeted Raikkonen's pole position in Monza and where else but the hallowed Autodromo could deliver such a moment of F1 theatre?

Many are those who have written off Raikkonen as "too old" or "not the driver he used to be" (not that he would heed any such insult), so how better to respond than by driving the fastest lap in Formula 1 history?

His 1m19.119s tour for his 18th career pole, at the head of Ferrari's 60th front-row lock-out, was a high-speed honey that owed as much to the straight-line performance of the SF71H and a slipstream from Sebastian Vettel as it did to the Iceman's cool, error-free precision.

Speed-trap figures gave a clue as to the performance advantage Ferrari enjoyed here: Kimi and Seb clocked 211mph sector-two top speeds, while Hamilton could manage 'only' 210mph en route to third-best time. Such are the tiny margins currently separating F1's two best teams.

Phlegmatic as ever in calm acknowledgement of the *tifosi's* adoring clamour, he quipped "it's not as if it's the first time" when quizzed about what emotions attached to setting pole position for The Reds on home turf.

"It's obviously great for tomorrow," he said, "but it's only half a job done. There were a lot of games [about] who was going first and getting tows. But the car is working well even if conditions were a little bit tricky. All seems to be very smooth so far."

More than a year has passed since Raikkonen's last pole (Monaco 2017); more than five since his last win (Australia 2013) and if he's not quite, these days, the electrifying firebrand of the early noughties,

his native speed remains intact.

Somewhat predictably, Raikkonen success came at the cost of Vettel's joy. Seb might have expected pole here, having been fastest in second and third practice, then in Q1 and Q2.

But running third in a four-car qualify train, behind Hamilton, ahead of Kimi, he benefitted less from a 'tow' than did his team-mate. His final pole shot was more than two-tenths quicker than his first Q3 run, but that wasn't enough to quell the Finn, who sliced more than three-and-a-half tenths off his previous best.

Snippy, if not in full pout mode, Vettel bemoaned the "untidiness" of his final lap and hinted at unhappiness at the lead-out running order, which advantaged Raikkonen (though Vettel himself would have benefitted from Hamilton clearing the air ahead).

"It's great to have the cars 1-2," he said, teeth barely clenched, "and it's unbelievable to see the fans going crazy. It says passion on their banners and that's exactly what they have. There's a lot of joy, screaming and pushing us forward."

When pressed, he conceded that Kimi "would be allowed to win", given his starting position, but only the most blinkered could be immune to the looming prospect of team orders, should Raikkonen find himself leading a Ferrari 1-2 on Sunday.

A valiant Hamilton emerged third from this fabulously tight battle, waged on Pirelli supersofts. His first Q3 run, 1m19.390s, placed him on provisional pole, a tenth ahead of the Ferrari twins. But at the death there just wasn't enough grunt behind his shoulders to secure P1.

"That was a fantastic session," he said. "It was amazingly intense, which is as it should be. The car has been feeling really good and I'm putting it on the edge – pushing to limits I didn't know we could go to. But most of the time was lost on the straight. I don't think I could have gone any quicker."

Ferrari's lockout – its first at Monza since 2000 – underlined the discernible performance advantage the team has enjoyed since mid-season: Valtteri Bottas's P4 was more than half a second from pole and represented a truer reflection of Mercedes' deficit to Ferrari than did Hamilton's stellar time.

Behind the top four was a veritable chasm to Max Verstappen, almost a

second slower than Bottas on 1m20.615s. Renault's motors still can't hold a candle to Ferrari and Mercedes PUs – despite a 'C-spec' upgrade for Monza – and P5 represented a considerable achievement for Red Bull on what is traditionally one of the team's weakest tracks. Despite running a 'barely there' rear wing, the RB14s couldn't top 209mph and Max would surely be vulnerable to an attack from a Ferrari-powered Romain Grosjean (P6) and a Merc-pushed Esteban Ocon (P8) come race day.

"Fifth was the best we could hope for," noted Verstappen. "Let's hope for an interesting race tomorrow."

At the head of a scrabbling midfield he perhaps should have been careful what he wished for, as only 1.1s covered the cars to P12 (Sergey Sirotkin), so tense opening laps seemed a racing certainty.

Carlos Sainz (P7) would be in the thick of it, though team-mate Nico Hulkenberg was condemned to a back-of-the-grid start after changing prescribed engine components. A similar fate befell Dan Ricciardo, who would line up in P19.

Those mechanical travails opened a Q3 door for two of the young guns: Pierre Gasly and Lance Stroll. Gasly's P9 brought a whoop of elation and confirmed that a Honda PU can no longer be considered the handicap it had seemed for McLaren.

Meantime Stroll, who has endured a torrid year to date with Williams, managed to nail the team's first Q3 of 2018. The performance brought some succour to technical chief Paddy Lowe, who has overseen Williams's thus far desperate season: only four points on the board and a firm last in the constructors' table. But this was far from a technical breakthrough for the troubled FW41. The car's aerodynamic behaviour remains an unsolved conundrum: only here, at a circuit where instability is less penalised than on more conventionally demanding tracks, did the '41 look respectable.

### Race

For 45 of 53 laps this was the most mesmerising Italian Grand Prix. Crowd darling Raikkonen seemed to have enough speed in his fleet Ferrari SF71H to keep a pressing Hamilton at bay and had already survived a mid-race 'Hammer-time' period when Lewis went for a bold overcut.

**'Stroll made Q3 for the first time'**  
Williams' qualifying joy, below



# ROUND 14

Photos: LAT



Hamilton extended points lead

Winless since 2013 and so often seemingly relegated to the 'stooge' role for Ferrari, in its quest for a Vettel drivers' title, could this be his day at last, after his team-mate's first-lap spin?

Alas, the fairy tale was not to be, and the fizz went from the final eight laps like bubbles from stale champagne. This race had been so tense, so poised between Kimi and Lewis, that the final result – brilliant though it was for Hamilton and his own title ambitions (he now leads the drivers' chase by 30 points, from Vettel) – could only be an anti-climax.

When the silver and red machines pulled into parc ferme, Raikkonen seemed lucky, indeed, even to have scraped home second, 8.7s behind Hamilton, so shot were his rear Pirellis.

And it was this factor, rather than any inherent Raikkonen or Ferrari performance shortfall, that would prove decisive.

Kimi took off from pole, rebuffing a Turn 1 challenge from Vettel, who'd started second, and proceeded to turn 21 laps on supersofts, before his first (and only) stop for softs – this being in accordance with Pirelli guidance for optimum race strategy.

That was the last we'd see of Vettel as a victory contender, for further round the lap, at the second chicane, he was jumped by Hamilton in the sweetest of outside passes, but one which resulted in light contact and a Seb spin. So began a long afternoon's fightback for Vettel to an eventual P4 – an error having cost him a possible victory for at least the third time this season.

A four-lap safety car period followed, after which a fully-lit Hamilton fancied his chances against the other Ferrari. He slipstream-passed Kimi into T1... only for Raikkonen to return the favour into the second chicane.

Gosh, this was lively, though Kimi, having regained the lead, was able to progress to his lap-21 pitstop, for softs, without further drama.

Thing is, this strategy, while 'optimal' according to strategists' data, now committed Kimi to 32 laps on softs. Had Raikkonen been blessed with a tail-gunner of his own; had Ferrari's edge over Mercedes been more than the merest tenth per lap, the Iceman might, then, have been able to stroke it home to a famous win in front of the adoring Italian massive.

Unfortunately for him – cue mass tifosi heartbreak – he was engaged in a fight with a masterful and ruthless Hamilton and a Mercedes team able to use both its drivers to the benefit of its title leader.

As Kimi emerged for his second stint – soon turning 'purple' laps in the mid-1m23s – Hamilton and Bottas stayed out and immediately Lewis was informed: "It's Hammer time" by race engineer Pete Bonnington.

We knew what was afoot. Unleashed at the head of the field, Lewis would go for the 'overcut', benefitting from tyres that had worn less by virtue of being mounted on a silver car that had enjoyed a 20-lap tow from the red one ahead.

On these worn supersofts Hamilton was nonetheless a speed match for a fresh-booted Raikkonen and the longer he stayed out, the more life he'd have on his fresh rubber, when fitted. "Stay out, Lewis, you have the pace," said Merc strategist Tony Ross.

Hamilton had intended to pit earlier, as per Pirelli's 'optimum' (Kimi-shadowing) strategy, but when he found himself able to maintain a gap of around 0.8s to Raikkonen, without draining too much life from his rubber, running deeper to his stop became the obvious play. So stay out he did, until lap 28, emerging five or so seconds behind Raikkonen, who now began to make serious demands of his softs in an attempt to fend off Hamilton's counter-strategy. "Kimi we need to push – it is the critical moment now," intoned race engineer Carlo Santi. Just how hard he'd pushed would soon become apparent...

For it was here that Mercedes played its tactical masterstroke with Bottas, who'd started fourth, but never looked a victory contender. He nonetheless inherited the lead when Hamilton stopped and was perfectly placed to act as a spoiler to Raikkonen's victory ambitions. "Keep Kimi behind you," came the instruction from Ross and Bottas succeeded in slowing Kimi down, easing him gently back into Hamilton, just as Raikkonen would have hoped to be controlling the pace from the front.

Bottas ran until lap 37 on supersofts and later admitted Mercedes had explored this option for his strategy before the race. "Actually, this was part of our plan, yes," he said. "We saw no point in all of us going for the optimal

strategy and we saw an opportunity to try to go long. It did help Lewis to win but it didn't sacrifice my race – there is such a big pit window here."

Raikkonen had successfully been inserted as the red meat in a Mercedes sandwich and the squeeze the silver cars put on Raikkonen between laps 28 and 37 made for an unbearably tense spectacle. Kimi was enjoying a little tow from his compatriot, but he couldn't risk trashing his tyres in attempt to pass for the lead, knowing (a) that Bottas would have to pit soon anyway and (b) that Valtteri would be robust in defence of any passing manoeuvre.

All this was to Hamilton's immediate benefit for by lap 38, post-Bottas's stop, with Raikkonen leading once again, Hamilton was within DRS range of Kimi (now being told "try to keep your tyres alive," by Santi).

Ferrari's data was telling a tale already evident to the naked eye, by virtue of a dark black stripe on Kimi's left rear: his Pirellis were blistering. Hamilton, from the best seat in the house, knew it too: "I could see Kimi starting to show signs of blistering, so I started to take care of my tyres, as I could see his were getting worse and worse and worse. He was under pressure to get past Valtteri."

Hamilton's position became stronger by the lap, but Kimi, always an arch tyre-whisperer, would eke this one out for as long as he could. Tense? Excruciating more like: rarely have the tifosi known such agony.

Hamilton's coup-de-grace came on lap 45, with a deft round-the-outside pass into T1. The remaining laps were mere formalities as Hamilton charged to his 68th victory, with Raikkonen tip-toeing home behind.

"Kimi had a disadvantage," a gracious Hamilton noted later, "because he was out front on his own. He was pulling me along in dirty air. So for me it was just about positioning in the corners."

Bottas placed third after T1 fisticuffs with Verstappen for which the Dutchman was penalised five seconds – Vettel getting a leg up to P4.

This had been a mighty motor race – Formula 1 at its epic, stirring best – and it was won by the right man.

But also, for the Raikkonen romantics willing him to win, by the wrong one too.

## RACE FACTS

Results © 2018 Formula One Administration Ltd

**ITALIAN GRAND PRIX**  
**Circuit:** Autodromo Monza **Lap:** 3.599 miles  
**Race distance:** 190.79 miles **Laps:** 53  
**Lap record:** 1m 21.046s (Rubens Barrichello, 2004)  
**2017 winner:** Lewis Hamilton (Mercedes)

**TYRE CHOICE**  
Option SUPERSOFT  
Prime SOFT  
Prime MEDIUM

**Date:** September 2  
**Weather:** warm and dry

## RESULTS

### FIA Formula 1 World Championship, round 14/21

| POS | DRIVERS           | NAT | CAR-ENGINE           | TIME          |
|-----|-------------------|-----|----------------------|---------------|
| 1   | Lewis Hamilton    | GBR | Mercedes             | 1h16m54.484s  |
| 2   | Kimi Raikkonen    | FIN | Ferrari              | +8.705s       |
| 3   | Valtteri Bottas   | FIN | Mercedes             | +14.066s      |
| 4   | Sebastian Vettel  | GER | Ferrari              | +16.151s      |
| 5   | Max Verstappen    | NED | Red Bull-Renault     | +18.208s*     |
| 6   | Esteban Ocon      | FRA | Force India-Mercedes | +57.761s      |
| 7   | Sergio Perez      | MEX | Force India-Mercedes | +58.678s      |
| 8   | Carlos Sainz      | ESP | Renault              | +1m18.140s    |
| 9   | Lance Stroll      | CAN | Williams-Mercedes    | -1 lap        |
| 10  | Sergey Sirotkin   | RUS | Williams-Mercedes    | -1 lap        |
| 11  | Charles Leclerc   | MON | Sauber-Ferrari       | -1 lap        |
| 12  | Stoffel Vandoorne | BEL | McLaren-Renault      | -1 lap        |
| 13  | Nico Hulkenberg   | GER | Renault              | -1 lap        |
| 14  | Pierre Gasly      | FRA | Toro Rosso-Honda     | -1 lap        |
| 15  | Marcus Ericsson   | SWE | Sauber-Ferrari       | -1 lap        |
| 16  | Kevin Magnussen   | DEN | Haas-Ferrari         | -1 lap        |
| EX  | Romain Grosjean   | FRA | Haas-Ferrari         | +56.320s**    |
| R   | Daniel Ricciardo  | AUS | Red Bull-Renault     | L23/clutch    |
| R   | Fernando Alonso   | ESP | McLaren-Renault      | L9/electrical |
| R   | Brendon Hartley   | NZL | Toro Rosso-Honda     | LO/collision  |

Winner's average speed 148.686mph Lap leaders: Raikkonen 1-19; Hamilton 20-28; Bottas 29-35; Raikkonen 36-44; Hamilton 45-53 \* = five-second penalty for causing a collision \*\* = excluded for an illegal floor

**FASTEST LAP | HAMILTON 1m.22.497s**

ON LAP 41 (AVERAGE SPEED: 157.086mph)

## QUALIFYING

| POS | DRIVER     | TIME      | POS | DRIVER     | TIME       |
|-----|------------|-----------|-----|------------|------------|
| 1   | Raikkonen  | 1m19.119s | 11  | Magnussen  | 1m21.669s  |
| 2   | Vettel     | 1m19.280s | 12  | Sirotkin   | 1m21.732s  |
| 3   | Hamilton   | 1m19.294s | 13  | Alonso     | 1m22.568s  |
| 4   | Bottas     | 1m19.656s | 14  | Perez      | 1m21.888s  |
| 5   | Verstappen | 1m20.615s | 15  | Leclerc    | 1m21.889s  |
| 6   | Grosjean   | 1m20.936s | 16  | Hartley    | 1m21.934s  |
| 7   | Sainz      | 1m21.041s | 17  | Vandoorne  | 1m22.085s  |
| 8   | Ocon       | 1m21.099s | 18  | Ericsson   | 1m22.048s* |
| 9   | Gasly      | 1m21.350s | 19  | Ricciardo  | no time**  |
| 10  | Stroll     | 1m21.627s | 20  | Hulkenberg | no time*** |

\* = 10-place penalty for additional power unit. \*\* = required to start from the back, additional power unit elements used \*\*\* = 10-place penalty for causing a collision, required to start from the back, additional power unit elements used



Ocon was top of 'Class B'...

## CHAMPIONSHIP POINTS

| DRIVERS |                  |     | CONSTRUCTORS |                      |     |
|---------|------------------|-----|--------------|----------------------|-----|
| POS     | DRIVER           | PTS | POS          | CONSTRUCTOR          | PTS |
| 1       | Lewis Hamilton   | 256 | 1            | Mercedes             | 415 |
| 2       | Sebastian Vettel | 226 | 2            | Ferrari              | 390 |
| 3       | Kimi Raikkonen   | 164 | 3            | Red Bull-TAG Heuer   | 248 |
| 4       | Valtteri Bottas  | 159 | 4            | Renault              | 86  |
| 5       | Max Verstappen   | 130 | 5            | Haas-Ferrari         | 76  |
| 6       | Daniel Ricciardo | 118 | 6            | McLaren-Renault      | 52  |
| 7       | Nico Hulkenberg  | 52  | 7            | Force India-Mercedes | 32  |
| 8       | Kevin Magnussen  | 49  | 8            | Toro Rosso-Honda     | 30  |
| 9       | Sergio Perez     | 46  | 9            | Sauber-Ferrari       | 19  |
| 10      | Esteban Ocon     | 45  | 10           | Williams-Mercedes    | 7   |

**NEXT RACE: SINGAPORE GRAND PRIX SEPT 16**

# RACING NEWS

## F1 ROUND-UP

### Grosjean DSQ

Romain Grosjean's Haas was disqualified from the Italian Grand Prix after the car's floor was found to be in breach of the rules. Renault lodged an appeal against Grosjean's car – which finished sixth – immediately after the race, with the FIA stating Haas knowingly used an illegal floor design. The FIA stewards deemed Grosjean's floor contravened Article 3.7.1.d of the technical regulations or a technical directive (TD) published before the summer break. Haas has decided to appeal the decision.

### Three not a crowd

Mercedes boss Toto Wolff believes three-car Formula 1 teams would be the best way to get new talent on the grid. Mercedes junior drivers including Force India's Esteban Ocon and Formula 2 championship leader George Russell are both without F1 seats next year at the moment which has led Wolff to question the point of a junior programme. "I have a simple solution, give us a third car," he said. "Make it mandatory to put a young driver, with maximum two years [of F1 experience], in that car."

### To me, to you

McLaren's Fernando Alonso and Haas' Kevin Magnussen both blamed each other for their near-collision during Q2 on Saturday at Monza. Alonso dived to the outside of Magnussen on the approach to Turn 1 with the pair almost making contact on the exit of the chicane. "Magnussen wanted to race into Turn 1," Alonso radioed to his team with a hint of laughter, while the Dane appeared to be less amused, asking the Haas pitwall: "What the hell was Fernando doing?"

### Vettel sees red

Sebastian Vettel believes championship rival Lewis Hamilton squeezed him into the second chicane which led to the Ferrari driver's spin on the opening lap of the Italian Grand Prix. "Lewis obviously saw a little gap around the outside," Vettel told *Sky Sports F1*. "But then he didn't leave me any space and I had no other choice than to run into him and make contact. I tried to obviously get out of there but I couldn't. Unfortunately I was the one that spun around, which was a bit ironic. But it was that way."

# NORRIS SEALS 2019 MCLAREN F1 DRIVE

Briton to replace Vandoorne and will pair up with Sainz next year



Norris made his F1 debut at Spa

### By Jack Benyon

**Lando Norris has been promoted to the McLaren Formula 1 team for 2019, replacing the outgoing Stoffel Vandoorne.**

Norris has been with the McLaren team as a junior driver since November 2017, and was first introduced to the team after testing one of its cars as part of the prize for winning the 2016 McLaren Autosport BRDC Award.

Norris tested this year's car at the Hungary tyre test, before being given two FP1 appearances, at Spa and Monza, to impress the squad.

"To be announced as a race driver

for McLaren is a dream come true," said the 18-year-old Briton.

"Although I've been part of the team for a while now, this is a special moment, one I could only hope would become reality.

"I'd like to thank the whole team for this amazing opportunity and for believing in me.

"I'm also extremely grateful for the commitment McLaren has already shown in my development, allowing me to build my experience in a Formula 1 car in both testing and on Fridays during the past two race weekends."

Reigning European Formula 3 champion Norris lies second in

Formula 2 this year with the Carlin squad, with two rounds remaining.

McLaren CEO Zak Brown added: "Lando is an integral part of our plan for rebuilding our Formula 1 operation for the future, and he has already developed a strong relationship with the team."

McLaren announced Norris immediately after it had revealed Vandoorne would leave the team in 2019, on Monday earlier this week.

The move takes another seat out of the equation for next year's grid for highly-rated Mercedes junior and Racing Point Force India driver Esteban Ocon, whose options are

running out as a Force India return and graduation to the Mercedes team are both off the table. Lance Stroll – whose father has led a consortium in purchasing Force India – looks set to replace Ocon, and could join the team later this year, while Artem Markelov has been linked to a Williams drive.

Daniil Kvyat emerged as a sensational possibility to return to Toro Rosso for next year, having worked with Ferrari as a reserve driver since he was dropped by Red Bull in 2017.

Toro Rosso doesn't have many options as Red Bull's driver development programme doesn't have any driver options ready to race next year.

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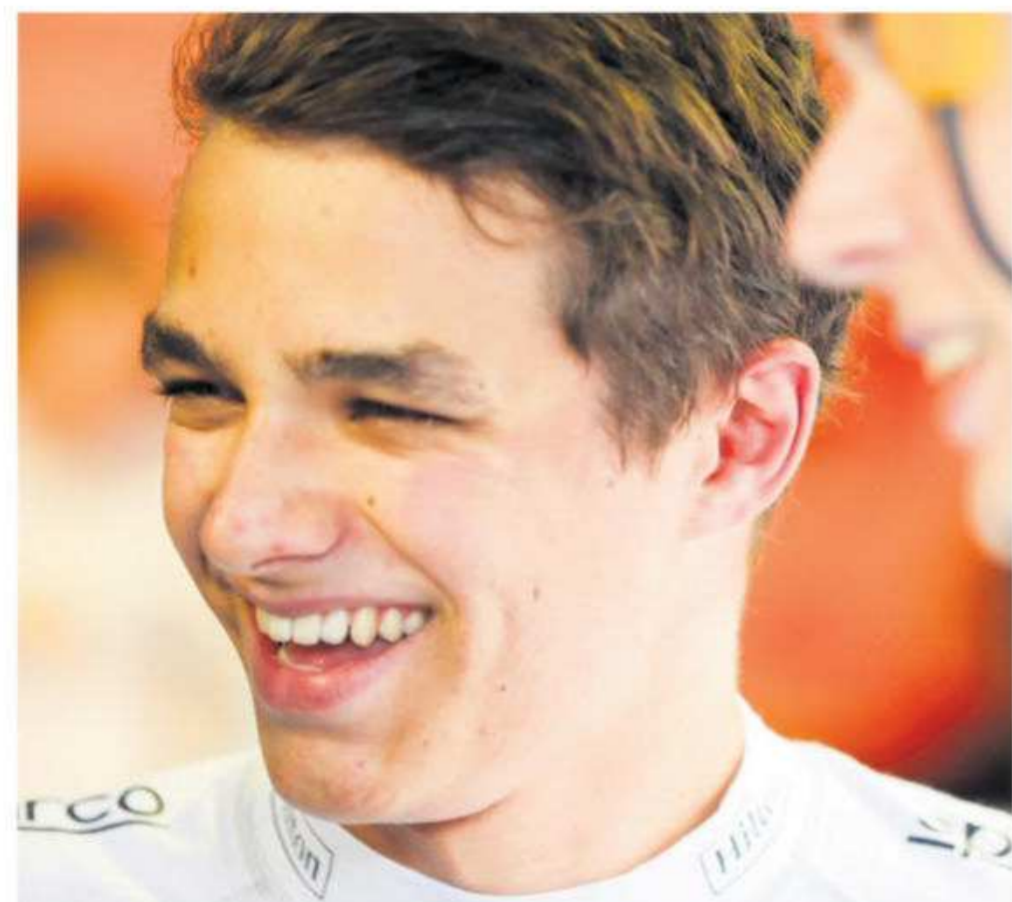


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**'Ferrari breadvan will be a star car'**  
Revival preview, p12



Photos: LAT



Norris has beaten Vandoorne to land second McLaren 2019 seat



Norris unhappy with his F2 rival

## NORRIS: RUSSELL'S DANGEROUS

Future McLaren Formula 1 driver Lando Norris labelled British rival George Russell 'dangerous' as the two fought for vital points in the F2 standings at Monza.

For the first time this season, fans were treated to Norris and Russell going to head on track in Saturday's feature race.

Norris took exception to Russell's defence on the exit of the Curva Grande, and although he passed Russell, the latter returned the favour and took fourth while Norris lost fifth on the last lap to Nicholas Latifi.

"I wouldn't say I was alongside but I had my front wheel alongside his rear," Norris said. "I just got squeezed off."

"It was a dangerous move and it cost me overtaking him and getting to the guys ahead."

Russell replied: "I think I gave him one car's width through the corner and I think he ended up clipping the grass and I think it probably looked more dramatic than it was."

"We spoke to each other after the race about it, and I don't think there was anything dangerous about that."

Russell then won the feature race from fifth on the grid, while Norris took fifth. It means Russell takes a 22-point lead into Sochi, Russia, with two rounds remaining.

Honda protege Tadasuke Makino scored an incredible win from 14th on the grid in the feature race, after matching the optimum strategy of starting the race on the medium tyres – most of the frontrunners started on the supersofts – with searing pace. His previous best result was sixth.

●Trident Racing locked out the GP3 Series wins, as Anthoine Hubert extended his points lead despite being disqualified. David Beckmann dominated the wet opener, while Hubert took third. He was then disqualified along with Brit team-mate Callum Ilott for tyre pressures that were too low. Hubert leads Nikita Mazepin and Ilott by 29 points with two rounds remaining.

## Euroformula Open to allow multiple engine suppliers

Euroformula Open has revealed it will welcome new engine suppliers to the series and potentially introduce 2017-spec Dallara F3 aerodynamics next year.

The championship, which started as Spanish F3, currently uses tuned Toyota engines coupled with a Dallara F312 chassis.

The changes come as GP3 and European F3 prepare to merge next season and championships such as BRDC British F3 and Formula Renault Eurocup attempt to become regional F3 series.

"I thought it was the right time to [become a multi-engine series]," Jesus Pareja, CEO

of series promotor GT Sport, told MN.

"I had meetings with Spiess and HWA, the VW and Mercedes-Benz tuners [in FIA European F3], and they've agreed to help us with plans to have a Balance of Performance [BoP] for the engines. The top power of the engines are the same, but the big difference is the torque, and that is where really the [FIA F3] car becomes two seconds quicker."

"We thought the solution would be making the same power curve in all three engines, which the tuners are already working on so we can have the same technical spec on all cars."

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**Chip Ganassi Racing's Scott Dixon extended his IndyCar points lead at Portland as Takuma Sato took victory from 20th on the grid. Dixon survived a first-lap collision with James Hinchcliffe to finish fifth and extend his lead to 29 points with just the double-points finale at Sonoma to go...**

**Penske's Brad Keselowski snatched his first win of the NASCAR Cup season, vaulting long-time race leader Kyle Larson late on at Darlington. Winning the opening two stages and controlling the majority of the final stage, Larson led 284 of 367 laps but was jumped by Keselowski in the pitlane – the latter booking an automatic spot in the playoffs... Lamborghini duo Christian Engelhart and Mirko Bortolotti dominated the Blancpain GT Series Sprint Cup opener at the Hungaroring, beating pre-race favourite Mercedes after taking the lead at the start from fifth on the grid. ASP Mercedes' Raffaele Marciello and Michael Meadows took a commanding victory**

**in the rain-affected second race...** The McLaren F1 team will make a decision on a potential 2019 IndyCar project during September, according to CEO Zak Brown. Fernando Alonso, who will walk away from F1 at the end of the year, will sample a 2018 IndyCar package for the first time today (September 5), running on the Barber road course with support from Andretti Autosport... **Red Bull Junior Dan Ticktum believes a year in Japan's Super Formula series in 2019 will leave him better prepared for a career in Formula 1. The European Formula 3 points leader is unlikely to jump to F1 next year, as he lacks the required superlicence points. Ticktum has already raced twice Super Formula this year...** Audi has revealed it will remain in the DTM in 2019, despite Mercedes' withdrawal, but says a third manufacturer must be found by 2020 for a "continuing" commitment. It would expand to running at least eight cars as the series transitions into its new 'Class One' era with turbocharged engines.

## December finish for F1 in 2019

Formula 1 has revealed a draft 2019 calendar, featuring 21 races with the German Grand Prix getting a place on the schedule.

Although it still needs to be formally approved by the FIA World Motor Sport Council on October 12, there is unlikely to be many changes made.

The season will begin in Australia on March 17 and finish on December 1 in Abu Dhabi. This will be the first time a season has finished in December since 1963.

The order of some races has been shuffled around compared to this season.

The Singapore GP will

now form a back-to-back with Russia on September 22/29, while Mexico will take place the weekend before the United States GP.

Speaking after the release of the calendar, F1 commercial chief Sean Bratches said he was delighted that contracts had been extended with Germany and Japan in the past week.

"The renewal of the Japanese Grand Prix and the confirmation of the German Grand Prix are both examples of our direction to place fans at the heart of Formula 1, a vision shared with all our promoters," he said.

## DRAFT 2019 F1 CALENDAR

| DATE     | EVENT                    | CIRCUIT       |
|----------|--------------------------|---------------|
| March 17 | Australian Grand Prix    | Melbourne     |
| March 31 | Bahrain Grand Prix       | Sakhir        |
| April 14 | Chinese Grand Prix       | Shanghai      |
| April 28 | Azerbaijan Grand Prix    | Baku          |
| May 12   | Spanish Grand Prix       | Barcelona     |
| May 26   | Monaco Grand Prix        | Monte Carlo   |
| June 9   | Canadian Grand Prix      | Montreal      |
| June 23  | French Grand Prix        | Paul Ricard   |
| June 30  | Austrian Grand Prix      | Red Bull Ring |
| July 14  | British Grand Prix       | Silverstone   |
| July 28  | German Grand Prix        | Hockenheim    |
| Aug 4    | Hungarian Grand Prix     | Budapest      |
| Sept 1   | Belgian Grand Prix       | Spa           |
| Sept 8   | Italian Grand Prix       | Monza         |
| Sept 22  | Singapore Grand Prix     | Marina Bay    |
| Sept 29  | Russian Grand Prix       | Sochi         |
| Oct 13   | Japanese Grand Prix      | Suzuka        |
| Oct 27   | Mexican Grand Prix       | Mexico City   |
| Nov 3    | United States Grand Prix | Austin        |
| Nov 17   | Brazilian Grand Prix     | Interlagos    |
| Dec 1    | Abu Dhabi Grand Prix     | Yas Marina    |

## F1 RACING EDITOR

# ANTHONY ROWLINSON

**"Vettel's lost four possible wins this season"**



**To lose one parent is unfortunate, Oscar Wilde told us. Two, careless. So for Seb Vettel to lose four possible victories in a single season is more than injudicious: the failures bring into question his abilities as a racing driver.**

As we already know, Ferrari has this season produced a peach of a car in the SF71H. Building on the impressive strengths of last year's innovative SF70H, the 2018 iteration adds a best-in-class power unit to a chassis already noted for its compliance, aero efficiency and Pirelli benevolence.

In Vettel's hands it won the first two races of the year, to give him a strong early platform in the 'fight for five' between him and Lewis Hamilton.

Seb has gone on to three more victories in the 14 rounds up to and including the Italian GP, on tracks as varied as Montreal and Spa. So the car's a good 'un, no question.

Yet somehow, despite a performance advantage that has prompted rivals to question the legality of the engine technology in the back of the chassis, Vettel (and to a degree his team) is contriving to blow a world title for which, in terms of the equipment at his disposal, he should be favourite.

His fumble in Monza came on the first lap at the second chicane. Running second he defended the inside chicane but was bounced by Hamilton, who'd crept up the outside with a classic racer's instinct. Their cars touched, Vettel spun and he was condemned to slog back to fourth at the flag. There were grumbles of course, but the stewards found nothing untoward in Lewis's move. Seb would have to lump it.

The moment spoke to a consistently apparent flaw in Vettel's make up: the red-mist explosions during which he simply loses control, unable to accept he has been bettered. Easy to write from an armchair, of course, but in Monza Seb should have accepted Hamilton's pass, continued in P3, then worked with his pitcrew and Raikkonen to squeeze Hamilton, in the manner that Bottas and Lewis would later squeeze Kimi. At worst he would have finished second. Instead he left Monza with 12 points, not 18.

Vettel's brain-fades and rages have pock-marked his career: Fuji 2007 – smashing Red Bull 'senior' team-mate Webber, as a Toro Rosso driver; Turkey 2010, again with Webber, as team-mates proper; Baku 2017's 'biff-gate' with Lewis... This year, meanwhile, he failed in a clumsy attempt for the lead at Baku, clattered into Bottas on lap one in France and cracked under pressure in Germany.

It's impossible to be definitive how many points these errors have cost Seb, but he dropped at least six points in Azerbaijan (certain second to fourth); at least five in France (a certain third to fifth); 25 in Germany (ouch!) and now six in Italy. That's 42 points squandered with the net loss even greater, of course, as Hamilton has won each of those four races – in part because Vettel has absented himself from battle, through his own error.

Now, with only seven races to go and Hamilton 30 points clear in the title chase, the forecast is clear: this title has been Vettel's to lose – and he probably will.

**AGREE/DISAGREE?**  
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# RACING NEWS

## IN BRIEF

### Wood sorry

Runaway Clubmans Sports Prototype points leader Clive Wood was apologetic after a stall left himself and daughter Pippa Tanner-Wood starting from the pitlane at Anglesey. Wood stalled in the pits which meant he missed the cut-off point to head out to the grid and Tanner-Wood was delayed directly behind. "I somehow managed to stall it, so I wasn't having a good start to the day," said Wood. "Pippa still hasn't forgiven me!" Despite the embarrassment, Wood charged through to win the race.

### Seeing the lights

Officials made the decision to leave the front row empty for the CNC Sports/Saloons races at Anglesey due to safety concerns. Action was taken to prevent a repeat of a heavy startline shunt that occurred when the series visited the Welsh circuit last year, when Paul Rose's Saker was rear-ended by the Porsche of Garry Wardle. "Obviously in the Saker, you're sitting very low in the car and there's a few that are like that, so it made sense to move us back a row," said Rose. "Last year it was because I couldn't see the lights."

### Saunders' new Saxo

Junior Saloon Car frontrunner Lewis Saunders secured a podium in a brand new Citroen Saxo at Anglesey after a roll. "It's not gone too badly considering it's the first time we've run the new car after what happened at Snetterton," he said. Climbing to second behind Joel Wren in the opening race, another podium was denied when the Saxo lost third gear in the second outing and he ended up ninth.

### Former Prodrive man Chambers is new MSA CEO

The Motor Sports Association has announced former Prodrive man Hugh Chambers as its new CEO.

Chambers, who worked on many of Prodrive's programmes including in the World Rally Championship with Subaru and Formula 1 with BAR-Honda, will replace Rob Jones.

More recently, Chambers has served as chief commercial officer of World Sailing and the British Olympic Association.

He will start his new role with the MSA at the beginning of November.

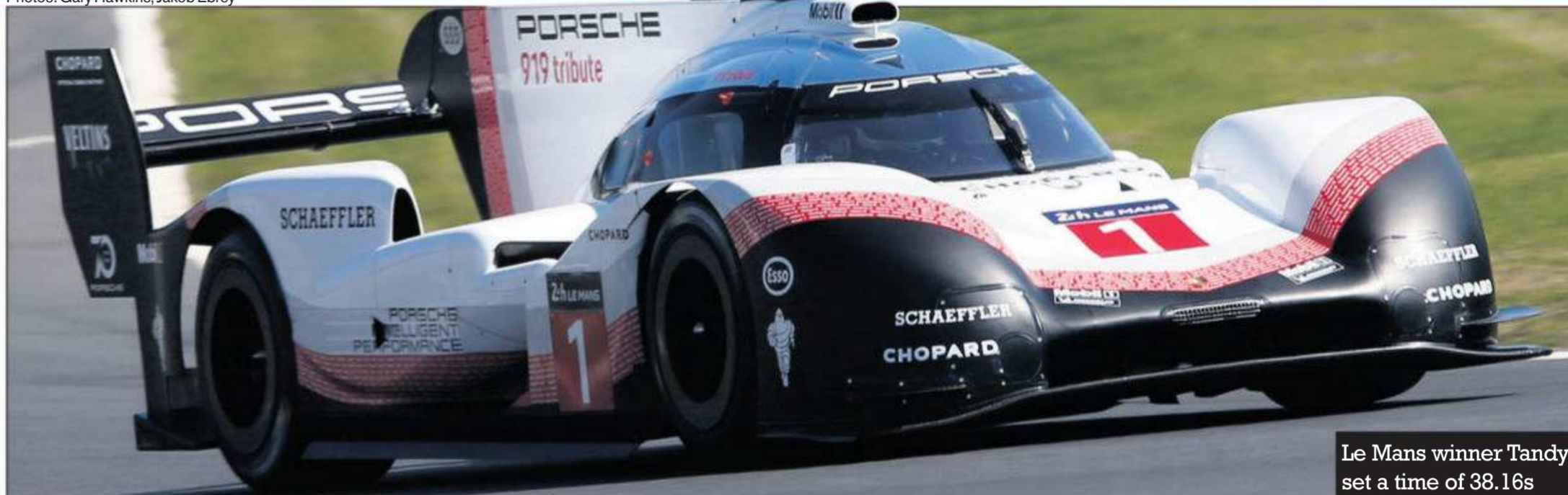
MSA chairman, and Prodrive boss, David Richards commented: "We conducted a very thorough search for a new CEO capable of leading the MSA into its next ambitious phase. The standard of candidates was very high, however Hugh stood out as having all the right qualifications given his commercial, sports governing body and motorsport background."

Chambers added: "For me, this role combines a lifelong involvement in motorsport, with all of my broader experience, drawn from a career in sport and marketing. I am fortunate to have worked at the very pinnacle of motor racing, as well as participating across the breadth of the sport."

"There is an incredible opportunity to grow participation at grassroots level, bringing the excitement of motorsport to new audiences."



Photos: Gary Hawkins, Jakob Ebrey



Le Mans winner Tandy set a time of 38.16s

# PORSCHE 919 EVO MISSES OUT ON BRANDS RECORD

## Tandy just 0.1s shy of Brands Indy target at Festival of Porsche

By Matt Kew

**Porsche's 919 Hybrid Evo fell shy of unofficially breaking the Brands Hatch Indy circuit lap record by just 0.1seconds during demonstration laps at last Sunday's Festival of Porsche.**

After the marque's withdrawal from the LMP1 class of the World Endurance Championship at the end of 2017, the Evo was built to celebrate the three-time Le Mans and WEC winning 919.

Upgraded to 1160bhp, it has undertaken a 'Tribute Tour' throughout 2018 during which it unofficially broke both the Spa and Nurburgring Nordschleife lap records – although Sebastian Vettel's qualifying time for the 2018 Belgian Grand Prix has since beaten the Spa time set by Neel Jani.

Porsche's '15 Le Mans winner Nick Tandy took part in three demonstration runs at Brands and unofficially set a fastest time of 38.16s, failing to eclipse Scott Mansell's 38.032s record set in a Benetton B197 Formula 1 car in '04.

But the Evo was shod in "off-the-shelf" tyres rather than its custom-built Michelins used at Spa and the Nurburgring, and nor was its hybrid system mapped for the Kent circuit.

Tandy still managed to hit 192mph before braking into Paddock Hill Bend, however.

"That's up there with the best thing I've ever done because it's the fastest car I've ever driven!" Tandy told *Motorsport News*. "It was cool. And when you drive quick cars on open airfields it doesn't feel as quick as driving them up and down through Paddock Hill so it felt even quicker."

"It felt really planted but you have all the aero load through Paddock Hill Bend. But when the load comes off that's when it starts to get a bit lairy."

"Even by the time we got to Clearways it was dead, the tyres were dead and the battery was gone."

Test engineer Olivier Champenois reckoned that if both tyres and the hybrid system had been configured correctly then the Evo could have smashed Mansell's benchmark around the 1.2-mile layout.

"Two seconds is a lot around this track but [we could have found] one second, definitely," he said. "If we could spend some time to try and optimise it then I think two seconds would probably be the result."

The Evo is due to run for the final time at Laguna Seca later this month as part of the Porsche Rennsport Reunion VI event before it is retired.

### Le Mans winner Attwood races a Boxster

Le Mans winner Richard Attwood made a last-minute guest appearance in the Porsche Classic Restoracing Competition at Brands Hatch last Sunday, twice finishing in seventh place.

The series was launched this year to celebrate the 20th anniversary of the first-generation Boxster S. UK Porsche Centres have restored and prepared the cars for the three-round calendar.

Attwood, who scored the marque's first ever Le Mans victory driving a 917K in 1970 alongside Hans Herrmann, got the call to join the grid just three days prior to the Festival of Porsche.

Now 78, he qualified sixth and fifth for the two races in the Porsche Centre Leicester entry. "A guy left the company and they

were going to leave it on display, but then someone thought we might as well get it round the track and they called me," he told *MN*.

"I'd never driven it before but the car's fine as it's been sorted well. All modern Porsches are balanced anyway so there's not a lot to worry about."

Many of the Boxsters have been painted in famous liveries from the marque's racing success and Attwood finished the opener just 1.9s behind the red and white copy of his Le Mans winner.



Attwood took two seventh places



Coates, Rivett and Dorlin cleared

### Top three Clio cars found to be legal after post-Rockingham eligibility checks

The cars of the top three drivers in the Renault UK Clio Cup have been found to be completely legal after extensive checks were carried out last month.

The Clios of Max Coates, Paul Rivett and James Dorlin were all impounded by the series after the Rockingham races with their eligibility being thoroughly scrutinised.

"It's fantastic that Renault are doing this – I can't praise Renault enough for really checking them and it's the first

time I've seen it happen in all of my years in the Clio Cup," said three-time Clio champion Rivett, who trails leader Coates by seven points. "With the turbo cars there's the possibility that people could cheat so it's great Renault are doing what they can to prevent this from happening."

The next rounds of the championship take place on September 15/16 at Silverstone ahead of the Brands Hatch finale at the end of the month.

● Newly-crowned double Michelin Clio Series champion Ben Palmer is targeting a full-time switch to the UK Clio Cup next season after making sporadic appearances over the last few years. "It's all gone to plan really and I've had a great run," said Palmer, who is also looking at Mini Challenge. "On next year, the plan is to move in the UK Clio Cup. I think we'd be competitive, but it's all about finding the budget really."

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*'Onslow-Cole takes home GT Open win'*  
 Racing reports, p27



Photos: Graham Holbon, Jakob Ebrey, Ollie Read, Richard Styles

## C1 SERIES LOOKING FOR NEW 24H VENUE

The Citroen C1 series expects to find a new venue for its 24-hour races after it was announced Rockingham would cease motorsport events at the end of the year.

Two C1 24-hour races have been held at Rockingham in 2018 but, with the track closing at the end of the year to become an automotive facility, a new venue is in the process of being found.

Philip Myatt, C1 series principal, confirmed talks were ongoing with a number of circuits and that a return to Spa-Francorchamps was also planned.

"There will be the equivalent number of races next year, we're looking at Silverstone and Snetterton as potential replacements and anywhere that's got a 24-hour licence but there is a limit on how many 24-hour races we do," he said.

"It's a shame we won't be at Rockingham anymore as I think we have grown to love it and as a circuit it's a lot more challenging than people realise."

Last weekend's dramatic 24-hour race provided an entertaining farewell to Rockingham as there were several lead changes in the final hour.

Longtime race leaders C'est La Vie, who won the inaugural C1 24 hour race at Rockingham, suffered heartbreak with just over three hours to go when the car's driveshaft broke while they were four laps clear.

It became a straight fight between Citroen D'Equipe and Team Rockingham in the final hour but both crews served controversial stop/go penalties for exceeding track limits.

Citroen D'Equipe with Mike Comber, Simon Fleet and Nick Dougill eventually came out on top by 1m26.328s, ahead of Team Rockingham and Team Green Racing completed the podium.



Final Rockingham C1 race was won by Citroen D'Equipe

DEPUTY EDITOR

# STEPHEN LICKORISH

**"Club racing calendar will be different"**



**C**lub bosses don't particularly like the autumn months of the motorsport season. It's the time when the difficult and complicated process

of putting together the next year's calendar takes place – something which British Racing and Sports Car Club competitions director Dominic Ostrowski has described as "long and arduous".

But this year it will be even more difficult following Rockingham's demise. The Northamptonshire venue has 10 club meetings on its 2018 calendar so, as well as organising all of their regular dates, clubs will have to try and find additional space for some of these too.

That could be quite tricky. Especially when the knock-on effect of Rockingham's closure means another UK circuit is almost completely off limits for club events. With the British Touring Car Championship making two visits to Thruxton next year that means a third of its permitted 12 race days a year are already allocated. Add in a likely two days for British Superbikes and two more for a historic event that is set to happen following the success of this year's anniversary meeting, and that leaves just four days for clubbies.

This all means the club racing calendar could look quite different next year. And there will be winners and losers in that.

Some of the winners could well be smaller circuits. With Rockingham out of the picture, venues like Mallory Park and Pembrey could be much more in demand. For example, the BRSCC says it could make a first Pembrey trip for eight years in 2019. Mondello Park, whose bosses have already talked of wanting to attract more UK clubs and championships over to Ireland, could be another winner.

But this is also an opportunity for clubs to take important action to help reduce the congestion of the national racing calendar. There are simply too many race meetings at the moment, with everyone from competitors to spectators and marshals to scrutineers spread too thinly.

Ostrowski has already indicated that the BRSCC will seriously consider running fewer events next year. And more should follow that example. Rockingham's closure should prompt all clubs – especially the three with the most meetings (BRSCC along with the British Automobile Racing Club and MotorSport Vision Racing) – to take a fresh look at the calendar and see what can be condensed.

It applies to series too. Again, with track time being at more of a premium than ever, clubs can ill afford championships with tiny grids using up vital space.

Fewer meetings and series should lead to higher quality and that benefits everybody – it certainly doesn't look good for clubs to run championships that have just five cars.

It's never a good thing to lose a motorsport venue, especially one as unique as Rockingham, but if club racing can improve as a result then that would be a great legacy for the circuit to have.

## Ex-BTCC man Lines plans new Touring Car Trophy series

Tin-top racer Stewart Lines is behind a new initiative which he is aiming to introduce for 2019 for different groups of touring cars.

Lines, who raced in the British Touring Car Championship for two-and-a-half seasons and runs the Volkswagen Racing Cup, wants to group together different types of saloon and run them under the Touring Car Trophy banner.

Lines is aiming to include older-specification British touring cars, the NGTC cars

fitted with the original GPRM components. There will also be a division for TCR cars, and one for the SEAT Supercopa Mk2 cars.

"I know there are a lot of cars out there, and there have been lots of expressions of interest already," said Lines. "Everyone in saloon racing in the UK wants to get into the BTCC, but not everyone has the budget to do so. This will give them an opportunity, and it will also be a place for younger drivers to learn about tin-top racing."

The series will run over eight meetings, with two 30-minute races at each venue. Coverage of the events will be on Channel 4.

"We will mix the calendar up a bit," said Lines. "It will run alongside the VW Racing Cup and we will have some rounds alongside British GT, and some will be at other events."

Lines will use the permit that he has from the VAG Trophy, which his Maximum Motorsport group decided not to run this season.



Old Audi BTCC car has ended up in Britcar

## WEC regular Webb races in Alpine Cup

World Endurance Championship regular Oli Webb took two wins on his debut in the new-for-2018 Alpine Europa Cup.

The 27-year-old former British Formula 3 racer won the 2014 European Le Mans Series with the Signatech Alpine squad and has also raced for the team in the WEC.

"[Oli] is a good ambassador for the brand and, as we're at Silverstone, we had to ask Oli to drive the car," Signatech Alpine boss Philippe Sinault said.

Webb took pole on his first time in the car, but had to fight for his victories.

"I was a bit cautious at the start of race one," he said. "Besides me was the championship leader, so I took it easy a bit, and then took it too easy and got loads of rubber on my



Webb took two victories

tyres. It ended up being quite close until I found a rhythm and pulled away."

In the second race he was almost beaten by successful Porsche racer Gael Castelli.

"I love the car, it's really well balanced," Webb added. "The VIP car is at every round, I think it has to be the nationality of the local race. Spa's next and I'd love to do it but I'd have to get a Belgian passport before that!"

The Silverstone rounds of the series featured 13 cars, although 20 are expected for next month's Barcelona season finale.

## "Addictive" Vulcan makes UK race debut with AMOC

The Aston Martin Vulcan made its first competitive appearance in the UK last weekend as the car's owner Gleb Stepanov and Aston Martin performance driving consultant Stephen Tomkins won a round of the AMOC GT Challenge at Snetterton.

The Vulcan was created as a trackday car in 2015 and this was only the second-ever race start involving one – the other being the Aston Martin Le Mans Festival race in June. The car was down on power at Snetterton as it exceeded the circuit's noise limit and had to run with limited revs.



Vulcan had to run with restricted revs

"We had to limit ourselves to about five-and-a-half thousand rpm," said Stepanov.

"When you have the full power mode you have 820hp. I think [today] we were at about 550. Maybe close to 600."

This did not stop Stepanov and Tomkins from winning by a comfortable margin.

The £2million Vulcan is Stepanov's first racing car. He has owned it for some time but has been gaining track experience in a rented Porsche Cayman in Britcar for the past two seasons before racing it.

"I don't think racing was ever an ambition, until the Vulcan came up," he added. "The Vulcan is too addictive not to race."

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# Rockingham

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'ALL COMERS' AND SINGLE MAKE GRIDS



# RACING NEWS

Photos: Mick Walker, Steve Jones

## OULTON MGF RACE CANCELLED

The MG Car Club was forced to cancel its planned MGF/TF race at Oulton Park last weekend, but is hopeful it can generate numbers for next season.

With only six cars registered for the race prior to the meeting, the MGCC decided to cancel the race, and extended each qualifying session of the other championships by an additional five minutes.

"We got 13 cars at Silverstone for MG Live earlier this year and the opportunity came around for us to have another MGF/TF race here at Oulton," said competitions secretary John Hutchison.

"The initial response was good but fell by the wayside due to date clashes with other championships and so on that diminished to the point we decided we wouldn't put the race on."

Despite the low turnout, the club is happy to try and arrange races for the 2019 season.

"There is always the idea of maybe putting on a series in the future if you could get as many cars as possible over the winter and there are still cars that we know about in lock-ups and things like that," said Hutchison.

"If we had 15 of them commit and want to do the racing next year then yes we'd put something on, but currently we need to gauge interest over winter."

A 100-mile race at Oulton also attracted a small entry, with just nine cars taking part, but the club is still considering a similar race for 2019.

"It's not been as popular as we thought it might've been but we would like to think it would be something we'd do in the future next year whether here or at another circuit, it'd definitely be on the cards," Hutchison added.



MGFs instead raced in the Cockshoot Cup at Oulton



Jaeger was fifth in car that began its life as an MG J2 back in 1933

### Unique 'MG Milano' makes UK race debut

A unique '1959 Milano MG' car with a distinctive and successful history made its UK race debut in Christian Jaeger's hands at Mallory Park last weekend.

The car was built originally in Australia as a 1933 MG J2. However in the late 1950s the car was crashed and subsequently rebuilt into its current form by its Australian driver Bruce Leer using whatever he could find including from dumps. The car's engine is a Holden V8, much of the chassis comes from an Austin 7 while the rear bodywork comes from a Morris Minor. Leer then raced it with success throughout the 1960s.

Jaeger bought the car earlier this year and drove it for the first time during a recent Goodwood trackday, before then racing it in the HRDC Allstars at Mallory.

"I'm not that experienced a race driver, but this is a very appealing car, because it's a special, it's unique," Jaeger said. "It handles very well, it's light, it's about 85bhp and 500kgs so it's swift enough for a '50s car."

Jaeger qualified just 14th of 16 runners but climbed to fifth in the race, setting his fastest lap on the final tour. He hopes to race the car again soon and would have entered it in the Goodwood Revival but no category was suitable for it.

### New Civic Type-R Trophy cars hit the track

The 750 Motor Club's new-for-2019 series, the Type-R Trophy, had its first on-track action at Donington Park last weekend ahead of its maiden season of competition.

A total of six Type-R EP3 cars raced as guest entrants in the Hot Hatch Championship, with Andrew Gaugler claiming a best finish of 10th in race two.

The 750MC's competitions manager Giles Groombridge is confident the series will be a success.

"This weekend was a great opportunity for people to see what the cars are capable of and talk to

the other drivers and preparers for next year," Groombridge said.

"Given that we hadn't done that much in marketing it, to have six cars already is a hell of a start."

The championship has been set up as an affordable MSA race series, with a frontrunning car estimated to cost around £7,995.

The Type-R EP3 has typically been used as a trackday car in recent years, and Groombridge wants to capitalise on a fresh pool of racers for the new championship.

"It is an accessible way into motorsport and the cars are



Six cars raced in Hot Hatch

relatively simple to build: straight-forward built-in-roll cages and very few after-market parts as well," he added. "They're cheap and offer a

good level of performance. We're trying to get a new generation of drivers who might have these cars, to go racing."

### Brothers Lee and Shayne Deegan to tackle Birkett Relay ahead of possible Britcar campaign

Former autograss racers Lee and Shayne Deegan are planning an assault on next year's Britcar Championship after signing up to drive in the Birkett Six Hour Relay.

The Birkett, which is organised by the 750 Motor Club, takes place at Silverstone next month, with both Deegans joining TCR UK drivers Carl Swift and Stewart

Lines in an Area Motorsport-run SEAT TCR car.

Lee, the reigning Civic Cup champion, took part in the 750MC BMW Car Club Championship at Donington Park last weekend, while Shayne has competed in the Renault UK Clio Cup after winning in Stock Hatch and Mini Miglia. "Carl and I both started in

autograss and we moved to circuit racing at the same time," said Lee. "He approached us and asked if me and Shayne would like to join him and Stewart in the team.

"I'll do the test day on the Friday before the event as I've never driven a TCR car. But it'll be a good experience for myself and Shayne." Deegan also says he and his

brother plan to join the Britcar grid for 2019, provided they can get enough budget.

"We are hopeful that we can do Britcar next year together, in the same team, but we need to get sponsorship in order to do that. If we can do that, then the plan is to do a brother-duo which should be really exciting," Deegan added.

### DRIVER COLUMN



## GRAHAM MALINGS

From: Northampton Car: Toyota MR2 Mk3

Position: 10/1452 in the rankings



Malings has successfully switched to a Mk3 car this year

**M**y father was an avid spectator of oval motorsport so we were just a father and son going to watch. When I got to the age of 31 it was a now or never situation, if I wasn't going to do it now and start competing I never was.

When I look back, I thought it would be a piece of cake to be competitive. And I remember thinking after my first season 'what I have I got into, am I any good at this?' When I started in BriSCA F2 stock cars we did so on a very small budget. My last season was 2013. During that time I managed to achieve star grade – red roof. In addition to racing in the UK, in 2006-09 I raced in the Netherlands with a reasonable level of success.

I'd competed in F2 stock cars for 12 years, I was not getting any younger and it was starting to ache the next morning after a race meeting! I wanted a fresh challenge – I had a work colleague who raced MR2s and he invited me along to a 750 Motor Club meeting. That was that, and my son Thomas and I were off to race MR2s.

My oval racing colleagues thought I was crackers to move to circuit racing due the belief it's more expensive. My personal view is the costs are comparable, even when you factor in the entry fees. Our present self-built MR2s cost approximately £6500 each ready to race.

I think the biggest thing I struggled with initially was the weight of the car at 1200kg. It was completely different – I was used to a car weighing 650kg, opposite lock and steering with the throttle.

I raced a MR2 Mk2 for the first four years and then for 2018 I switched to a Mk3 self-build. It's 200kg lighter, has a limited slip differential and a smaller 1.8-litre engine, and I instantly got on with the car.

This year I've had six Class C wins, so I'm leading the class. I was second overall but I missed the last meeting to go to the Netherlands to watch stock cars.

It's the 10th year of the MR2 Championship and they had a special event at Silverstone recently to mark the occasion. There's some great sponsors behind it providing trophies and displays. The championship is absolutely swelling – we had 39 cars at Donington Park last weekend – and there's a good 10 drivers that can win a race. Between the drivers there's great camaraderie, there's very little contact and it's well-regulated.

It's a fantastic series, all I'm missing now is an overall win. Although I can now claim I hold the fastest lap in an MR2 Class C around Rockingham and that's going to stay!

I think the thing I'm most proud of is that we do everything ourselves. It's hard work though! Once Thomas beats my performance, I'm going to pack it in and support him – he's getting extremely close!

See how Graham Malings is doing on this week's National Driver Rankings: [nationaldriverrankings.co.uk](http://nationaldriverrankings.co.uk)

For all your motorsport insurance needs, visit Grove & Dean Motorsport Insurance: [grove-dean-motorsport.com](http://grove-dean-motorsport.com)

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# HISTORICS GOODWOOD PREVIEW

Photos: LAT

## TOP 10 CARS

Fantastic race cars are everywhere at Goodwood, but we've managed to pick 10 that we think are highlights. As ever, the Revival has tempted some rarely seen gems onto the grid.



1

There are plenty of famous and valuable Ferraris, but few are as striking as the Bredavan, the unique period adaptation of a 1961 250 GT SWB. The special body features an extended roof line in search of improved aerodynamics and the car is raced enthusiastically by Emanuele Pirro for current owner Martin Halusa.

2 The stunning Bugatti Type 73 raced by Tom Dark is a rare beast: one of only five such cars started

Post-War but was shelved when Ettore Bugatti died in 1947. Dark's glorious 16-valve car is the only Type 73 seen racing regularly.

3 The Hamill SR3 is one of several US sports-racing car designs from the early days of the Can-Am category and in 1965 Ray Hamill built a brace of Chevrolet-powered SR3s. This weekend, the SR3 should be a Whitsun Trophy contender in the very capable hands of Darren Turner.



4

In its day, the Mercedes 300SL Gullwing was the fastest road car in production and, complete with gull-wing doors, remains incredibly sought after. It was powered by a pared down version of the straight-six engine from the 1952 W194 racing sports car and former F1 star Jochen Mass will race one in the Freddie March race.

design will contest the same race. Developed from the successful Lotus 11, the remarkably effective 15 featured Coventry Climax FPF engines in up to 2.5-litre trim.

8 Making its return to Goodwood after a gap of 55 years is the Brabham BT6 of former F3000 racer Mark Shaw. Back in 1963, the Brabham factory-entered chassis FJ-9-63 was raced in the UK by Denny Hulme but then went to Australia in 1964. It finally came back to the UK last year and will now return to the Sussex track.

9 Pride of place in the Jack Sears Memorial Trophy will go to a trio of Austin A105 Westminsters. The rather unlikely racer, with its straight-six 2.6-litre engine, used by Sears to win the inaugural British Saloon Car title 60 years ago has a special place in touring car history.

Gracing the grid for the TT race will be the one-off 1963 Lister Jaguar Coupe, now raced competitively by Patrick Blakeney-Edwards and Fred Wakeman. Based on a spaceframe Lister chassis, the striking car was developed with a closed-cockpit body by Frank Costin for Le Mans but retired with clutch failure after three hours.

7 Sixty years ago, Graham Hill gave the Lotus 15 its race debut at Goodwood in the Sussex Trophy and this weekend five examples of Colin Chapman's



10

The Goodwood roster has 15 races



## TWO DECADES OF CELEBRATION

Classic cars are mixed with stars. By Paul Lawrence

**T**his weekend's Goodwood Revival race meeting will mark the 20th anniversary of the return of racing to the Sussex track with a typically star-studded line-up for 15 races.

While period authenticity and spectacular sideshows help make this the most desirable event of the genre, the on-track racing will be ferociously competitive as drivers from both modern and historic racing strive to add a Goodwood victory to their career tally. Across the previous 19 editions, the Revival has become the highlight of the historic racing calendar and over 150,000 people will attend the event.

As usual, the Revival races are for cars and motorcycles all pre-dating the original circuit closure in 1966. The Duke of Richmond, owner of the Goodwood circuit, says that

20 years of the Revival has been the realisation of a childhood dream.

The Duke said: "It is incredible to think we are going to be celebrating the 20th anniversary of the Revival this weekend. It was always my dream, as a boy, to see racing again at Goodwood so it gives me enormous pleasure to see the circuit back in action. The highlight for me this year will be the Kinrara Trophy which will see us racing into the dusk again."

The circuit opened in September 1948 and hosted many major race meetings until the summer of 1966 when the then Duke of Richmond decided that the current cars were becoming too fast for the circuit.

On September 18 1998, 50 years to the day since the circuit first opened, motor racing returned to Goodwood with the first Goodwood Revival meeting.

## Formula Junior set for epic battles

Formula Junior pundits reckon that the entry for this weekend's Chichester Cup is one of the most competitive ever assembled for a Formula Junior race.

This year's race, in honour of the category's 60th anniversary season, is for the quickest Formula Junior cars, the rear-engined disc-braked cars.

At least half a dozen potential race winners are in the field, including four-time UK champion Jon Milicevic who returns to the category in his Cooper T59. "That's some entry list and it is going to be an amazing race," said Milicevic, who recently clinched the Historic F3 title.

Leading the Lotus pack are Aston Martin test driver Chris Goodwin, GT racer Michael O'Brien, Andrew Hibberd and Sam Wilson while top Brabhams are entered for Cameron Jackson, Mark Shaw and Le Mans LMP2 winner Richard Bradley. Westie Mitchell fields his rare ex-Clay Regazzoni De Tomaso and rapid US racer Tim De Silva will race the equally rare but advanced, in period, Gemini Mk4.



Cameron Jackson's FJ car



Jordan (leading above) is always a highlight at Goodwood

## BTCC champions aplenty for historic fun

In the year that marks the 60th anniversary of the British Touring Car Championship, and its forerunner the British Saloon Car Championship, six BTCC champions, with 11 titles between them, will be racing this weekend.

Current champion Ash Sutton will make his Revival debut in a Lotus Cortina, going head-to-head with 2013 champion and Goodwood regular Andrew Jordan. Sutton will race the car of Peter Chambers, running alongside Jordan in the pair of cars from the Jordan Racing Team.

Three-time BTCC champion Matt Neal will race Nick Whale's Studebaker Lark Daytona in the St Mary's Trophy, while three-time champion Gordon Shedden will race on British soil for the first time since graduating to the World Championship. WTCC champions Rob Huff and Andy Priaulx are also entered.

Jason Plato will contest the TT in a Chevrolet Corvette and 1994 BTCC champion Gabriele Tarquini completes the sextet of champions. The Italian will share the Mini Cooper S of Nick Riley in the St Mary's race.

## Millions of pounds to do battle for the Kinrara Trophy

The Kinrara Trophy for pre-'63 GT cars, which runs into the dusk of Friday evening, is thought to feature the most valuable grid in historic racing with a total value of nearly £200 million.

The hour-long race has an entry that is due to include the Ferrari 250 GTO of Carlos Monteverde,

which will be raced by Gary Pearson and Andrew Smith. One of the other 39 250 GTOs recently sold at auction for £37 million.

The total value of cars at Goodwood this weekend is estimated to be in excess of half a billion pounds.

Alongside the 250 GTO and the larger-engined 330

GTO of Lukas Hurni in the Kinrara Trophy will be an amazing field of 10 Ferrari 250 GT SWBs. Up against the dozen Ferraris in the 30-car field will be Jaguar E-types, Aston Martin DB4s and AC Cobras, including one for outright circuit lap record holder Nick Padmore.



The grid will be worth nearly £200m

'Paul Tooms has bought a Europa'  
New Lotus ready, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

### BEN SHORT

Age: 36 Lives: Ilchester, Somerset  
Newcomer to historics

#### He's come from Mazda MX-5s

"I've mostly raced in Mazda MX-5s. I did some hillclimbing with my father in a 1956 Triumph TR2 but racing wise, it was all MX-5, which is a really good training ground for anyone who wants to go racing. I won two championships in 2015 and 2017."

#### They went for an E-type

"I met Nick Riley when he was a customer with the MX-5s and we've become really good friends. He said that he wanted to go historic racing and I sent him details of MGBs and things like that. But he said he fancied something a bit more and found an E-type Jaguar for sale. We went to look at it and went historic racing together."

#### He's enjoying historics

"It's all down to Nick, really. If you can drive an under-powered, under-gripped MX-5, you can have a go at anything. I did have a go at GT Cup in an E36 BMW, which went fast, but I hadn't actually been racing. The MX-5s haven't got any grip and neither have the historics, so I did find the transition quite easy and I really enjoy it."

#### They've added a Mini

"This is my second season in the E-type. We did most of last season, with mixed success and we've now got a Mini as well. There is a lot of hanging around on race weekends and Nick wanted to get bit more racing in, so we got the Mini. But the Jag is my favourite car to drive. It is a proper animal and you grab it by the horns and hang on for dear life."

#### It is a full-time business

"I'm not really a driver. I prepare the cars and build them as BS Motorsports. I kind of fell into that and then found that I could pedal it a bit as well. But the day job is fixing the cars. We've seen the Jag go quicker and it is more successful now and the Mini is becoming more reliable and quicker. I'd like to have a selection of marques under our wing and gain more experience."

#### He's still running MX-5s

"We've got MX-5s coming out of our ears and there are over 20 MX-5s back at work. That's the core of what we do and I still think they are a fantastic bit of kit. The beauty with the historics is that you can develop the cars and get them working right for the owners."



Short is a Jaguar E-type fan

# CANCELLATION MEANS BARRETT IS CHAMPION

Ford Escort man wins the historic title after event is axed



Northern Irishman is the title winner

By Paul Lawrence

**Paul Barrett has won the MSA British Historic Rally Championship after the cancellation of Rally Isle of Man, which was due to form rounds six and seven of the eight-event season.**

The late cancellation of the closed-road event has had an impact on the championship as it formed a double-header

round. Instead, competitors will count their best four scores from six rounds and that new calculation leaves the Northern Ireland driver uncatchable. However, the co-drivers' title will only be settled on the final round, the Trackrod Rally at the end of September.

BHRC manager Colin Heppenstall said that the cancellation of Rally Isle of Man was a significant blow

to both the BHRC and the RACRMC Historic Asphalt Rally Championship. "It is disappointing that Rally Isle of Man has been cancelled with the difficulties that the organisers have been encountering with the local government," said Heppenstall. "We had nearly 30 crews going over to the island to support the event. I wish the organisers well for the future."

Barrett says that he will still

go to the Trackrod Rally with the support of a leading rival. "I'm going to do the Trackrod because Matthew Robinson has said he'll pay my entry fee. So that'll be trees or trophies!"

In the meantime, Barrett admits that securing the BHRC on the island would have been his preference. "I was born on the Isle of Man and there would have been no better place to win the BHRC," he said.

## Japanese entrants distraught as the plug is pulled on IoM event

Historic crews are counting the cost of the cancellation of Rally Isle of Man and none are more dramatically impacted than the three Japanese crews who shipped their Mini Coopers by sea freight many weeks ago.

Yoshinao Tsuchiya, Shinobu and Hiroko Kitani, and Osamu Sumida all contested the 2017

rally and they have been regular supporters of the event for several years. The large group of mechanics, friends and family have been popular in the service area for their enthusiasm for the event.

Co-driver Hiroko Kitani summed up their feelings. "I am a Japanese competitor.

I cannot believe that the rally is cancelled. I'm lost for words."

Another co-driver facing a wasted trip is Nathan Marriott, who was travelling back to the UK to co-drive in the Ford Escort Mk2 of Lee Ashberry. Marriott has taken two weeks of annual holiday to travel back from his work in Oman for the rally.



Japanese Mini men: gutted



Cole will race a Cortina

## Ex-TV8 Tuscan master Cole faces a fresh challenge in a Lotus Cortina

Former TV8 Tuscan frontrunner Steve Cole has switched to historic racing with a Lotus Cortina and recently had his first proper run in the car at Oulton Park.

"I tried to race it at Donington

in April, but we had problems," said the Liverpool racer. "So we concentrated on getting it ready for the Gold Cup meeting, which was on home ground."

The car is prepared to FIA Appendix K regulations, and

took a class win first time out.

The car has an interesting history as it was formerly a rally car and was used by Manxman Ian Corkill to win the 1991 Isle of Man Historic Rally.

## Dumas joins St Mary's Trophy

Double Le Mans winner and four-time winner of the Pikes Peak hillclimb Romain Dumas will be another of the star drivers at Goodwood this weekend.

Dumas recently won Pikes Peak for the fourth time in five years at the wheel of the record-breaking electric Volkswagen I.D.R. He has also rallied

successfully in a Porsche 911 GT3 in the R-GT category.

"I will be there," said Dumas of his Goodwood plans. "I will be at the wheel of a Ford Galaxie in the St Mary's Trophy and an AC Cobra in the RAC TT Celebration. I will have some fun."

He will share both cars with Bill Shepherd.



**Paddy Hopkirk headed the star-studded line-up for the Deja vu Ulster Rally retro event on Saturday. In homage to his 1964 Monte Carlo Rally win, Hopkirk drove a Mini Cooper over some special stages including the famous Torr Head test.**

## IN BRIEF

**Nuthalls in combat**  
Father and son Ian and Will Nuthall will race against each other in the Richmond and Gordon Trophies race at Goodwood, both at the wheel of rear-engined Coopers from the late 1950s. The historic grand prix car preparers will race the Giorgio Marchi low-line T53 (Will) and the T51 of John Saunders (Ian). Both cars are fielded by their IN Racing squad.

#### Tooms' new Lotus

Prolific Lotus racer Paul Tooms has added a Europa to his stable having acquired the car most recently raced by Peter Shaw. Tooms previously shared the 70s Road Sports car with Shaw at Cadwell Park last year but has now taken it over and will race it alongside his ex-Tony Broom Historic Road Sports specification Turner Mk3.

#### Get well Whizzo

Barrie 'Whizzo' Williams was hospitalised recently after a fall and MN sends best wishes for his recovery. He will not be able to be at Goodwood this weekend, but Mini racer Andy Harrison will carry 'Whizzo's' helmet colours into the St Mary's Trophy race as he shares his car with Tony Jardine.

#### Hibberd's Jag run

As well as racing his familiar Lotus 22 in the Chichester Cup Formula Junior race at Goodwood, Andrew Hibberd will make his Jaguar E-type debut by sharing the car of Andrew Hayden in the Kinrara Trophy race on Friday evening. His father Michael will race a rare Buckler in the Fordwater Trophy.

#### Stars sign up

There is a truly international flavour to this weekend's St Mary's Trophy touring car race at Goodwood, including Swedish rally ace Stig Blomqvist who will share a Mini Cooper S with Nick Jarvis. Also due on the grid are Nicolas Minassian, Andre Lotterer, Jorg Muller, Jochen Mass and Max Werner.

#### Crossle restored

Mike Gardner Racing has just completed a total restoration of another Classic Formula Ford 1600 Crossle 30F. The latest immaculate car has gone to Xavier Michel in France and will make its debut at the Le Mans Bugatti circuit this weekend.

#### ERA gathering

Almost half of the production of ERAs will be on the grid for the Goodwood Trophy on Sunday. From the 20 cars built, nine of them will be at the event for the largest assembly of ERAs of several years.

#### VSCC hillclimb

This weekend's VSCC hillclimb at Loton Park will feature a double-header for the club's Speed Championship. Each day will form a complete event as rounds seven and eight of the nine-round season, which concludes with a sprint at Snetterton on September 22.



VSCC will be going uphill...

# RALLY NEWS

Photos: mcklein-imagedatabase.com



WRC2 could be altered for 2020

## RULEMAKERS TO RETHINK WRC NURSERY SLOPES

Series bosses consider revisions to WRC2 class

By David Evans

**The FIA is considering significant changes to the structure of the World Rally Championship in an effort to increase privateer participation at the sport's highest level.**

The introduction of a separate WRC2 manufacturers' award is under consideration for 2020, with the intention of leaving the current WRC2 title for private drivers. Since its inception in 2013, the WRC2 title has never been won by a genuine private driver – Robert Kubica had Citroen backing for his title; Nasser Al-Attiyah was in an M-Sport Ford Fiesta to win in 2014/15 while Skoda factory men Esapekka Lappi and Pontus Tidemand took the award in the last two years. In addition to that change, a new specification of R5 car is also under consideration for that manufacturers' award.

A source at the FIA's most recent World Rally Championship meetings in Germany and Paris told *Motorsport News*: "There is a small worry that the jump from R5 to a World Rally Car, it is too big. So we [are] talking about what FIA is called R5+ car. This is coming with more power, from maybe a bigger restrictor.

This car would be for the manufacturer WRC2 championship from 2020.

"Manufacturers have two drivers in their team and they have to be proper drivers – like for Skoda, Jan [Kopecky] and [Pontus] Tidemand or Kalle [Rovanpera]. It's not for the guys buying the seat, it's a step for the



Lappi graduated from WRC2 division

professional drivers. This helps for them to make the jump into the WRC (World Rally Car)."

The potential for a higher-specification R5 car has received a mixed reaction in the service park, with M-Sport managing director Malcolm Wilson unconvinced of the need for a stepping stone to the current top flight.

"When you look at what guys like Teemu [Suninen] can do, I don't really think we need it," Wilson told *MN*. "I'm not saying it's not a big step, but I think if a driver's capable then they'll manage it."

There was a degree of confusion from the meeting, with WRC Commission president Carlos Barbosa reportedly unable to provide clarity on whether or not a driver competing for a WRC2 manufacturer would have to forfeit their own chances of taking a drivers' title.

Event organisers are keen on any regulation innovation that brings more entries, but they're even more interested

in seeing a reduction in the cost of competition at WRC2 level.

A driver entering WRC2 – via one of the registered teams – will pay £3400 for a Wales Rally GB entry. A private driver of an R5 car can enter the event the same event and do the same stages for £2200.

Rally GB's Ben Taylor said: "We want to see as many R5 cars competing as possible on what is an aspirational event for drivers from around the world. But what we have at the moment is a two-tier entry system for R5 cars. We have those who can afford the higher entry fee [for WRC2] which gives them a priority seeding and maybe more chance of time in the spotlight and then we have the crews who are paying less as privateers.

"Those not paying [for WRC2] have to be seeded further back on the road and, to be honest, I don't feel we offer them the right kind of welcome."

This entry system has created issues for Taylor with Rally GB as the final round of the British Rally Championship.

"We've had to dictate to the crews that, if they want to score BRC points, they can't register for WRC2," said Taylor.

"Understandably, this has upset some of the drivers who wanted to come and compete on a level playing field against the likes of Pontus [Tidemand] or Gus [Greensmith]. Personally, I think this is a bit of a nonsense, the crews should be seeded on merit – surely that would provide a better incentive to bring more crews into the championship and to the rallies."

### VW on the defensive after testing accident

Volkswagen Motorsport says pictures of its broken Polo R5 test car demonstrate the strength rather than weakness of its first rally car since the all-conquering Polo R WRC.

Shots of the Polo R5, which was being driven by defending WRC2 champion Pontus Tidemand, with the rear axle ripped away circulated social media channels last week, prompting the Hanover squad to provide a solid defence of its test record and the car's performance and durability.

"We were testing the car in Fontjoncouse," said Volkswagen Motorsport technical director Francois-Xavier Demaison. "The roads in this place are used to test cars for Dakar; it's rougher than anything we would have seen on the Acropolis Rally. It's extreme, that's why we go there.

"Being honest, we go to this place to break the car. This picture came after running the car for four days and pushing the components a long way past the point where we would have expected

them to fail. This is what we were there [in Fontjoncouse] for.

"This car is for the customer, we have to make this test for them – it wouldn't be acceptable for them to take away their car from us and have problems because we didn't do enough durability testing before the car is released."

Asked about the key component which failed and allowed the axle to break free from the car, a Volkswagen Motorsport spokesperson said: "This happened more than one week ago, we made an investigation and we are satisfied and happy with the result [of that investigation]. I'm sure you understand we're not going to go into the precise details of the components in question."

Officials from the FIA are due in Hanover to inspect the Polo R5 for homologation this time next month, with the car expected to make its competitive debut at Rally of Spain on October 25.

▶ MIGHTY MOFFETT WINS IRISH FOREST RALLY TITLE AFTER APPEAL

▶▶▶ PAGE 19



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*'Jason Kew on top at Aldershot National Hot Rods, p29*



Photos: RallyX Nordic

# SOLBERG JR TO GET FIRST RALLY GB MILEAGE ON RECCE



Solberg Jr (above and right) is coming to the UK



Oliver Solberg will make his debut on World Rally Championship stages at next month's Wales Rally GB – but he'll only complete the recce.

The son of 2003 World Rally champion Petter Solberg celebrates his 17th birthday a week ahead of the Deeside-based event and, while he would like to be competing in Wales, he can't complete the necessary driving test to obtain a licence. His co-driver Veronica Engan will drive the road sections during reconnaissance for Rally GB.

The recce for Wales Rally GB runs on Tuesday October 2 and Wednesday October 3.

Solberg Jr told *Motorsport News*: "We tried everything to compete at the event, but it's just not possible to get the

licence. OK, of course it's disappointing and it feels like a long time away, but I will be back in Wales in one year and I will compete there then.

"The important thing for me is to be able to get the experience of these roads and to complete a World Rally Championship recce. This is a perfect opportunity to do that and it's something I'd like to do more of next year."

Solberg Jr has been at the forefront of both Estonian and Latvian Junior series in just his second season in the sport.

As well as rallying, he's also found time to challenge for the RallyX Nordic title, where he's been driving the 600bhp DS3 Supercar his father used to clinch the 2015 World RX title.

"I've been driving a Peugeot [208] R2 car in rallies this year," he said. "It's a good car for where I am now; it makes you understand how important it is to be so precise with everything and how really important it is to carry the speed with this car. And anyway, I don't mind driving the R2 when I have the chance to race the supercar in RallyX."

Solberg Jr starred on his World Rally Car debut, finishing second to Kalle Rovanpera at last year's Memorial Bettega – and beating current M-Sport Ford World Rally Team driver Teemu Suninen.

Petter Solberg said: "This is a rally I loved and still love. I feel at home in Wales and it'll be

fantastic to come back there to help Oliver with his recce."

Solberg will be the second son of a world rally winner to make their WRC debut in Wales, following Kalle Rovanpera's maiden outing at the sport's highest level last year.

Wales Rally GB director Ben Taylor said he welcomed the next generation of stars, saying: "We're delighted that Oliver is coming to GB, even if it's only for the recce this year. I can't think of a better place to kick start a career than in the Welsh forests. His dad wasn't too shabby over here either, and it will be great for the British fans to see Petter again – he was an absolute star as our Rally Legend back in 2015."

## Ogier and Lappi linked to Citroen

Citroen's dream team for next season could be headlined by Sebastien Ogier and Esapekka Lappi – although neither has signed any kind of agreement with the French firm.

Citroen's desire to return Ogier to Versailles is well known, but *MN*'s sources last week confirmed in-depth negotiations to land Lappi as well. The Finn has an offer from Toyota to keep him in a Yaris WRC in 2019, but he has yet to make his mind up.

Citroen insists it has signed no deals for next year and doesn't anticipate making any announcements in September. A spokesperson told *MN*: "Nothing has changed. Talks are still going on."

Toyota team principal Tommi Makinen was surprised when *MN* contacted him about

speculation of a Lappi-Citroen deal.

"I don't know what is happening," he said. "I would like to hear this from his manager... There's nothing to confirm yet. I am confident that everything will be sorted, you know that we want to keep them all next year and as I understood it correctly, Esapekka wants the same thing."

Lappi's manager Erik Veiby said they were in no rush to make a decision. "Esapekka is doing his job and performing as well as possible for Toyota, his employer at the moment," he said. "I can confirm we have received an offer from Toyota and we are in discussions with other teams about next year, but we have not signed anything."



Sainz will switch his off-road focus to an X-raid Mini machine

## Sainz swaps to Mini for another Dakar attack

Carlos Sainz will defend his 2018 Dakar victory at the wheel of an X-raid Mini, with former Peugeot team-mates Stephane Peterhansel and Cyril Despres also joining the German squad.

Sainz is expected to make his debut in a Mini at next month's Rally of Morocco. Sainz had tested both X-raid's Mini buggy as well as Toyota Gazoo Racing's Hilux – but the Spaniard shunned the Japanese machine and the chance to rejoin former Volkswagen team-mate Nasser Al-Attiyah.

Peugeot ended its Dakar programme following Sainz's victory in South

America at the start of the season.

Sven Quandt's X-raid outfit is looking to secure its first Dakar win since 2015 in January.

The future regulations of the Dakar look to have been decided. There had been discussions about limiting the power output of petrol-engined cars by reducing the size of air restrictor from 38mm to 36mm – in the end the FIA has settled on 37mm, a move which has kept Toyota in the sport. The Mini – both the four-wheel drive All4 Racing and rear-drive buggy – and any private Peugeot 2008 DKR or 3008 DKR Maxis will keep their 38mm restrictors on their twin turbo diesel engines.

## GROUP RALLYING EDITOR

# DAVID EVANS

**"All generations were present on the Woodpecker"**



**R**ecent – and not so recent – years in the World Rally Championship have taught me plenty about one person dominating a series. This season, with three drivers in with a shout of the title, I've found myself a little way out of my comfort zone. So, in search of all-conquering normality, I went to Shropshire's south on Saturday.

I went to the Woodpecker. I watched Matt Edwards win his fourth BTRDA round from five starts. I went home again, my life returned to equilibrium.

And I went home very happy at the state of one of my favourite rallies on the national calendar. The other reason I went to Ludlow was to see how the return to sensible seeding would work. It worked a treat: Edwards got a lie-in and Julian Birley got to open the road for much of the day in his bright orange Talbot Sunbeam.

Having watched the cars away from the Ludlow racecourse start, I couldn't wait for Radnor, so dived into the first run through Wigmore. Spectating in the WRC is a relatively straightforward affair these days – you follow the crowd. Armed with Pine Lodge Maps' brilliant cartography, courtesy of long-time competitor and clerk of the course Andy Kay, I plotted my own way into the woods. I wanted to arrive unannounced and see what treatment I got from the marshals in a non-spectator section.

I was so impressed. Walking into junction five on SS2, I was shown across the road to an agreed spot alongside two marshals. I spent the next two hours chatting with Ken and Bob and came away enormously reassured that the volunteer side of our sport is better managed and more controlled than ever. The only downside to spending so much time alongside my new-found marshalling mates was a temporary loss of hearing; Bob can blow a whistle.

The reverse seeding of the two-wheel drive and historic cars only served to build the excitement – as did the incredibly eclectic range of rally cars on offer: so many decades in one day. The 1960s were taken care of by a Volvo Amazon; the 1970s, an Opel Sweden-liveried Kadett; the 1980s, Trevor Godwin's ex-Tony Pond MG Maestro and the 1990s (and this was a particular favourite) Tom Coughtrie's Mitsubishi Galant VR-4.

And the BMW 3 Series (E30 or 36) has changed the shape of national rallying in the new millennium. I know I've been away from this end of the sport for a while, but where did all of those 325s come from? Who cares, they offered supreme entertainment – as did the hard-charging and impressive 18-year-old Tommi Meadows. Tommi's Ford Ka didn't have the horses to match Dave Brick's committed Vauxhall Nova, but the son of former BTRDA Gold Star champion Martin Meadows is certainly one to watch for the future.

I departed Ludlow full of confidence for the sport at a national level. The marshalling I saw was well-briefed, comprehensive and well-delivered and the competition was entertaining, lively and diverse.

My mood was only darkened later in the weekend with the loss of the Rally Isle of Man. The circumstances surrounding the demise of one of the world's finest asphalt rallies are discussed on these pages, but the result is the same and the loss of a second of six BRC rounds does nobody any favours.

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# RALLY NEWS

Photos: Martin Walsh, Ralliphotoswales, Jakob Ebrey



Trackrod Rally in BRC frame

## BRC hoping for Trackrod addition

The British Rally Championship could head to the Trackrod Rally in October, replacing the Rally Isle of Man which has been cancelled due to difficulties relating to road closures.

The Manx was in crisis in July when the Department of Infrastructure threatened to not approve the event's road closure permits on safety grounds. But after a crisis meeting at the end of July, the event appeared safe and opened entries.

The BRC was trying to canvas competitors as *MN* went to press on Monday, as it needs all registered competitors to agree to an additional round for it to happen. A decision on whether the Trackrod can become a part of the championship is likely to come by the end of this week.

The event is already a round of the BTRDA and the British Historic Rally Championship.

"The BRC has asked all registered competitors if they would accept a change to the published calendar and enter Rally Yorkshire as a replacement round to Rally Isle of Man," said series boss Iain Campbell. "Unless all the competitors agree, we are not able to accept the invitation of the Trackrod Rally. It would be a 45-mile event, with all single usage gravel stages.

"The question has been asked of all and the BRC are just waiting on the responses."

Competitors have been angered by the loss of Rally Isle of Man less than two weeks before the event. It was due to be the final round of the British Historic Championship (see news page 13) as BRC and FIA Celtic Rally Trophy.

The Trackrod is based in Filey in Yorkshire and features famous UK stages like Cropton, Gale Rigg, Dolby and Langdale.

Rally Isle of Man confirmed in a statement that it still wishes to run next year and has set a date.

# WEST CORK ADDED TO 2019 BRC CALENDAR

## British championship gets two rounds 'abroad' in 2019

By Jack Benyon

**The British Rally Championship will go abroad twice next year, making a first ever trip to the West Cork Rally in March, *Motorsport News* has learned.**

The event is run by Cork Motor Club, and is a round of the Irish Tarmac Rally Championship, based in Clonakilty, County Cork.

BRC championship manager Iain Campbell visited the West Cork event this year on a fact-finding mission, and has been working with ITRC organisers to find an event they could share. Next year's event will join the calendar on March 16/17.

The two championships only compete together on the Ulster Rally as the Circuit of Ireland hasn't run since 2016 due to funding issues.

*Motorsport News* revealed in last week's edition that the BRC had been approached by as many as five events in southern Ireland with the intention of joining the championship, and that a recent FIA rule change means that UK championships can go outside of the region twice, instead of once. The BRC will return to Ypres, in Belgium, for a third year.

"We have been working continuously with the Irish Tarmac Championship for a while now and we also listen to the competitors from Ireland, who support the BRC strongly," said BRC championship manager Iain Campbell. "The timing of the West Cork works well for both championships at the start of the season. It is also an event that is well thought of and offers some absolutely classic stages.

"It is well known that there are lots of really good events in Ireland. I visited West Cork this year to see the rally and the area.

"Any calendar is always going to be a compromise that some folk will like,



West Cork marks second 'abroad' event

some won't. But St Patrick's weekend in southern Ireland on classic roads is a weekend that all will enjoy."

The West Cork event is already on to the planning phase of next year's rally, as a part of both championships.

"We were delighted to have been approached by the BRC, it is a great reflection of our event," said West Cork

Rally clerk of the course Greg McCarthy. The event has progressed greatly since becoming a full round of the ITRC.

"I think it will be great for the two championships to have another event as joint rounds.

"We have always tried to change things around year on year, so there will be differences, but nothing out of the

ordinary. We will push on with plans."

Campbell added that the move is with increasing entries in mind: "The Irish Tarmac Championship and ourselves have been trying to get more events where we both take part. This us the chance to increase this competition. If we both end up getting more competitors from the move, that works for all."



McErlean: fighting for win

## McErlean calls time on Prestone Motorsport News Junior British Championship, despite impressive Ulster run

Two non-finishes from three Prestone Motorsport News Junior British Rally Championship rounds has forced Josh McErlean to prematurely end his involvement in this year's competition and begin planning for the 2019 season.

McErlean's title challenge began with retirement on April's Pirelli International Rally when the engine in his MH Motorsport Ford Fiesta

R2 developed suspected turbo problems.

He bounced back on Rally Ypres, coming second in class and pocketing 18 points, only to endure fresh heartbreak on home soil when a podium result was within reach.

After an indifferent start on the Ulster International Rally, McErlean fought back and closed to within half-a-second of eventual winner, Steve Rokland, with two stages remaining.

However, a puncture on the penultimate stage cost McErlean 17 seconds to the Norwegian before he left the road on the last test in his desperation to secure a positive result on his Joker-nominated event.

"Our JBRC campaign is now all but over," McErlean told *MN*. "To come so close to winning your first JBRC round against one of the best there is and then lose it is very difficult to accept," he added.

With so little to gain from taking part on this month's Rally Isle of Man and October's Wales Rally GB, McErlean has decided to turn his attention to next year instead.

The teenager would not be drawn on his plans but said: "We are trying to sort out some deals and have things in place by the end of the year – and if they come off it will be pretty exciting."

▶ **MATT EDWARDS WINS BTRDA GOLD STAR TITLE ON THE WOODPECKER** ▶▶▶ **PAGE 16**

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*'Edwards continues his unstoppable run'*  
Woodpecker Rally report, p20



Photos: Roy Dempster, Jakob Ebrey, Lindsay Photo Sport, Eddie Kelly Photography



Subaru has been rebuilt



Kesh driver got prize 206 outings in 2003

# JENNINGS IN FRENCH RETURN

Irish Tarmac Rally champion Garry Jennings will make his return to European competition for the first time since 2002 when he takes part in this weekend's Rallye du Bethunois in France with Rory Kennedy.

Jennings' most recent cross-channel appearance took him to Rallye de Touquet as part of the Peugeot 206 Super Cup competition.

He went on to win the one-make series that year and secured a paid-for drive in a Super 1600 206 in the British Rally Championship for the 2003 season.

Based out of Bethune city in the north of France, Rallye du Bethunois will take place over two days. Crews will tackle 12 Tarmac stages covering a competitive distance just shy of 136km.

If the trip goes well, 2013 ITRC champion Jennings says his Subaru Impreza S12B WRC will remain in France so that planning for similar events is easier. One of those is Rally Legend in San Remo in mid-October. There he will share the roads with Citroen driver, Craig Breen, and former-M-Sport Ford pilot, Mikko Hirvonen.

"Rallye du Bethunois organisers have been on to me to go over and do the rally for the past couple of years now, so back in January we earmarked this as one of the events we would definitely be doing," he told MN.

"They have been so accommodating and helpful; nothing has ever been too much trouble for them.

"It has been a long time since I rallied in France, it was during my days with the Peugeot Cup, and the one thing that stands out for me are the crowds – they

were huge. Even on the recce there were hundreds of people. The passion for the sport over there is simply huge.

"The organisers and the fans have made it clear that they want me to go there and take part in the rally."

The car has been rebuilt after a Donegal crash in June.

Heading over to the event from the UK will be Ford Fiesta RS WRC drivers Peter Taylor and Graham Coffey, Fiesta R5 driver Steve Hendy and John Cope, driving an ex-Andrew Nesbitt Cuisine de France liveried Impreza S5 WRC.

## REVELLING IN HISTORIC RALLYING

# PAUL LAWRENCE

**"Cancellation of Isle of Man has caused anger"**



**T**he last-minute cancellation of Rally Isle of Man has caused widespread, shock, sadness, dismay and downright anger among the historic rallying fraternity.

As a friend of mine commented on Sunday, when the news broke: "I've been done up like a Manx kipper." He was going over to spectate, as usual, and is now at least £500 out of pocket on flights, hotel and car hire. My situation is much the same: 'No refunds or credit given', it says on my ferry booking, which was £288.50 paid in full on December 9.

However, my loss is much less than that of the crews who have entered the rally. Entry fees will be refunded in full, apparently, but that is only part of the situation. Ferries, flights and hotels are likely to be wasted money and there is much to add to that. Service crews, time off work and the shuffling of business commitments will all be impacted and it's a fair bet that many crews will be out of pocket by several thousand pounds.

Then, spare a thought for the three Japanese Mini crews who have supported the event in recent times. They shipped their cars weeks ago and booked long-haul flights. I hate to think how much they will end up losing.

So what has gone wrong? It seems that the road closure order problem with the island's Department of Infrastructure, which reared its ugly head some weeks ago, was not as nailed down as the organisers hoped or even led the sport to believe. Some reference was also made to a lack of paid entries: the list on the event website shows 110 entries, which is 30 down on the last two years but comparable to 2015. Once the anger and frustration has died down a little, it would be good to know the true facts behind the situation that has probably cost the rallying fraternity up to half a million pounds.

I'm not thrilled at my own financial loss, but I'm far more disappointed that I won't be going to one of my favourite rallies. Everything has been booked for months and final planning was well under way. Maps and stage times have, as ever, been studied with relish and all was set for the ferry out of Liverpool next Wednesday. Family life and work schedules have been shuffled around this important date, and it has all been wasted.

So what next for the Rally Isle of Man? The organisers have boldly confirmed the date for a bounce back in 2019, but who is going to enter and which championships are going to risk putting the event in their schedule? Selling a return in 2019 is going to be desperately difficult, even to me, and I've always been a massive advocate for rallying on the Isle of Man. It all just makes me incredibly sad.



The Sloans' new Peugeot

## Sloans' new Peugeot 208 R2 is a phoenix from the flames

Scott and David Sloan have entered the Galloway Hills Rally, after making their debut in a Peugeot 208 R2 on the Grampian Rally last month.

They were almost forced out of the sport two years ago when their Vauxhall Corsa broke down and caught fire on the DMACK Stages. Nothing was salvageable from the blackened wreckage.

A crowdfunding campaign generated some budget and former rally driver Malcolm

Proudlock presented them with a new Vauxhall Corsa bodysell. They debuted the 'new' Corsa on the Snowman Rally earlier this year but have suffered a series of misfortunes since then.

With help from Donald Carslaw of Complete Cleaning Services, the brothers managed to buy the Peugeot 208 R2 in which Gareth White won the 2017 Scottish Tarmac Championship.

They finished 47th overall and third in class on the Grampian, minus the front bumper.

"That was brilliant," said Scott after the rally. "I'm just buzzing, the car's amazing. I just need to get used to it now. I struggled at times with the sequential shift and once I pulled the gearshift instead of the handbrake and got second gear at a hairpin which was embarrassing."

Regulars in the BTRDA Championship, the Sloans are now considering what to do next. "I'd like to do the Galloway Hills before making up our minds for next year," said Scott.

## Fossey to Jersey after Asphalt win

Freshly-crowned MSA Asphalt R2 champion Ed Fossey will take his title-winning car back home for the Jersey Rally next month.

Peugeot 208 R2 driver Fossey wrapped up the class title with a round to spare on the Mewla Rally two weekends ago.

"I can't wait to come home to compete in Jersey [October 12/13]," said Fossey. "Having driven across the UK, Ireland and Belgium, my highlight of the year is always going to be the Jersey Rally – to compete on your home roads can never be beaten and we will be pushing for a strong result as I think the Peugeot will be a perfect package for the tight and twisty narrow lanes."

Wayne Sisson leads the Asphalt standings overall, but Jason Pritchard's Mewla win and Dan Harper's second have kept them in with a chance of the title.

## Faulkner and Foy return for Scottish Championship finale

Scottish Rally Championship frontrunners Mike Faulkner and co-driver Peter Foy will return to the series for the Galloway Hills Rally this weekend.

A combination of budget concerns and a host of injuries suffered by Foy during a recent crash on the AGBO Stages at Weston Park in April have limited their season.

Co-driving for John Faulkner in a Ford Escort, Foy suffered a broken ankle and femur but looks set to return in the Castle Douglas event.

"It will be great to tackle Glentroot and Raiders Road, these are some of the best stages in the country, super-fast and technical, not for the faint hearted," said Mitsubishi Lancer E9 driver Faulkner.

"Organisers continue to develop a great event and we are pleased to support our local rally with our entry."

"Peter is recovering from his accident and we wanted to show our support to the SRC for the final round of the year."

Andrew Gallacher and Donnie Macdonald are set to battle for the SRC title on the closing round of the season.

The top five technically can win, but on dropped scores, Gallacher's 109 points leads Macdonald by five, with 30 on offer for the win.

Bruce McCombie scores 99, John Wink is on 97 and Mark McCulloch has 94.



Faulkner and Foy were fourth in 2017 Scottish series

### SEEDING ENTRY LIST Galloway Hills Rally, September 8, Castle Douglas

| NO | DRIVER/CO-DRIVER               | CAR                   |
|----|--------------------------------|-----------------------|
| 1  | Jock Armstrong/Cameron Fair    | Subaru Impreza        |
| 2  | David Bogie/John Rowan         | Skoda Fabia R5        |
| 3  | Garry Pearson/Dale Bowen       | Ford Fiesta R5        |
| 4  | Jonny Greer/Liam Regan         | Ford Fiesta R5        |
| 5  | Desi Henry/Liam Moynihan       | Mitsubishi Lancer E10 |
| 6  | Andrew Gallacher/Jane Nicol    | Ford Focus WRC        |
| 7  | Donnie Macdonald/Jamie Edwards | Ford Fiesta R5+       |
| 8  | Freddie Milne/Patrick Walsh    | Subaru Impreza WRC    |
| 9  | Bruce McCombie/Michael Coutts  | Mitsubishi Lancer E9  |
| 10 | Mike Faulkner/Peter Foy        | Mitsubishi Lancer E9  |

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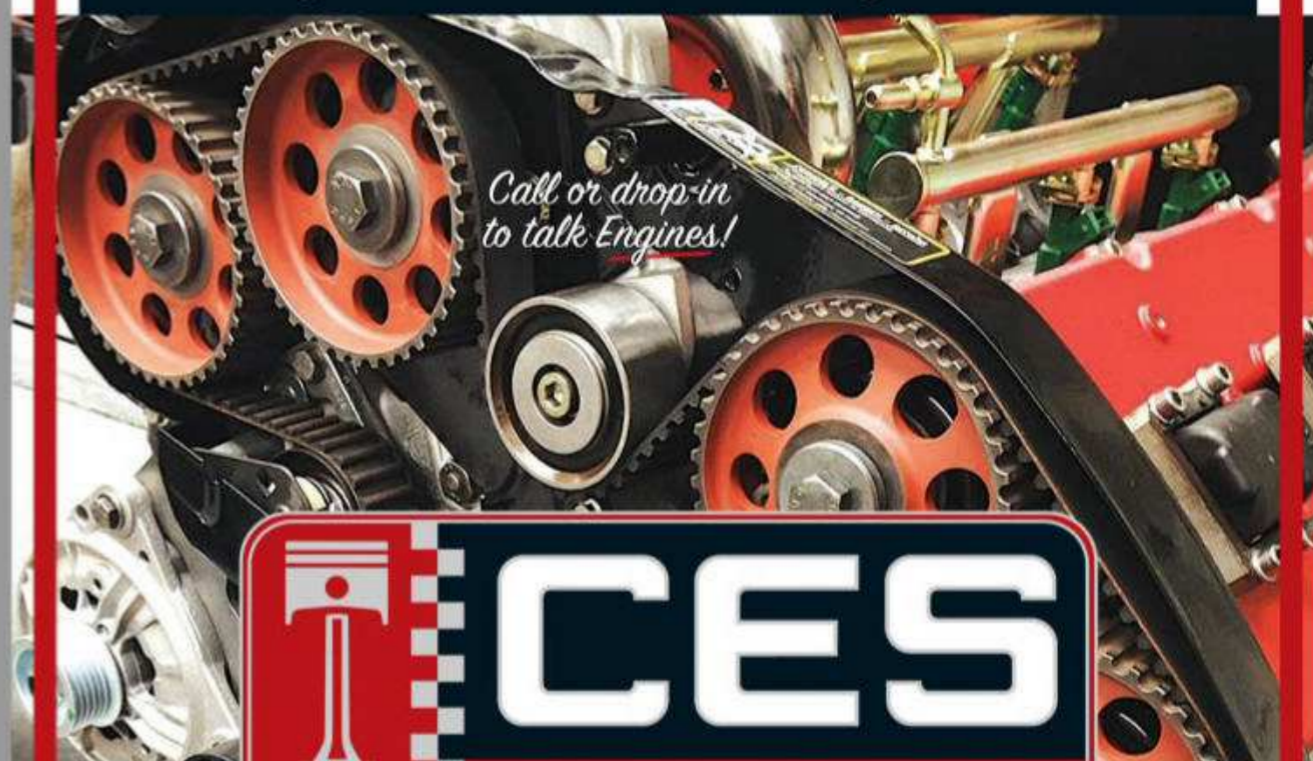
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# RALLY REPORTS

Photos: Roy Dempster, Martin Walsh



Moffett and Thornton won all the stages

## MOFFETT'S TITLE WITH VICTORY

Lakeland Stages winner Josh Moffett survives engine drama and exclusion to seal forest title

### Lakeland Stages Rally

By Jason Craig

**Organiser:** Enniskillen MC **When:** September 1 **Where:** Enniskillen, County Fermanagh **Championships:** Irish Forest Rally Championship; Northern Ireland Rally Championship **Stages:** 6 **Starters:** 97

**Josh Moffett overcame late engine drama – and a lengthy post-event protest – to win the Lakeland Stages and be crowned 2018 Irish Forest Rally champion with one round of the series still remaining.**

Moffett recorded quickest times on each of the six stages to provisionally triumph by 41 seconds. But what appeared to be a routine result for the young driver was put in doubt when his Ford Fiesta refused to fire up on the final road section to the finish ramp, which incurred a 40-second penalty.

Despite being late he made it to the time control after spectators pushed

his car the last few yards. The result was challenged on the basis Moffett had received outside assistance, and after a stewards meeting, the decision was taken to exclude him from the event. His co-driver, Stephen Thornton, successfully overturned the ruling, and after a five-hour wait, the original results were declared final.

Both Barry McKenna and Andrew Purcell failed to register a score through retirement, handing the Forest title to Moffett. It also keeps alive Moffett's hopes of emulating what his older brother – Sam – managed last season by lifting all three Irish rally championship crowns in the same campaign, also including the Irish National and Irish Tarmac series.

“With Barry and Andrew dropping out early on it made our job a bit easier,” explained Moffett. “It’s always good to have a race with those two guys,

but finishing on top is what mattered most today.”

On his first gravel outing in almost 12 months, Desi Henry was pleased with how his Skoda Fabia R5 handled the loose of the County Fermanagh woods.

A faulty sensor on the Czech car for the first run over ‘Lough Navar’, ‘Big Dog’ and ‘Ballintempo’ left it down on power by 50bhp. Fixed at service, he climbed from fifth to third on stages four and five, and went 10s quicker than Vivian Hamill on stage six to snatch the runner-up spot. “It was a day for learning,” said Hamill, on only his second time in a four-wheel-drive Ford Fiesta R5.

Cathan McCourt was another R5 debutant on the Lakeland Stages Rally. He held on to fourth place despite dropping 10s on the first pass over ‘Ballintempo’ when he ran wide. His case wasn’t helped

by Adrian Hetherington’s switch to a more suitable tyre compound for the afternoon loop. That allowed him to close right up on McCourt, with the pair separated by a mere second at the end.

Northern Ireland Championship leader Derek McGarrity came home in sixth.

He haemorrhaged time for much of the day as he struggled to thread his ex-Toni Gardemeister Ford Focus WRC through the chicanes. Title rival Alan Carmichael also struggled, with his hopes of closing the deficit to McGarrity scuppered by handbrake problems and then differential woes on his Mini John Cooper Works WRC. That led to errant handling on the fast-flowing stages and dented his ability to commit to his notes.

The two-wheel-drive battle was eventually settled in favour of David Crossen, though a broken shock

absorber on the penultimate test after a heavy impact almost handed it to fellow Ford Escort Mk2 man, Frank Kelly. In the Showroom Category, retirement on the closing stage with driveshaft failure meant Niall McGonigle lost out to the Mitsubishi Lancer of Liam Regan and Gary McElhinney.

### Results

1 Josh Moffett/Stephen Thornton (Ford Fiesta R5) 32m17s; 2 Desi Henry/Liam Moynihan (Skoda Fabia R5) +1s; 3 Vivian Hamill/Andrew Grennan (Fiesta R5); 4 Cathan McCourt/Barry McNulty (Fiesta R5); 5 Adrian Hetherington/Gary Nolan (Toyota Corolla WRC); 6 Derek McGarrity/Paddy Robinson (Ford Focus WRC); 7 Alan Smyth/Mac Kierans (Mitsubishi Lancer E10); 8 Alan Carmichael/Ivor Lamont (Mini John Cooper Works WRC); 9 Stephen McCann/Kaine Treanor (Fiesta R5); 10 Niall Henry/Damien Duffin (Citroen DS 3 R5)

**Class winners:** Gareth Deazley/Raymond Deazley (Honda Civic); Liam Regan/Gary McElhinney (Lancer E9); Dean Humphrey/Nigel Brennan (Vauxhall Corsa); Jordan Hone/Paul Hone (Opel Adam R2); Andrew Bustard/Stephen Griffith (Ford Escort Mk2); David Crossen/Aileen Kelly (Escort Mk2); Frank Kelly/Sean Ferris (Ford Escort Mk2); Moffett/Thornton; Henry/Moynihan; Drexel Gillespie/Graham Henderson (Escort Mk2)

## MIXED FORTUNES FOR THE MOFFETTS AS SAM GRABS WIN

### Sligo Stages Rally

By Martin Walsh

**Organiser:** Connacht MC **When:** September 2 **Where:** Sligo, County Sligo **Championships:** Irish National Rally Championship; Border Rally Championship; West Coast Championship **Stages:** 9 **Starters:** 92

The rearranged Sligo Stages Rally, round five of the Irish National Rally Championship, had drama aplenty. Coincidentally, while a heatwave caused two cancellations in July, this event was held in pretty wet and slippery conditions.

Yet, it was still a surprise that top seeds Monaghan’s Sam Moffett and his co-driver Noel O’Sullivan took their Ford Fiesta R5 to victory.

The more powerful Fiesta WRCs of Josh Moffett and Declan Boyle had dominated earlier on only for both to crash out allowing Sam Moffett claim back-to-back Sligo wins. He finished 45.8 seconds ahead of Joe McGonigle/Ciaran Geaney (Mini John Cooper Works WRC), who are the new leaders of the Irish National series. Johnny Jordan/Gary McNern (Toyota Starlet) were third albeit two minutes and 15.4 seconds further adrift.

Tyrone’s Aidan Wray/Kieran McGrath (Mitsubishi) won the Motorsport Group N award.

Josh Moffett had won the Irish Forest Rally Championship the day before (see report above), and needed

to adapt to the sealed surface of Sligo quickly. He did just that and topped SS1 and SS3, while an issue with a resident forced the cancellation of the second stage. He took a 10.5 second advantage into the Collooney service park. Boyle was a little edgy – he reckoned he was far too aggressive, he also had a slight altercation with a chicane. Sam Moffett and McGonigle were next, the latter admitted he had a few moments, he also stalled on the start line of SS3.

Behind, Jordan impressed as he opined that the nature of the terrain really suited the nimble Toyota Starlet. Fellow two-wheel drive exponents Stuart Darcy (Darran T90) failed to get a rhythm on SS3 while Chris Armstrong (Ford Escort Mk2) got off to a slow start.

Josh Moffett kept his title hopes very much alive as stretched his lead over Boyle to 27.5 seconds. But on SS6 he slid on some shiny Tar on a right-hander, damaged a front wheel and went no further. His demise gave Boyle a glorious opportunity to close on the National title as he led the rally by 43.4 seconds.

Unbelievably, he spurned the opportunity as he too slid off. Although he did make it to the stage end, his Fiesta was unable to go any further.

Subsequently, Sam Moffett cantered to victory as McGonigle took the maximum points including the extra

point for the powerstage. Although McGonigle leads the National series, Boyle can take the title by gleaning 25 points from the final two events in Clare and Donegal – even if Josh Moffett were to claim maximum scores on both. Jordan completed the top three.

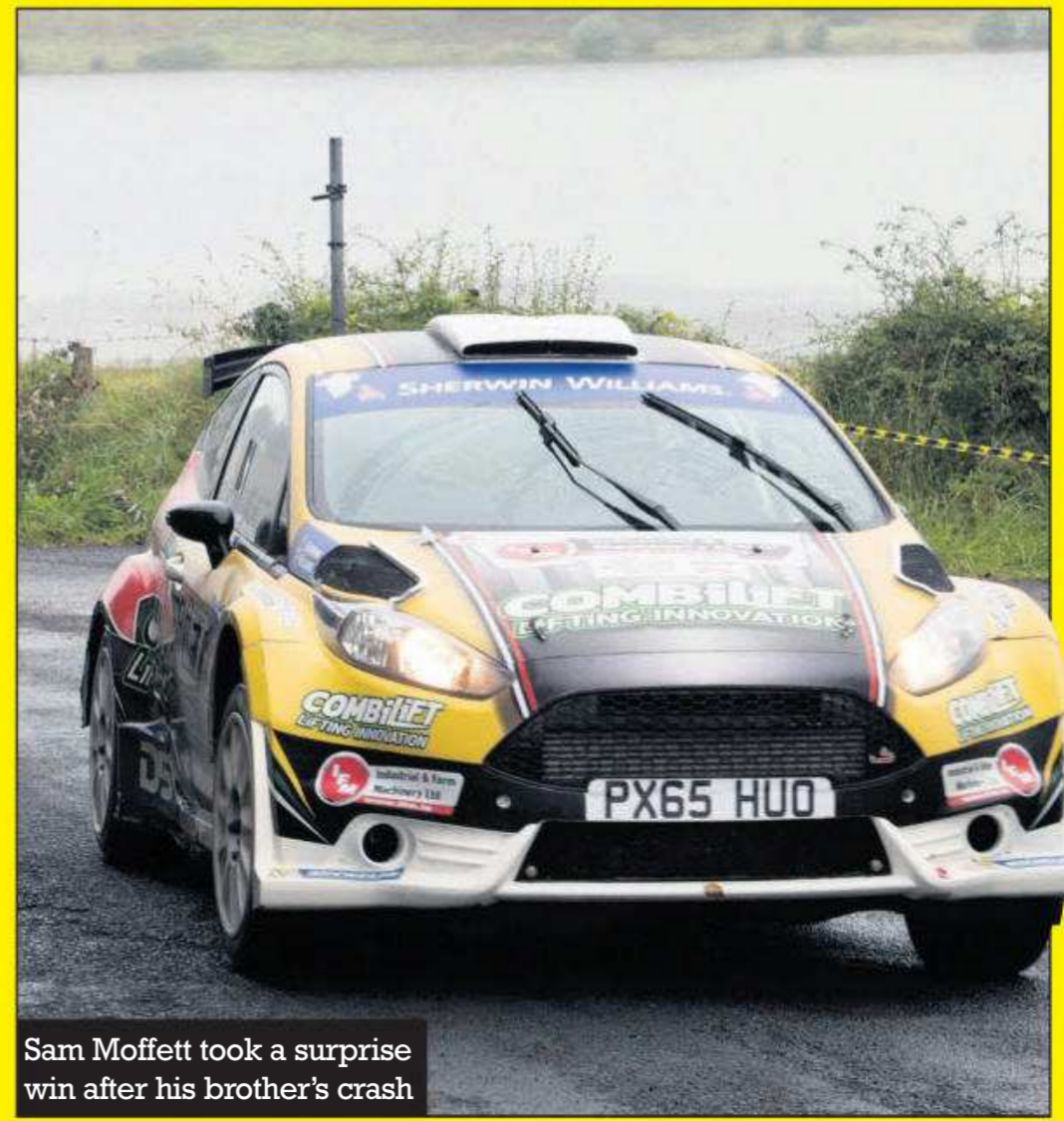
Wray was untroubled en-route to his Group N victory in fourth while Armstrong overcame a mid-loop off to finish fifth.

Brian Armstrong (Escort) did enough to win the Border Rally Championship to add to his title success in 2006 – his father won the regional series in 1999.

Meanwhile, Armagh’s Jason Black (Toyota Starlet) claimed the Triton Showers Junior National Rally Championship title.

### Results

1 Sam Moffett/Noel O’Sullivan (Ford Fiesta R5) 58m20.8s; 2 Joe McGonigle/Ciaran Geaney (Mini John Cooper Works WRC) +45.8s; 3 Johnny Jordan/Gary McNern (Toyota Starlet); 4 Aidan Wray/Kieran McGrath (Mitsubishi Lancer E10); 5 Chris Armstrong/Chris Melly (Ford Escort Mk2); 6 Trevor Bustard/John McCafferty (Lancer E9); 7 JF Shovelin/Ryan Moore (Escort Mk2); 8 John McQuaid/Tomas Treanor (Escort); 9 Gary Cairns/Martin Brady (Lancer E9); 10 Sean Gallagher/Claire Gallagher (Lancer E9). **Class winners:** Keith Ewing/Sean Quigley (Honda Civic); Ronan Denning/Karl Egan (Peugeot 208); Micheal Rodgers/Aidan Connolly (Civic); Wray/Grath; Brendan Friel/Jason McCahill (Nissan Micra); Paul McLoughlin/Brian McLoughlin (Talbot Sunbeam); Michael Hamilton/Dylan Donoghue (Civic); Chris McLoughlin/Loretta Kelly (Toyota Starlet); Brian Armstrong/Aodhan Gallagher (Escort); Ciaran Phelan/Aine Phelan (Honda Civic); Paul Clarke/Martin Byrne (Escort); Armstrong/Melly; James McGreal/Chris Mitchell (Lancer); Anthony Cairns/Mark Preston (Subaru Impreza); Jason Black/Jack McKenna (Toyota Starlet).



Sam Moffett took a surprise win after his brother's crash

# BTRDA WOODPECKER RALLY

Edwards unstoppable despite puncture drama in Ludlow. By **Ian Harden**



Edwards completed his title ambitions

## EMOTIONAL EDWARDS WIN AS HE SEALS BTRDA GOLD TITLE



Francis took second after a tricky outing



NR4 win: Pat Naylor and Ian Lawrence

### Hughes robbed of win after last stage, Giddings benefits

James Giddings and Sean Cunniff continued their consistent season-long form to take a dramatic final-stage win in the Fiesta ST Trophy by one second from Ewan Tindall/Paul Hudson.

The two crews scrapped for second spot all day, with Giddings overturning a five-second deficit on the final stage. But both had to give best for most of the rally to the hard-charging Zak Hughes/Tom Wood who opened a 56s lead by the end of SS6.

However, with victory in the bag it all went wrong for Hughes; leaving the final stage his car cut out and immobilised itself. By the time it was running again he had gone OTL.

Hughes's misfortune gave series stalwarts Matthew and Tim Tordoff third, the last finishers on the day. Calvin Green and co-driver Osian Owen retired after SS4 when their gear linkage broke.

Giddings leads the standings with an all-to-play for finale at the Trackrod Rally Yorkshire.

**T**he expression 'rich vein of form' could well have been invented specifically for Ford Fiesta R5 driver Matt Edwards and co-driver Darren Garrod.

Switching to gravel at the Woodpecker Rally after taking maximum British Rally Championship points on asphalt at the recent Ulster Rally, they set a storming pace to lead from the opening stage. Then, riding their luck when punctures threatened to cost time, they went on to beat Luke Francis/John H Roberts by 30 seconds and become 2018 BTRDA Gold Star champions.

Almost every year the Ludlow-based Woodpecker Rally brings the climax to another keenly-fought BTRDA Championship with several crews in the mix for the title. However, this season felt slightly different: it seemed almost inevitable that Edwards was champion-elect due to his recent run of strong results.

Seeded at number one, he put pedal to metal with purpose on the opening stage in High Vinnals, taking a 14-second lead over Francis, with Stephen Petch/

Michael Wilkinson locking out an all-Ford Fiesta top three, 20s in arrears. Dylan Davies/Llion Williams (Subaru Impreza) shared fourth spot with Pat Naylor/Ian Lawrence (Mitsubishi Lancer E9), who also led the Production Cup. Sixth place was contested as Martyn and Dawn England (Fiesta) tied exactly on times with Ian Joel/Graeme Wood. Unfortunately Joel's venerable Ford Escort Cosworth got no further than the following road section as it succumbed to damage after hitting a large rock in-stage. Fourth seeds Hugh Hunter/Rob Fagg were also out; engine failure on their Fiesta WRC a short way into the stage put them on the trailer home.

On a short three-mile blast through Wigmore South, Edwards extend his lead over Francis by two seconds.

This was followed by a marathon 27-mile road section to the longest stage of the day, Radnor, where the sun finally broke through the clouds. Edwards was running on medium compound tyres and they proved the right choice as he again went fastest, extending his lead to 30s.

Petch, running an experimental new braking set-up, found difficulty learning

precisely where to press the stop pedal. But he remained third behind Francis and ahead of Davies, who announced at first service that smoke coming from beneath his Subaru's bonnet was due to a slipping clutch.

Naylor held onto fifth, the Group N Mitsubishi losing out slightly in terms of outright power as both the temperature and the pace lifted. By contrast, England was looking to challenge the leaders as he was happy with his early-day pace.

In the first of two service halts at Ludlow Racecourse Edwards appeared quietly confident. "We're just trying our hardest to stay on the correct line. I've no idea what I need to do but I know if we win here it (the championship) is done and dusted."

Petch seemed happier as he adapted to his new set-up. "We can brake later than before; it's working out exactly where that's been a bit of a problem."

Naylor looked determined but said little as he contemplated locking horns with already-crowned Production Cup champions Russ Thompson/Andy Murphy. After a relatively slow start – eighth after SS1 – Thompson had got his Lancer E9 back into contention and had closed the gap to six seconds. By

contrast, perennial hard triers Scott Faulkner/Gareth Parry looked happy. The Mitsubishi E9 pairing lay third in Group N and 10th overall. But, just when it seemed all was going well a minor panic ensued when their car refused to start as they entered service. Sportingly, Subaru Impreza pairing Paul Walker/Geraint Thomas pushed them past the control board and then towed them to their mechanics.

The second loop consisted of one stage Haye Park. This reverse running of High Vinnals put any thoughts that Edwards might be able to cruise to victory on hold as he rode his luck for the first time. A sudden left-front puncture two miles from the end of the eight-mile test cost him minimal time but certainly put him on his guard. "We had no warning – one minute everything was fine and the next corner, the tyre was down," he said at second service. The crew changed the tyre at the end of the stage but when they returned to Ludlow both driver and co-driver looked on edge.

Francis's consistent morning-long pace paid dividends as he set his first fastest time of the day. He remained in second ahead of Petch while England became the man on the move. Having

# SILVER STAR

## Lepley takes incredible title reserved for Escorts

George Lepley and co-driver Tom Woodburn (Ford Fiesta R2) produced a mature drive in the face of massive sustained pressure from Max Utting/Mike Ainsworth (Ford Fiesta ST) and Andy Davison/Tom Murphy (Talbot Sunbeam VXR) to take their second maximum points haul of 2018 and secure the BTRDA Silver Star crown.

On this year's Woodpecker, two-wheel-drive crews ran ahead of their four-wheel-drive counterparts, making for much smoother on-stage conditions. Consequently, Lepley used his 1600cc machine's nimble handling to take a narrow early lead from Dave and Toby Brick (Vauxhall Nova) with Davison, Utting, and the Escort Mk2s of Rob Dennis/Andrew Boswell and Nick Dobson/Steve Pugh separated

narrowly. The situation continued through the opening three tests but despite a moment at a fast left-hander in SS3 Lepley stayed calm and let others make mistakes. Dobson, in particular, survived climbing a bank in Radnor but got back on with only a minor time loss. Allan McDowall/Gavin Heseltine (Escort Mk2) were another potential threat, but their rally ended at first service with a broken driveshaft.

Utting became the main challenger on SS3, continuing through SS4. Pushing his car to the limit he clung limpet-like to Lepley's tail, going nine seconds faster than his rival in Radnor and just six seconds adrift through Haye Park. Davison, now third, returned to second service and said that he had a throttle problem. "It won't pull full power; it's

like the throttle is not opening fully." But at least he was still running; Dennis's rally ended abruptly after a high-speed collision with a bank on SS4. Lepley held his nerve superbly on the last stage, having took maximum scores on every event in the R2 Rally Cup this year in a brilliant season. Despite giving away outright speed on tracks getting ever faster, he drove tidily to stay ahead of all his challengers. Behind, runner-up Davison hit a bank and damaged his co-driver's doorsill, while Utting broke a track control arm on the rally's final corner and limped home with the component ratchet-strapped together. Behind Dobson in fourth, Bob Vardy/Keaton Williams drove well but their Fiesta R2 was slowed by an iffy brake pedal and wrong tyres.

### CLASSWINNERS



Guy Butler took RF2.0 win and will do the Trackrod

- Gold Star:** Matt Edwards/Darren Garrod (Ford Fiesta R5)
- Silver Star:** George Lepley/Tom Woodburn (Ford Fiesta R2)
- Production Cup:** Pat Naylor/Ian Lawrence (Mitsubishi Lancer E9)
- Historic Cup:** Ernie Graham/Robin Kellard (Escort Mk2)
- Rally First overall:** Sam Johnson/Liam Johnson (SEAT Arosa)
- Fiesta ST Trophy:** James Giddings/Sion Cunliffe (Fiesta ST)
- Rallye R2 Cup:** George Lepley/Tom Woodburn (Ford Fiesta R2)
- 1400 overall:** Dave Brick/Toby Brick (Vauxhall Nova)
- Junior driver:** George Lepley (Fiesta R2)
- Junior co-driver:** Liam Johnson (SEAT Arosa)
- Senior driver:** Barry Jordan (Hillman Avenger)
- Senior co-driver:** Steve Pugh (Ford Escort Mk2)
- B14:** Matt Edwards/Darren Garrod (Ford Fiesta R5)
- B13:** Dylan Davies/Llion Williams (Subaru Impreza)
- B12:** driver: Colin Griffiths (BMW Compact)
- B12:** co-driver: Mike Wilding (Vauxhall Astra RWD)
- B11:** Andy Davison/Tom Murphy (Talbot Sunbeam VXR)
- B10:** George Lepley/Tom Woodburn
- NR4:** Pat Naylor/Ian Lawrence
- N3:** James Giddings/Sion Cunliffe
- H4 driver:** Tom Coughtrie (Mitsubishi Gallant VR4)
- H3:** Ernie Graham/Robin Kellard
- H2/1:** Barry Jordan/Paul Wakely (Hillman Avenger)
- 1400S:** Dave Brick/Toby Brick
- RF2.0 driver:** Guy Butler (Toyota Corolla)
- RF1.4:** Sam Johnson/Liam Johnson

### STAGE WINNERS

- SS1 High Vinnalls (6 miles)** Matt Edwards/Darren Garrod (Ford Fiesta R5) 5m34s
- SS2 Wigmore South (3.27 miles)** Edwards/Garrod 3m14s
- SS3 Radnor (10.81 miles)** Edwards/Garrod 9m29s
- SS4 Haye Park (8.7 miles)** Luke Francis/John H Roberts (Fiesta RS WRC) 8m32s
- SS5 Wigmore North (3.26 miles)** Edwards/Garrod 3m13s
- SS6 Stanlo Trump (7.2 miles)** Edwards/Garrod 6m23s
- SS7 Cwm-y-Gerwyn (5.48 miles)** Francis/Roberts 5m05s



Bricks: top 1400

### RESULTS

#### BTRDA Rally Series, round 7/8, Woodpecker Rally, Ludlow

| POS | DRIVER/CO-DRIVER                | CAR                  | TIME   |
|-----|---------------------------------|----------------------|--------|
| 1   | Matt Edwards/Darren Garrod      | Ford Fiesta          | 42m02s |
| 2   | Luke Francis/John H Roberts     | Ford Fiesta RS WRC   | +30s   |
| 3   | Stephen Petch/Michael Wilkinson | Ford Fiesta WRC      | +1m05s |
| 4   | Martyn England/Dawn England     | Ford Fiesta R5+      | +1m56s |
| 5   | Dylan Davies/Llion Williams     | Subaru Impreza       | +2m17s |
| 6   | Pat Naylor/Ian Lawrence         | Mitsubishi Lancer E9 | +2m18s |
| 7   | Matthew Hirst/Declan Dear       | Mitsubishi Lancer E9 | +3m15s |
| 8   | Scott Faulkner/Gareth Parry     | Mitsubishi Lancer E9 | +3m18s |
| 9   | Ian Bainbridge/Daniel May       | Subaru Impreza       | +3m29s |
| 10  | Joe Price/Chris Brooks          | Ford Escort Mk2      | +3m31s |

11 Paul Walker/Geraint Thomas (Subaru Impreza); 12 Harry Gardner/Elliot Graham (Subaru STi Type R); 13 John Antony Caine/Lucy Wilding (Subaru Impreza); 14 Wug Utting/Bob Stokoe (Subaru Impreza N12b); 15 George Lepley/Tom Woodburn (Ford Fiesta R2); 16 Peter Baylis/Anthony Blyth (Lancer E9); 17 Andy Davison/Tom Murphy (Talbot Sunbeam VXR); 18 Max Utting/Mike Ainsworth (Ford Fiesta ST); 19 Nick Dobson/Steve Pugh (Ford Escort Mk2); 20 Sacha Kakad/Jamie Edwards (Peugeot 208 R2).

changed his suspension settings in service he blasted through Haye Park fourth fastest and took fifth overall, 10 seconds behind Davies. This demoted Naylor in the overall standings but he also found himself with a healthy Production Cup lead, as Thompson's resurgence came to a halt due to gearbox failure.

Any confidence Edwards might have lost in Haye Park returned for the final three stages, in Wigmore and Radnor. With no mechanical problems he stormed through SS5, Wigmore North and SS6 Stanlo Tump to stretch his lead to 59s. But, there was a sting in the tail. His left-rear tyre punctured and delaminated in the final test, Cwm-y-Gerwyn.

The flailing cover tore the outer panel of his Fiesta off; forced to nurse his injured machine to the stage finish he lost 29s. Spectators waiting at the finish in Ludlow looked amazed as Edwards's battered machine booked in to the final control. The most puzzled person was Edwards himself. He reported: "It was weird; we must have picked up a puncture on the road section because the first time I really noticed was on a left hander about a mile in."

Francis survived a disastrous last loop to finish second. "We punctured in Stanlo Tump but when we went to change the wheel at the end of the stage we hadn't got a nut gun," he said. "Then we broke a wrench changing it manually. We drove the last stage with a lot of anger."

Francis finished 35s ahead of Petch, who sounded bemused as he tried to fathom out a late day handling problem. "I lost confidence in that last stage," he said. "The car felt very loose and I think something's broken on the back end."

By contrast, fourth-placed England was very pleased that his mid-rally suspension changes had allowed him to overhaul Davies on SS5. Naylor, sixth, took Production Cup honours while Matthew Hirst/Declan Dear (Mitsubishi E9) claimed seventh, three seconds ahead of Faulkner whose starting problems were cured by fitting a new starter motor.

Woodpecker debutant Ian Bainbridge/Daniel May (Impreza) came home ninth in only their fourth-ever forest rally. They were two seconds ahead of top two-wheel-drive finishers Joe Price/Chris Brooks (Ford Escort Mk2).



Lepley has been one of the stars of the BTRDA year



Davison and Murphy drive old machinery rapidly

### STAR OF THE RALLY



Having won six of seven stages, Zak Hughes had to retire from the ST Trophy on the road section home. It rules him out of the ST championship after previous bad luck, despite arguably being the fastest in class this year by a margin. To add insult to injury, the car towing them back ripped off the front bumper on the way to Ludlow. It will be criminal if Zak doesn't get a go at another championship next year after a strong first year in the forests.

### Graham takes historic title with Woody win

Ernie Graham sealed the BTRDA Historic Cup title ahead of the final round in Yorkshire, by winning the Woodpecker Rally historic category and scooping his fifth maximum points haul of 2018.

Despite ending the rally having to push-start their Ford Escort Mk2, Graham and co-driver Robin Kellard fought hard to maintain an advantage over main championship rival, Barry Jordan, eventually taking it by 37 seconds, with Jonathan Brace, also in an Escort Mk2, third.

Non-BTRDA registered Theo Bengry/Les Forsbrook (Escort Mk2) took the early lead but Graham put his mark on proceedings by setting two fastest times in Wigmore South and Radnor. With a lead established he arrived at service and announced his car was running well but he wanted to push on in the next stages.

Concentrating on keeping a tidy line through the following tests he stretched his overall lead and, in class H3, held off Brace and co-driver Tim Samuel by 44s with Steve Ward/Mike Crawford (Escort Mk2) third. At the finish Ward reported



Graham/Kellard have done enough to seal the BTRDA Historic title

an eventful day: "We lost first and second gears in Radnor, but we managed to drag the car back to service and change the gear box. Since then we've had a few moments but nothing too drastic."

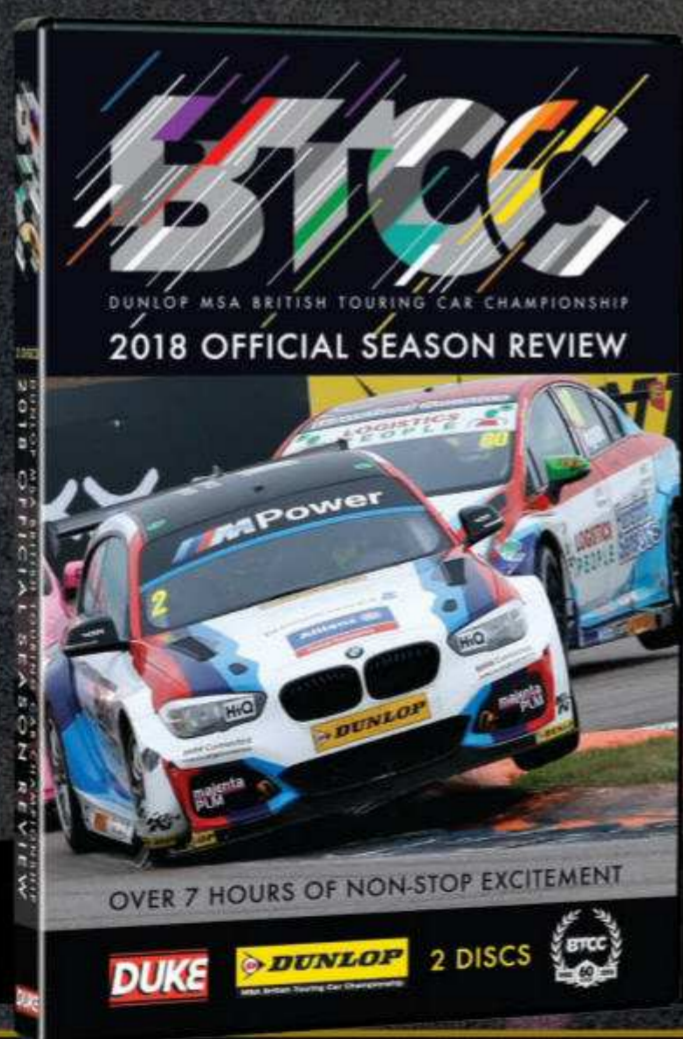
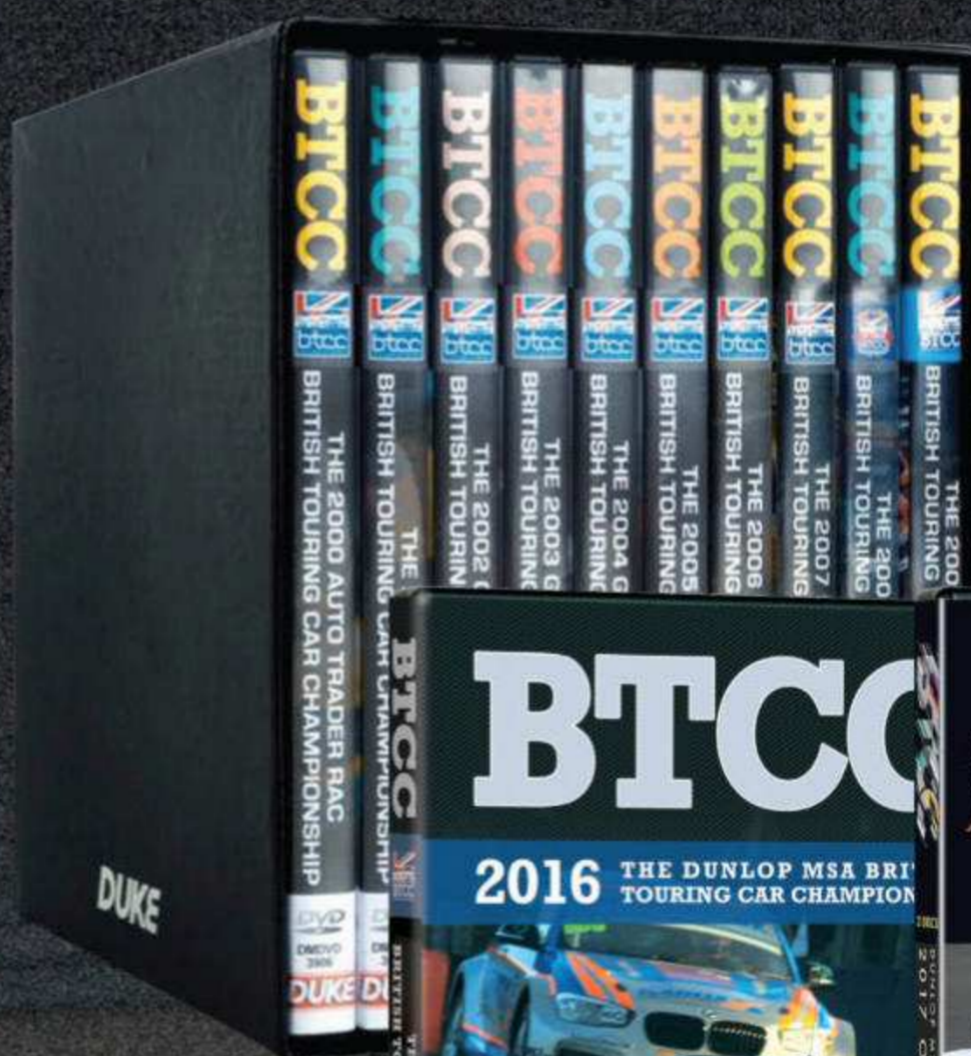
Runner-up Jordan also took maximum points in Class H1/2. Partnered by Paul Wakely, the Hillman Avenger driver had

a mechanically trouble-free run to beat his only other class rival David Auden/Christopher Row (MGB) who retired after SS6. However on the day, Jordan had to stay ahead of non-registered David Lloyd-Roberts/Iwan Jones. Their Escort Mk2 suffered a broken alternator in the early going.

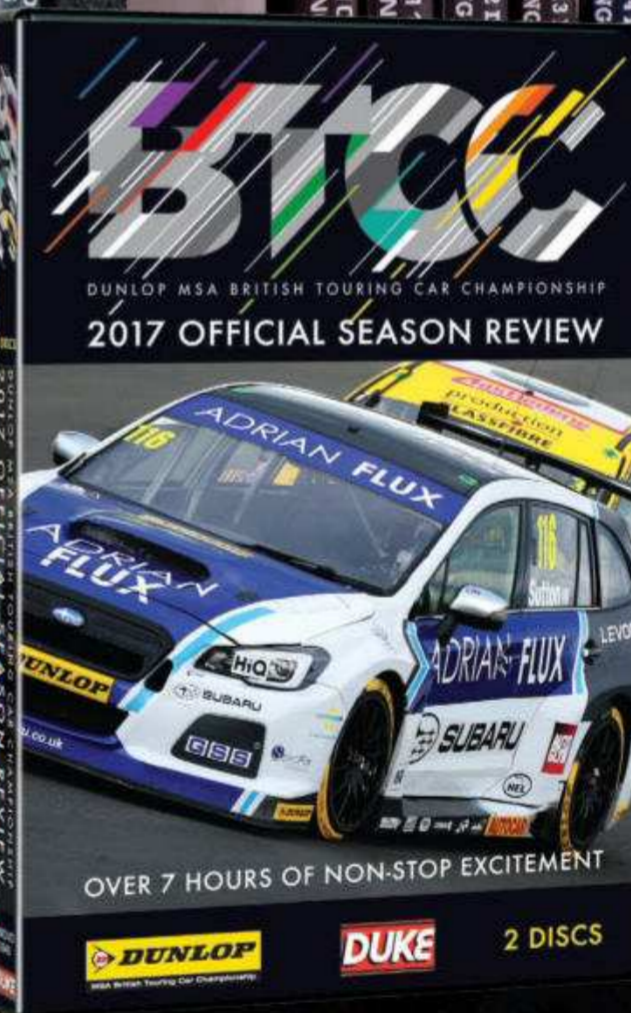
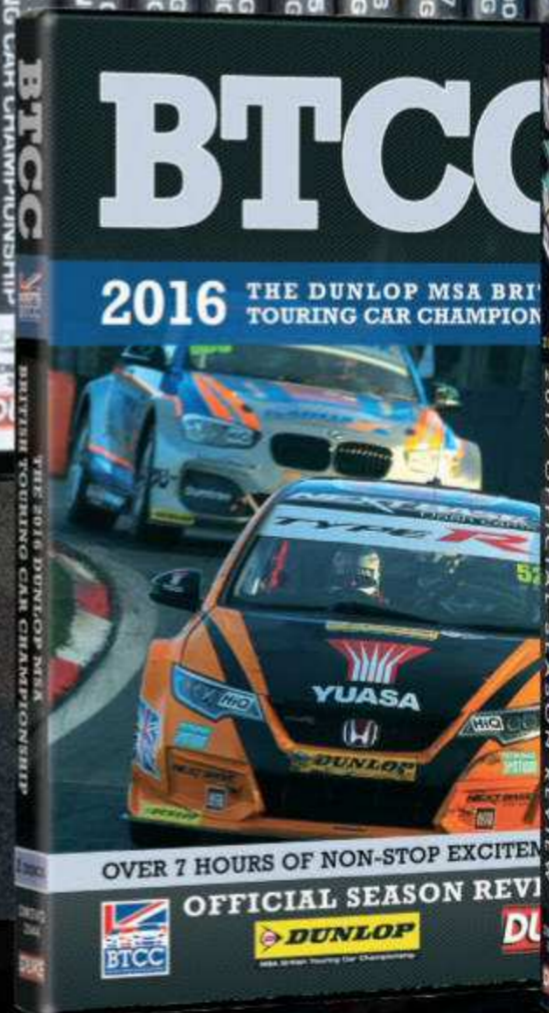


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# RACING REPORTS

**DONINGTON PARK: 750MC BY STEPHEN BRUNSDON**
**SEPTEMBER 1/2**

Photos: Steve Jones

## GANT AND HANDS TOP FIVE-WAY BATTLE FOR FORMULA VEE HONOURS



Gant (6) led home  
Hands in Vee opener

### WINNERS

|   |   |
|---|---|
| <b>Formula Vee</b><br>Race 1: Graham Gant (WEV FV01)<br>Race 2: Daniel Hands (GAC Vee)                                | <b>Bikesports Championship</b><br>Race 1 & 2: Joe Stables (Radical SR3)                                       |
| <b>750 Formula</b><br>Race 1: Mark Glover (Racekits Falcon)<br>Race 2: Bill Cowley (Cowley MKIV)                      | <b>MX5 Cup</b><br>Race 1 & 2: Paul Bateman<br>Race 3: Ian Tomlinson   |
| <b>Toyota MR2s</b><br>Race 1 & 2: Paul Cook (Mk2)   | <b>Clio 182 Championship</b><br>Race 1: Patrick Fletcher<br>Race 2: Jack Kingsbury                            |
| <b>Locost Championship</b><br>Race 1: Cancelled<br>Race 2 & 3: Mark Burton  | <b>BMW Club Championship</b><br>Race 1 & 2: Michael Cutt (E36 M3)   |
| <b>Hot Hatch Championship</b><br>Race 1 & 2: Ben Rushworth (Honda Integra DC2)  | <b>Historic 750 Formula</b><br>Christian Pedersen (Austin 7)<br>Handicapper: Ian Grant (Austin 7 Pigsty Spec) |
| <b>M3 Cup/330 Challenge</b><br>Race 1: Simon Walker-Hansell (BMW E46 M3)<br>Race 2: Simon Walker-Hansell (BMW E46 M3) | <b>Armed Forces Challenge</b><br>Race 1 & 2: Mark Inman (Vauxhall VX220)                                      |
|   | <b>Sport Specials Championship</b><br>Race 1 & 2: Andy Hiley (Chronos MK2)                                    |

In a pair of stunning Formula Vee races where victory could have fallen to any one of five drivers, it was Graham Gant and Daniel Hands who came out on top at a bumper 750 Motor Club meeting at Donington Park.

A mammoth 28-race schedule to accommodate the cancelled round at the same circuit in March ensured action aplenty throughout the weekend as 34 Vee entries took to the track.

Points leader Craig Pollard brought home a third and second respectively after two thrilling encounters.

Ben Miloudi started race one from pole and led for all of a corner-and-a-half before Hands grabbed first place approaching the Craner Curves.

The lead swapped seven times in the next four laps as Hands, Pollard, Gant and Miloudi all took turns at the front.

Hands and Miloudi then made contact disputing the lead at McLeans with four laps remaining, holding up Tim Probert in the process.

Gant was passed by Hands into McLeans amid traffic, but superbly outbraked the GAC Vee at Roberts to steal the win by 0.21s; Miloudi edged Pollard by 0.03s for third.

Race two looked to be similarly fraught as Hands, Gant and Pollard swapped the lead before being red-

flagged after five laps, following Michael Richards' excursion at Roberts.

Hands was declared the winner on countback, ahead of Pollard with Paul Taylor third.

Close finishes were the order of the day in the 750 Formula as championship rivals Mark Glover and Bill Cowley took a win apiece.

Bob Simpson made a lightning start from fourth to lead into the first turn but lost out to Peter Bove and Glover as the race wore on.

Bove had the race sewn up until a clumsy final lap spin at Redgate gifted Glover the victory.

Cowley started race one from 14th after a clutch master cylinder issue halted him in qualifying. But the points leader made a terrific start to run third early on, however he then suffered further unreliability when he blew a head gasket on the approach to McLeans at half-distance.

Cowley made amends in race two though, charging through the field trouble-free to claim his third victory of the season in his Cowley MKIV.

A near-capacity entry of 39 cars turned out for a pair of scintillating MR2 Championship races after which Shaun Traynor outscored title rival Ben Rowe by a solitary point. Partial season driver Paul

Cook won both races in his Mk2, escaping a frenetic chasing pack which embraced side-by-side action throughout the 10-lap events. Both Rowe and Traynor had chances to take victory in an epic second race, with Traynor losing out to Cook by just half a second.

"Embarrassing" was the word one Locost Championship driver used to describe the weekend as all three races were dogged by red flags. A multi-car pile-up pushed Saturday's opener to the end of the bill and also curtailed the running of six drivers. It was eventually cancelled. Things got no better on Sunday as three cars got beached at the Roberts chicane, halting proceedings while an oil spill at Coppice brought an end to the third race, with Mark Burton taking two victories.

Another victim of the snow-affected March meeting, the Hot Hatch Championship produced two hard-fought encounters as Ben Rushworth's Honda Integra DC2 proved the car to beat in both races.

Class C's Michael Winkworth also missed a chance to claim the overall title with a round to spare in race two after mechanical woes struck.

Tom Collier secured the BMW M3 Cup title with a pair of podiums, but only after dominant race one winner



Paul Cook returned to a capacity MR2 grid and earned both victories

Paul Cook was excluded for breaching eligibility rules. Simon Walker-Hansell inherited the win and doubled up in race two.

Joe Stables moved closer to the Bikesports title by completing yet another brace of wins in his Radical SR3, fending off Class A's Bill Henderson and Jon-Paul Ivey's PR6s respectively.

A trio of second places ensured Paul Maguire wrapped the MX-5 Cup

championship a round early. Maguire followed Paul Bateman home in the first two races before clinching the title in the red-flagged third encounter, won by Ian Tomlinson.

Jack Kingsbury snatched a last-gasp victory in the second Clio 182 Championship encounter from race-one winner Patrick Fletcher to ensure the pair head into the final round at Snetterton separated by one point.

## Lee Emm has found out that there's more than one way to skin a Locost cat

As affordable, competitive racing goes, there isn't much better than 750 Motor Club's Locost Championship. But while the grid's weekend action was plagued by a plethora of red flag stoppages and a litany of inexcusable driving, one of its former drivers was certainly getting more bang for his buck in the club's Sport Specials.

"So this whole season I've been the only one running this Mazda engine, because the guys at TSR are the ones who have developed the car," says overall points leader Lee Emm.

Emm entered the Sport Specials as a result of an oversubscribed grid in Locosts. Keen to find an alternative series that didn't break the budget, he elected to fit a 1.8-litre Mazda MX-5 engine into his existing car with the help of Locost team TSR.

Since then, he's been a revelation: a runaway leader in Class B and a match for the overall front-runners as demonstrated by a fabulous third place at Cadwell Park earlier in the year.

"At Cadwell it managed to finish third overall against the Class A," says Emm.

"There's no aero to the car but it makes up for that in the corners, it's got very good handling."

Emm didn't have such a good time of it last weekend at Donington Park, however, as a misfire curtailed his qualifying running – forcing him to start the first race from the back of the grid. The issue reared itself after just one lap on Sunday morning, but Emm managed to recover in race two to finish fifth in class and 16th overall.

Andy Hiley won both encounters in his Chronos MK2, beating Matthew Booth (MK Indy RR) and Adrian Cooper (Procomp LA Gold) in races one and two respectively.

It's the sort of misfortune you get being the only one running a specific engine. But ever a pragmatist Emm sees the positives in an attempt to encourage more Locost entries to join Sport Specials next season, which he believes is a real possibility.

"There's no-one else running this engine this season. So to have issues like this, we're the first ones to encounter them and we've no

reference point," Emm continues.

"Yesterday [after qualifying], I had to dash out to Tamworth to grab some extra parts because no-one's got any here.

"There's about seven or eight Locost guys who want to come over and do that, so I think it'd be good for Locost but also Sport Specials. That's a £90 scrap engine, so it's nice to show that you can put an engine in for nothing and be competitive."

The 750MC competitions manager Giles Groombridge agrees: "Lee has proven to people who have Locosts that if they do want to progress and race something quicker, they don't have to throw away their existing car. There's a relatively straight-forward conversion and Lee has done a fantastic job this season."

For a standard engine to be at the sharp end of a highly competitive kit car series speaks volumes of the work done by TSR and Emm to get the car into a position where it can fight for top honours.

Only time will tell if Emm will be able to add the overall title to an almost certain class triumph, but his greater victory may prove there is a low-cost future beyond Locost.



Mazda power has allowed Emm to race in other 750MC categories



# Congratulations

to newly-crowned MSA Piorelli  
Welsh Rally Championship  
two-wheel-drive champion  
Max Utting on a  
sterling season  
aboard his  
Ford Fiesta  
ST Max.



Max - alongside trusty co-driver Mike Ainsworth - has been strong all year and capped it off with third in the Silver Star standings on last weekend's Woodpecker Rally.

Rallying success never comes without a strong team behind you. Max would like to thank Geoff Jones Motorsport with Sam and Simon in service, Mike for brilliant navigating and Kate Utting for her support.

Geoff Jones Motorsport



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# RACING REPORTS

**ANGLESEY: BARC BY DAN MASON**
**SEPTEMBER 1/2**

Photos: Rachel Bourne

## WREN FLIES TO JSCC DOUBLE



Wren staked his JSCC title claim at Anglesey



Rose took a Sports/Saloons hat-trick, despite pit start

**Still in his first year of car racing, 14-year-old Joel Wren came of age with a double Junior Saloon Car Championship victory at Anglesey.**

"It's been such a mature performance" were the words of proud father, Ian, after Wren streaked 11s clear from pole position to earn race one spoils.

Seizing qualifying bragging rights with a delicate performance in damp conditions, Wren beat title rival Lewis Saunders who recovered from fourth to second. Saunders gave chase to front row starter Steven Chandler, making the decisive lunge at Rocket on lap eight of 12.

Wren was made to work harder for victory in race two by a flying Charlotte Birch, who found more grip in damp conditions. "It was an intense finish," said Wren as Birch pounced at Rocket, but Wren stood firm to deny her a maiden win.

"That result has been coming," said Birch. "I like the wet, and almost had him."

A battling **Michelin Clio Cup Series** hat-trick helped Ben Palmer secure back-to-back title wins and extend his perfect win record to 13 for the season.

Palmer batted off a lap one attack by Ronan Pearson at Rocket, making a break to win the first race after a sideways moment for Pearson sent him spearing into the luckless Tyler Lidsey.

Lasting door damage would come back to haunt Lidsey the following day. Leading from pole in bleak conditions, a misted windscreen left him under attack from Palmer at Rocket. Contact eliminated

Lidsey with driveshaft damage, Palmer turning his attentions to Ben Colburn.

The decisive move came at Target after Palmer braved it out around the outside heading down the Corkscrew, Colburn again having to settle for second place.

Despite tracking damage, Palmer completed a "perfect weekend" with a lights-to-flag race three victory to seal the title. Colburn again tailed him, Simon Freeman enjoying a strong weekend with three podium visits. Nic Harrison provisionally won the Road class title after three Anglesey wins.

In **CNC Sports/Saloons**, Paul Rose also celebrated a hat-trick of victories in North Wales.

Using the longer circuit, the additional hairpin ironically became the scene of two incidents that reduced the opening contest to just four racing laps. Red flags waved on lap two when Pete Morris' Volkswagen Golf speared into the tyrewall, only for leaders Danny Bird and Andrew Southcott to collide two laps into the restart at the same corner after Bird half-spun his Spire.

Rose evaded the chaos to win behind the safety car ahead of Saker team-mate Steve Harris, who briefly headed Rose after enduring a qualifying off. Rose doubled up in race two after an early pass on Bird, but saved his party piece until last. Both Sakers chose to start from the pits, Rose scything through and usurping leader David Harvey by lap five. Team-mate Harris matched his every move to finish second in changeable conditions, which he described as akin to "being a dog on lino".

Clive Wood's dominant form continued in the **Clubman's Sport Prototype Championship** with two victories, but he was given a fight by an inspired Michelle Hayward.

In an early mishap, Wood's Mallock MK23 – previously victorious in the hands of Mark Charteris – stalled in the pitlane heading to the grid, forcing him to start from the pits along with delayed daughter, Pippa Tanner-Wood.

Already third by lap four, Wood quickly split the battling Morris Hart and Hayward before dispatching the latter on lap six thanks to superior acceleration coming out of the high-speed Church right-hander.

Wet weather specialist Hayward got revenge, clinching a first overall win from Wood's rapid Mallock in race two. Wood, who raced against the likes of Ayrton Senna and Nigel Mansell in his Formula 2000 days, returned the favour to narrowly win the final race from Hayward.

In **Caterham Graduates**, experience paid off for seven-time champion Jamie Ellwood as he darted through the middle of the front row to beat Oliver Gibson in the first Sigmax race. Samuel Wilson denied him the double with a well-judged attack to seal race two spoils from Jamie Winrow.

In **British Superkarts**, Dave Harvey's defence in a pulsating second race prevented a Paul Platt clean sweep of Division 1. Andrew Connor won an F125 contest that had echoes of Monaco 1982 meanwhile, three leaders dropping out on the final lap.

### WINNERS

**Junior Saloons**
**Race 1:** Joel Wren

**Race 2:** Joel Wren

**Clio Cup Series**
**Races 1, 2 & 3:** Ben Palmer

**CNC Sports/Saloons**
**Races 1, 2 & 3:** Paul Rose

(Saker RAPX S1-400)

**Clubmans**
**Race 1:** Clive Wood

(Mallock MK23)

**Race 2:** Michelle Hayward

(Mallock MK27)

**Race 3:** Clive Wood

(Mallock MK23)

**Caterham Sigmax**
**Race 1:** Jamie Ellwood

**Race 2:** Samuel Wilson

**Caterham Mega/Classic/Sigma**
**Races 1&2:** Ben Winrow

**British Superkarts**
**Division 1**
**Race 1:** Paul Platt

(PVP/Gas Gas)

**Race 2:** Dave Harvey

(MS Kart/VM)

**Race 3:** Paul Platt

(PVP/Gas Gas)

**Superkarts F125**
**Race 1:** Matt Robinson

(Anderson/Redspeed TM)

**Race 2:** Andrew Connor

(Anderson/Redspeed TM)

**Race 3:** Chris Needham

(Anderson/IAME)

**SNETTERTON MSVR: BY RACHEL HARRIS-GARDINER**
**SEPTEMBER 1**

The biggest talking point of the Snetterton round of the Aston Martin Owners' Club series was the Aston Martin Vulcan making its first competitive appearance in the UK in the **GT Challenge**. The Vulcan, driven by Stephen Tomkins and owner Gleb Stepanov, won by almost a minute, having been the only car to set sub-two minute lap times all day. The sleek darkest-red machine was not even at full power; it exceeded noise limits and had to be rev-limited.

Even lacking its top 200hp, Aston's trackday supercar was never seriously challenged after the first couple of corners, but a tense battle for second place developed towards the end of the 50-minute enduro, between Grahame Tilley's Ginetta G55 and the BMW M3 of Richard and Sam Neary. The BMW took second after the driver changes and Sam Neary defended skillfully from a determined Tilley. The two cars were stuck to each other for several laps and squabbled at Hamilton, but Neary pulled away slightly for the win. This was an impressive drive by a 16-year-old who has only recently lost his rookie plates.

Runaway wins were a theme of the day. Anthony Ditheridge's 1958 Cooper Monaco charged away from previous winner Steve Watton's distinctive yellow Turner Sports in the **Jack Fairman Cup**. The pedigree racer was too quick for the MG-based special. Martyn Corfield was third in his Austin-Healey 3000, and Tom Butterfield was the leading Mike Hawthorn Challenge competitor in his Jaguar Mk1 saloon,



Vulcan won by nearly a minute

finishing fifth despite a spin at Turn 3.

**Equipe GTS** race winner Tom Smith recovered from a self-confessed "terrible start" in his MGB to triumph by just over 38 seconds from Will Penrose's TVR Grantura. He continued to drive very hard, lifting a front wheel at Murrays, despite a well-timed pitstop and a sizeable lead. He said later he had no idea where his rivals were and was not taking chances. Mark Ashworth was a distant third in another Grantura, having taken advantage of a slip by Nick Matthews's Austin-Healey 100-4 at Murrays. Matthews recovered and finished fourth, having run third for most of the race.

The **Equipe Pre '63** race was won by Martyn Corfield in the same car he used in the Jack Fairman Cup. He started from

pole but had to wait until just before the pitstops to claim his lead again; Will Linley's Healey MkII and Paul Kennelly's Jaguar E-type pushed ahead early on and fought over first place.

Linley lost out during the pitstops and dropped to fifth. Kennelly finished second on the track, but was dropped to 12th place by a three-minute penalty for coming into the pits 30 seconds early. He admitted that it was an error by his pit crew. His demotion promoted Stephen Bond and the Healey 3000 of Bill and Jack Rawles to second and third place. Bond's second was well-deserved; he had taken his Lister Flat Iron from ninth on the grid and steadily put himself in contention with some very fast laps, including an outright quickest on the 12th lap of the 17.



Corfield took Equipe Pre '63 win but lost the lead at the start of the contest

### WINNERS

**GT Challenge**  
 Gleb Stepanov/Stephen Tomkins  
 (Aston Martin Vulcan)

**Jack Fairman Cup inc JEC XK & Hawthorn Challenges**  
 Anthony Ditheridge  
 (Cooper Monaco)

**Equipe GTS**  
 Tom Smith (MGB)

**Equipe Pre '63**  
 Martyn Corfield  
 (Austin-Healey 3000)

**AMOC Intermarque Championship**  
 Robert Hollyman (Porsche 964)

**Pre-War Team Challenge**  
 Duncan Wiltshire (Bentley 3 Litre)

# RACING REPORTS

**OULTON PARK: MGCC BY DOM D'ANGELILLO**
**SEPTEMBER 1**

Photos: Mick Walker

With elbows out and a battle to be the last to hit the brakes, race one of the MG Trophy highlighted both the dos and don'ts of racing side-by-side through Oulton Park's notorious Old Hall.

Heading into the meeting with five wins in as many races, it looked as though points leader Graham Ross would extend his 2018 advantage. He lined up his ZR 190 on pole, alongside that of Jason Burgess, who was still looking for his first win since the opening rounds of the season. Wanting to put a stop to the Scottish driver's excellent run of form, Burgess spent much of the opening lap battling with Ross – the pair exchanging positions back and forth. But as they headed through Old Hall for the second time, Ross on the outside line clipped the grass and that pitched him across the track and into the tyre wall on the inside.

Ross said: "Jason [Burgess] was at my door throughout the lap and I thought, 'he seriously wants to get past me'."

"Next minute, I'm on the outside with not much room and heading straight off the track. There's lots of front-end damage, it's probably 50-50 if it's a complete rebuild. It's just the worst possible scenario."

With the stewards deeming it a racing incident, Burgess kept the win. But that wasn't without more scraps with second place finisher Gary Wetton.

"I think you can see from my scraps with Gary that there was no intent with the Ross incident in the race," said Burgess.

"It's great to get the win, but I'm never a fan of controversy and I'm glad the

## SPILLS AND THRILLS IN FIERCE MG ENCOUNTER



Burgess (1) and Wetton battled

stewards have drawn a line under it."

Wetton added: "Jason was on an absolute mission."

And he certainly proved to be. He took a comfortable win in race two ahead of Doug Cole and Wetton, managing to keep both at arm's length – and more importantly avoiding any skirmishes.

The MG Car Club was also running an inaugural all-comers **North West 100-mile** race during the Oulton Park meeting, a race split into two equal length sessions. During the first, Andrew Rath built a significant 54-second lead to the

MGBGT of Bernard Foley. But for the second half, Rath handed his Lotus Europa S2 – which had undergone a rebuild the previous week – to team-mate Chris Tilly for his first outing in the car.

While Foley took the lead and continued to chip away at the gap from the first half of the race, Tilly was busy familiarising himself with both the car and the track. He eventually found his feet and drew back Foley from the 45-second deficit he had built, and finished only 21s behind the Irishman. More importantly though,

he kept the overall race victory.

"All the hard work was done by Andrew [Rath] in the first half, and I didn't want to let it go to waste," said Tilly. "This is a great little car."

Ashton brothers Jack and Andrew celebrated a respective first and second in the **MG Metro Cup**, despite both suffering from mechanical woes in qualifying. The former had to replace a coil pack while the latter was forced to start from the back after his gearbox breather went, spilling oil on his first qualifying run.

### WINNERS

|   |   |
|---|---|
| <b>MG Trophy</b><br>Race 1 & 2: Jason Burgess (MG ZR 190)   | <b>Race 1:</b> Russell McCarthy (MGB GT V8)<br><b>Race 2:</b> Neil Fowler (MGB GT V8)                           |
| <b>British Motor Heritage</b><br><b>North West 100</b><br>Andrew Rath/Chris Tilly (Lotus Europa S2) | <b>MG Cup</b><br><b>Race 1:</b> Richard Buckley (Rover 220 Turbo)<br><b>Race 2:</b> Mike Williams (Rover Metro) |
| <b>MG Metro Cup</b><br>Jack Ashton (Rover Metro GTI)  | <b>Cockshoot Cup</b><br>Ray Collier (MG ZR 190)   |
| <b>BVC8 Championship</b>  |   |

**MALLORY PARK: BRSCC BY GRAHAM KEILLOH**
**SEPTEMBER 2**

Photos: Mick Walker

## McARTHUR TAKES HIS TALLY TO FOUR AT MALLORY



Quartermaine made McArthur (15) work



Dan Lewis led home the A-series-powered pack

David McArthur in a Van Diemen LA10 dominated the Mallory Park Northern Formula Ford Championship double-header, claiming his third and fourth wins this season ahead of a spirited Adam Quartermaine.

It was only Quartermaine's second race meeting this year due to his work, and he was right on the pace in his RF99. He had a plan to hang onto McArthur using his slipstream and then attack him late on.

For much of race one it looked like it was working. He indeed led briefly into Turn 1 before McArthur got back ahead at the same corner. McArthur, though, was able to break away by a vital few car lengths at a late safety car restart – the caution due to an incident involving Neil Hannah and Edwin Hunt at the Esses.

The second race was much more straightforward for McArthur as he quickly built a gap and beat Quartermaine, who was hobbled by a bent valve sustained at the end of race one, by 14 seconds.

"I'm really happy with that second race," McArthur said. "The first one was a bit messy and it shouldn't have been."

"I was really focused on getting into a rhythm in that second one. Short laps are all about banging out laps one after the other. We decided that 49.6s would be enough and that's what we did, we didn't try to do anything silly."

"I was pre-occupied with Adam behind me [in race one] and I didn't concentrate enough, and gave myself a mental telling off for that one."

Championship leader heading into the round, Rory Smith, did not attend. Alaric Gordon – a point behind Smith beforehand – took a fourth and third place

despite a qualifying off where he sustained only a broken mirror on his Swift. In race two Gordon prevailed in a frenzied battle with Nigel Dolan's Van Diemen.

Dan Lewis won the **HRDC Academy/A-Series Challenge** race in a 1965 Austin Mini Cooper S. He led all the way and beat Julian Crossley's '59 Cooper by 3s. Crossley had to start at the back rather than his earned second place slot after not making the assembly area on time. He came through the pack to second by a third's distance but couldn't bridge the gap to poleman Lewis.

Crossley was also denied what would have been his first ever motorsport win in the **HRDC Allstars** race. It looked like he had prevailed in a classic handling versus power battle for the lead against Matthew Moore's '59 Austin Healey Jamaican. But Crossley then had a 10s penalty announced for rolling before the green light. Late on, his CV joint failed which first slowed him then caused him to stop. This let Moore win comfortably even after a last-lap trip across the grass.

Charlie Johnson took a pair of **Superkarting UK Championship** wins in his KTM 450 Anderson, leading both races lights-to-flag from pole. Aaron Sifleet in his Gas Gas Anderson finished second in both races despite a mysterious engine cut-out in race one, resolved by letting the clutch back out, which lost him nine seconds and briefly dropped him to third.

Nick Gwinnett in a Renault Clio won the opening **Track Attack Nippon Challenge, Tricolore Trophy & Multi Marques** race while his fellow Renault Clio pilot Russell Thomson claimed race two.

### WINNERS

**Northern Formula Ford 1600 Championship**  
Race 1 & 2: David McArthur (Van Diemen LA10)

**HRDC Academy/A-Series Challenge**  
Dan Lewis (Austin Mini Cooper S)

**HRDC Allstars**  
Matthew Moore (Austin Healey Jamaican)

**Superkarting UK**  
Race 1 & 2: Charlie Johnson (KTM 450 Anderson)

**Track Attack Nippon Challenge, Tricolore Trophy & Multi Marques**  
Race 1: Nick Gwinnett (Renault Clio)  
Race 2: Russell Thomson (Renault Clio)

## SILVERSTONE: GT OPEN BY ELLIOT WOOD

SEPTEMBER 1/2

Photos: Ollie Read

# ONSLOW-COLE TAKES A VICTORY ON HOME SOIL



Onslow-Cole and Pierburg won race two

Drugovich was denied clean sweep



## WINNERS

**International GT Open**  
Race 1: Marco Cioci/Daniel Serra (Ferrari 488 GT3)  
Race 2: Tom Onslow-Cole/Valentin Pierburg (Mercedes AMG GT3)

**Euroformula Open**  
Race 1: Felipe Drugovich  
Race 2: Bent Viscaal

**Radical European Masters**  
Races 1, 2 & 3: Mark Crader/Stuart Moseley (SR8)

**Alpine Europa Cup**  
Races 1&2: Oliver Webb

**Lotus Cup Europe**  
Race 1: James McNulty (Evora GT4)  
Race 2: Bence Balogh (Evora GT4)

**International GT Open's 25-car grid, split across six different manufacturers, provided thrills and a home winner at a hot Silverstone last weekend.**

The initial pace was set by Hungaroring winner Daniel Serra, who put Luzich Racing's Ferrari 488 GT3 he shares with Marco Cioci on pole for the Saturday race. Just behind them was Imperiale Racing's Riccardo Agostini and Rik Breukers, the best of the Lamborghini's. But it was another of the Imperiale Racing cars that took the battle to Ferrari in race one.

Giovanni Venturini and Jeroen Mul have been on the podium three times this season but a poor Hungaroring weekend meant they had no pitstop handicap for Silverstone. The Agostini/Breukers car meanwhile had a further 25 seconds added to its minimum pitstop time, which normally sits at 70s, thanks to winning in Hungary.

The front row cars pulled away in the first stint of the race, and when Serra and Breukers handed over to their respective team-mates, the Lamborghini dropped to the bottom of the top 10. The Venturini/Mul car took its place in second, and its Gold-Silver line-up hunted down the Gold/Gold Ferrari which was "pushing like qualifying", but finished 0.471 seconds short of victory.

Sunday's race provided a popular victory for former British Touring Car Championship star Tom Onslow-Cole and his bronze-rated team-mate Valentin Pierburg. A strategic masterstroke from SPS Automotive Performance and rapid pace from Onslow-Cole put their Mercedes AMG GT3 on pole, and a dominant stint before handing over to Pierburg left the car with a 15-second lead. The German lost less than a second per lap against the chasing gold-rated drivers, and took victory over Venturini/Mul by 6.867s. The Ombra Racing Lamborghini of Alex Frassinetti/Damiano Fioravanti completed the podium.

"I gave it everything. I did feel the pressure [being hunted down], so I really had to focus," said Pierburg.

Fellow gold-bronze pairing Allam Khodair and Marcelo Hahn spent most of the race in second in Drivex School's Mercedes before Hahn was inflicted by a penultimate lap puncture.

Felipe Drugovich continued his march to the Euroformula Open title at Silverstone, but was denied his usual double win.

Saturday's race followed the precedent he set at Estoril, Paul Ricard, Spa and the Hungaroring by taking an assertive victory from pole, despite his car oversteering early on.

Title rival Bent Viscaal qualified and finished second, then went one better the next day to beat Drugovich to pole by 0.002 seconds. RP Motorsport had opted to use old tyres on Drugovich's car in qualifying, but the new set saved for the second race did not have the expected performance gain, and the Brazilian spent the race stuck in the wake of Teo Martin Motorsport driver Viscaal.

Viscaal's first victory puts him 93 points behind Drugovich, who could be crowned next time out at Monza.

Championship leaders Mark Crader and Stuart Moseley won all three Radical European Masters races despite a success penalty in the final race. The first win came at the expense of Louis Hamilton-Smith and Theodor Olsen, who suffered a fuel issue while leading.

Alpine's Europa Cup brought French entertainment to British soil, with guest driver Oli Webb twice victorious.

Webb took both poles, and led throughout race one despite being new to the car. Fellow debutant Gael Castelli, the 2013 Porsche Carrera Cup France champion, ran in the lead in race two but lost to Webb by 0.338s.

Lotus Cup Europe had the best contested grid, and ended in spectacular style. The second race was cut short when Neil Slother's 2-Eleven crashed out and Tamas Vizin's Exige V6 Cup R set on fire. Bence Balogh won, beating fellow Evora GT4 drivers Jason McNulty and Steve Williams. McNulty was the winner of the first race by 0.228s over Balogh, both drivers a considerable distance ahead of their rivals.

Vizin had an interesting weekend. He qualified last and finished race one in fifth, then went one better in race two despite ending it in a ball of flame. The Hungarian was unharmed by the fire, and was a beneficiary of the final result being taken from the previous lap.

## THRUXTON: BRSCC BY SCOTT WOODWISS

SEPTEMBER 1/2

Photos: SnappyRacers.com

# DOUBLE DELIGHT FOR DANNY IN 420R

Danny Winstanley left this past weekend's British Racing & Sports Car Club race meeting at Thruxton effectively as champion elect in the Caterham Seven 420R Championship, after scoring a pair of wins to just about put himself out of reach in the standings.

The defending champion was made to work for his victory in race one, as he ended up swapping the lead with William Smith and Stephen Nuttall before coming out on top. His task in the second race was somewhat easier as he romped to a dominant 15-second victory, while a high-speed last lap incident in the chasing pack behind him exiting Church corner left Sean Byrne taking second.

The rest of the Caterham series provided position swapping aplenty; the first Seven 310R race had five different race leaders with title contender Chris Hutchinson coming out on top in the end from a sensational second place for David Yates and third for Christian Szaruta. A safety car-affected second race allowed 2017 title-winner Lee

Bristow to take advantage to beat Gordon Sawyer to the flag.

Matt Topham was one of a handful of first time winners over the weekend with victory in the opening Caterham Seven 270R race, edging out title favourites Jay McCormack and Jamie Falvey. The latter pair then drove away in the second race, with Falvey eventually getting the better of McCormack when duelling backmarkers at the complex halted his chances, leaving Team BRIT driver Falvey to win. Topham completed his best weekend with third place.

A wheel bearing problem in qualifying for James Murphy left him starting at the back of the first Caterham Roadsport race, but an inspired drive through the field led him to be dubbed "Superman" after storming to third after a red-flagged restart, behind eventual double race winner James McCall and Caterham CEO Graham Macdonald. Murphy went one better to pick up second in race two with title rival Daniel French third.

Harry Gooding and a returning Simon Horrobin shared the honours in the pair of Fiesta races, but neither of them had an easy task. Gooding saw off an initial challenge from polesitter Samuel Watkins, before the latter retired with a wheel bearing issue, leaving the 2016 Fiesta Junior champion to win by eight seconds from David Nye. Horrobin's win came from an intense battle with old rival Jamie Going, as the pair took the top two podium spots.

Nothing could separate Fiesta Junior Championship rivals Magnus Kriklywi and James Waite all weekend as they sparred in both encounters. Kriklywi took the win on the road on both occasions, but only his race one success counted as a track limits penalty in the second race gave Waite the honours.

Another champion-elect is Steven Dailly as he is in touching distance of a second consecutive BMW Compact Cup title. Despite losing out to first time winner Tom Griffiths in the first race, Dailly managed to hold his rivals back in the second to pick up a vital win.



Winstanley looks to have defended his Caterham crown



Fraser and McCall collide

## WINNERS

**Caterham Seven 420R**  
Races 1&2: Danny Winstanley

**Caterham Roadsport**  
Races 1&2: James McCall

Race 2: Simon Horrobin

**Caterham Seven 310R**  
Race 1: Chris Hutchinson  
Race 2: Lee Bristow

**Caterham Academy Green:** Lars Alexander Hoffmann  
**White:** Chris Moore

**Fiesta Junior**  
Race 1: Magnus Kriklywi  
Race 2: James Waite

**Caterham Seven 270R**  
Race 1: Matt Topham  
Race 2: Jamie Falvey

**Fiestas**  
Race 1: Harry Gooding

**Compact Cup**  
Race 1: Tom Griffiths  
Race 2: Steven Dailly

# WORLD RALLYCROSS: FRANCE

Photos: mcklein-imagedatabase.com

**Q**ualifying two on Saturday afternoon at the French round of the World Rallycross Championship is more crucial than at most events in the series. This is not only because the accumulation of the best times across the four qualifying stages of the events determines the placing in the Intermediate Classification. At Loheac, every driver wants to avoid running in the early Sunday morning races where the dew-covered circuit on the first weekend in September changes the grip levels dramatically.

Starting in the first race of Q3 due to a gearbox problem in Q2, double DTM champion Timo Scheider was the first to discover the perils of the slippery surface by sailing off the road at the second corner, effectively ending his weekend. In normal circumstances, 600bhp four-wheel-drive rallycross Supercars are efficient at cleaning a line on rallycross circuits but, in this instance, the process happened slowly and it wasn't until the fourth and fifth runs of the session where the track really started to clean.

In race three of Q3, on his return to the sport and on his debut for GC Kompetition, campaigning Prodrive-built and run Renault Megane RS RX Supercars, Liam Doran took the lead of the race from the start and won to set the best time so far. The British driver had impressed on the opening two days with solid top-six times in practice and top 10 times in the qualifying sessions, but the driver, renowned for his sideways style, was pleased with his Q3 performance and for keeping the car in check. "That was a very consistent, calm, not like me drive. I'm happy with myself because I was nervous about if I could go calm enough," he said.

More impressive still was that in the next race, where Peugeot driver Timmy Hansen fended off Petter Solberg for victory, Doran's time wasn't bettered and it was only runaway points leader Johan Kristoffersson who stopped Doran taking the first ever fastest time for the GCK squad in the final race of Q3.

Kristoffersson had set the fastest time in Q1 and then was second in Q2 after he stalled the engine in his Volkswagen Polo but produced a phenomenal comeback drive and passed Andreas Bakkerud before the end of the race to set second best time to Mattias Ekstrom.

Kristoffersson was then quickest in Q3 and Q4 to take top spot in qualifying, ahead of EKS Audi Sport duo Bakkerud and Ekstrom. A second slow start by Kristoffersson allowed Ekstrom to take semi-final one victory ahead of his compatriot, while Bakkerud won semi two to lock out the front row for the Audi S1s, in the wake of the news that Audi won't support the programme after 2018.

Bakkerud made the best start in the final and took the lead into Turn 1 ahead of his team-mate as Kristoffersson ran third. Petter Solberg took his joker on lap one before Kristoffersson removed himself from the traffic on lap two by taking the same route and emerged fifth.

He was released when Sebastian Loeb, who had only just made the semi-finals and then fought his way to second to start on row two for the final, took his joker on lap three, but the leading trio of Bakkerud, Ekstrom and Timmy Hansen didn't take their extra routes until the final tour.

Sensing his opportunity to take his

## KRISTOFFERSSON IS MADE TO WORK FOR IT IN FRANCE

*Hal Ridge watched the champion take a fifth straight victory*



Kristoffersson managed to win after a fightback

### RESULTS

**FIA World Rallycross Championship round 8/12**

**When: September 1/2 Where: Loheac, France Starters: 95**

| POS | DRIVER               | CAR             | TIME      |
|-----|----------------------|-----------------|-----------|
| 1   | Johan Kristoffersson | Volkswagen Polo | 3m44.787s |
| 2   | Andreas Bakkerud     | Audi S1         | +0.340s   |
| 3   | Petter Solberg       | Volkswagen Polo | +0.784s   |
| 4   | Mattias Ekstrom      | Audi S1         | +1.158s   |
| 5   | Timmy Hansen         | Peugeot 208     | +1.423s   |
| 6   | Sebastian Loeb       | Peugeot 208     | +1.575s   |

**Euro RX Supercar (6 laps)** 1 Cyril Raymond (Peugeot 208); 2 Krisztian Szabo (Audi S1) +1.395s; 3 Anton Marklund (Volkswagen Polo); 4 Thomas Bryntesson (Ford Fiesta); 5 Jere Kalliokoski (Renault Clio); 6 Reinis Nitiss (Ford Fiesta).  
**RX2 (6 laps)** 1 Oliver Eriksson; 2 Sami-Matti Trogen +0.557s; 3 Guillaume De Ridder; 4 Conner Martell; 5 Sondre Evjen; 6 Henrik Krogstad.  
**Super1600 (6 laps)** 1 Aydar Nuriev (Skoda Fabia); 2 Gergely Marton (Skoda Fabia) +1.906s; 3 Artis Baumans (A1); 4 Yvonnick Jagu (Skoda Fabia); 6 Rokas Baciuskas (Audi A1).



Doran was quick in the GCK Renault

seventh win from eight starts in 2018, Kristoffersson pushed hard around the outside of the joker section and just made it in front of Bakkerud to claim the win as the Audi driver slotted into second between the Volkswagen Polo's of Kristoffersson and Solberg.

Ekstrom was fourth ahead of Peugeot pairing Hansen and Loeb.

Yet again and against the odds, Kristoffersson had claimed victory in a stunningly impressive season.

Doran meanwhile made the semi-finals in sixth overall. He took an early joker but dropped to last with a puncture from contact with Loeb and missed out on a dream final appearance.

Andrew Jordan returned for his second appearance of the year with MJP Racing Team Austria and was 12th

fastest in Q1. He was set for another top-12 time in Q2 but for being spun by Gregoire Demoustier, and was forced to run in an earlier Q3 race, where he battled with former British Rallycross rival Ollie O'Donovan. A fight with Sebastian Loeb in Q4 was one of the highlights of the BTCC driver's weekend, where had things gone more his way he may well also have been inside the semi-finals.

There is a distinct lack of British drivers competing at the top in World RX. Oliver Bennett is a regular competitor this year but by his own admission with a new car and just 18 months of experience he is fresh to this game. Loheac gave a glimpse of what it would be like to have Brits challenging for honours, and whetted the appetite for more.

### Raymond's Euro RX highspot for home fans

The partisan crowd had little to cheer about in the World RX final at Loheac when works Peugeot drivers Timmy Hansen and Sebastian Loeb finished fifth and sixth. But, in the penultimate round of the European Rallycross Championship, reigning RX2 series champion Cyril Raymond led the final from the front to claim victory in only his fourth international Supercar start.

His celebration on the top of his 2016-specification 208 WRX showed just what victory meant to the 25-year-old, and to his potential future prospects. More impressive still however was double Super1600 champion Krisztian Szabo finishing on the podium in an EKS Audi S1, having set the fastest time in Q1 in his first international Supercar start. Anton Marklund completed

the podium and with Raymond (who started his campaign at round two), keeps the title fight alive before the final round in Latvia. It is, however, still Latvian Reinis Nitiss who holds a comfortable margin at the top of the order despite dropping to sixth in the Loheac final with mechanical troubles. Oliver Eriksson won the RX2 final when leader Henrik Krogstad dropped his car exiting the joker lap and spun on the final lap, as 16-year-old Finn Sami-Matti Trogen scored a maiden podium.

British RX champion Nathan Heathcote impressed with fastest time in Free Practice and qualifying fourth even with a pair of jumped starts, but was hit by another car in the semi-finals and didn't make the final. Russian Aydar Nuriev won the Super1600 final.



Mattias Ekstrom was on the front row for the final but slipped to fourth

## SPORTING SCENE

Photos: John Hallett, mkpics.net

## WIN PUTS WILLIS IN POLE FOR HILLCLIMB TITLE GLORY

By Tony Adams

Worcester driver Trevor Willis took a giant step to retaining his British Hillclimb Championship title with an emphatic win in round 30 at Prescott on Sunday, earning him the man of the meeting award too.

Driving his OMS 28 RPE, Willis posted a time of 35.95 seconds beating second-placed championship driver Will Hall in his Force WH Extec on 36.22s and this means that reigning title holder Willis could clinch the 2018 title at Doune in Scotland in two weeks' time to make a hat-trick with his title from 2012.

Earlier in the day, Scott Moran, of Ludlow, competing in only his second event of the season, displayed his class by winning the morning round with a time of 36.38s in his Gould GR61X, beating Hall by one one hundredth of a second on 36.39s.

Scottish driver Wallace Menzies, in his latest Gould GR59 Cosworth could only manage two sixth places, but still keeps his third place in the championship as the show moves north of the border.

Robert Kenrick of Llangollen yet again broke his own class record in the diminutive BMW motorcycle-engine powered GWR Raptor, taking two fifth places in the

British Championship run-off rounds and he could also secure the highly competitive Midland Championship title at the final meeting of the year at Loton Park in Shropshire at the end of this month.

**Results**  
**Round 29:** 1 Scott Moran (Gould GR61X) 36.38s; 2 Will Hall (Force WH Extec) 36.39s; 3 Trevor Willis (OMS 28) 36.66s; 4 David Uren (Gould GR55B) 36.91s; 5 Robert Kenrick (GWR Raptor) 36.96s; 6 Wallace Menzies (Gould GR59) 37.10s; 7 Richard Spedding (GWR Raptor) 37.27s; 8 Paul Haines (Gould GR59) 37.64s; 9 Zach Zammit (Empire Evo 00) 38.21s; 10 Leslie Mutch (GWR Raptor) 38.45s.  
**Round 30:** 1 Willis 35.95s; 2 Hall 36.22s; 3 Moran 36.44s; 4 Uren 36.75s; 5 Kenrick 37.12s; 6 Menzies 37.91s; 7 Spedding 38.02s; 8 Mutch 38.28s; 9 David Warburton (Gould GR59) 38.66s; 10 Matthew Ryder (Empire Evo 2) 39.57s.  
**Points (after 30/32 rounds):** 1 Willis 233; 2 Hall 209; 3 Menzies 184; 4 Jason Mourant 157; 5 Uren 155; 6 Spedding 126.

Willis inched closer to a third title

## NATIONAL HOT RODS

## Weaver works to win Bank Holiday clash

National Hot Rods

By Graham Brown

Organiser: Spedworth When: August 28 Where: Foxhall International Raceway Starters: 25

Following an afternoon of hard work to record two top 10 finishes – one despite a penalty for contact – Kym Weaver qualified on the outside front row for the final, but still had to fight his way past poleman Dan Smith and then fend off Chris Haird in order to take the win.

Heat one kicked off with Peter Elliott heading Paul Gomm and Dick Hillard around – Hillard having taken the decision to dovetail the English rounds with his South African racing.

The leading three were soon pursued by a Ginetta duo of Andy Lane (his new car making its postponed debut) and James Meadows who has acquired Paul Frost's former ride.

Elliott gradually fell back into the clutches of the chasers and finally vanished from the leaderboard altogether following a spin. That left Gomm clear at the front with Hillard and the impressive Meadows scrapping over second while, further back in the pack, Billy Wood was nearly sent spinning at the end of the back straight during his battle with Haird.

The race really warmed up once Rob

McDonald, Weaver *et al* arrived with the placemen, those two moving up to second and third at flag fall, but Gomm's win was never seriously threatened.

Elliott had another go at leading in heat two, where Hillard and Ralph Sanders were both early spinners. The fast-moving Danny Smith had just taken over the lead when a multi-car crash on Turn 2 sparked a yellow flag period.

Following the resumption, Smith pulled away fast at the front, leaving Chris Crane and Jack Blood disputing second spot. They were joined by Weaver, Haird and Wood as the race went beyond half-distance, all three relegating Blood. Crane was able to stay out of their reach, while Smith's lead of around a quarter of a lap proved unassailable.

Weaver was one of several drivers to collect penalties, which relegated him to fifth and would make his job in the final correspondingly harder.

Smith needed to make a great getaway in the final and did, ripping into Turn 1 with Weaver, McDonald and Wood all hard on his heels. World champion Wood was soon forced to depart this fight however, when his car suddenly went sick, putting him out.

That didn't actually give the leader a great deal of respite, with McDonald and Weaver still all over him, but the situation eased for Smith when

McDonald's car blew its diff. The Scot's sudden slowing meant Weaver ran into him, leaving Smith alone for a few laps as they passed mid-distance. But Weaver couldn't afford to hang about in any case, with Haird now hard after him, having passed former third man Gavin Murray.

Weaver closed up again fast and darted ahead of Smith down the inside at Turn 1, only to have Smith fight back exiting the curve with Haird now right in there too. With backmarkers underfoot as well, it was a frantic few seconds after which Weaver emerged from the ruck with the lead.

It wasn't over yet though, as Haird also managed to put Smith behind him, leaving him still with five laps to try and deal with Weaver. The former world champ managed to close right up and make a challenge but it was Weaver who was still in front as they raced under the chequers.

**Results**  
**Heat one:** 1 Paul Gomm (Vauxhall Tigra); 2 Rob McDonald (Vauxhall Tigra); 3 Kym Weaver (Vauxhall Tigra); 4 Danny Smith (Vauxhall Tigra); 5 James Meadows (Ginetta G40R); 6 Dick Hillard (Vauxhall Tigra); 7 Chris Crane (Vauxhall Tigra); 8 Terry Hunn (Mazda RX-8). **Heat two:** 1 D Smith; 2 Crane; 3 Billy Wood (Vauxhall Tigra); 4 Chris Haird (Vauxhall Tigra); 5 Weaver; 6 Jack Blood (Vauxhall Tigra); 7 Gavin Murray (Vauxhall Tigra); 8 Ivan Grayson (Vauxhall Tigra). **Final:** 1 Weaver; 2 Haird; 3 D Smith; 4 Murray; 5 Blood; 6 Crane; 7 Colin Smith (BMW Z4); 8 Gomm; 9 Shane Bland (Vauxhall Tigra); 10 Hunn.  
**Standings (after 2/14 rounds):** 1 C Smith 92; 2 Haird 91; 3 Bland 90; 4 Weaver 74; 5 Crane 71; 6 D Smith.



Haird (115) chased winner Weaver hard



Dan Smith (565) with Kym Weaver on the outside and Rob McDonald behind

## NATIONAL HOT RODS

## KEW UNTOUCHABLE AT ALDERSHOT FOR HAT-TRICK

National Hot Rods

By Graham Brown

Organiser: Spedworth When: September 2 Where: Aldershot Starters: 24

Taking advantage of a rare kindly grid position, Jason Kew made off with three straight wins from the third round of this year's World Series. But he still had to work hard for his points, notably in the final, where he had to fend off a veritable freight train of seven other drivers for much of the race.

It took Kew just a lap to relieve Peter Elliott of the heat-one lead, darting ahead as they rounded Turn 1 for the second time.

He'd managed to build a significant buffer too within a few laps and ended up needing it once Rob McDonald had won his places fight with Ivan Grayson, Andy Lane and Aaron Dew. McDonald was closing in as flag fall approached but win number one was never in much doubt for the leader.

With Kew not in the second race it was Dick Hillard who went straight to the front in this one with Lane, Paul Gomm and James Meadows following on.

Hillard had well and truly settled in as half-distance came and went and looked to be on course for a ride on the pace car. But from that point on, Lane was always narrowing the gap, finally putting his new Ginetta ahead just four laps from home.

In heat three, Elliott enjoyed rather longer in the lead as the sole white grader. It was Gomm and Dew who finally chased him down and went charging past to try and settle what was now a scrap for the lead.

That lasted until Kew and McDonald also caught up, pressuring Dew into forcing his way past between Turns 3-4, which in turn led to Gomm spinning out altogether.

Dew carried on to take the flag by a comfortable margin but was

disqualified following a steward's enquiry, handing the win to Kew.

Unsurprisingly, the final grid had Kew on pole, but with plenty of lively opposition all around him.

But the race got no further than Turn 1 at the first time of asking, several cars colliding or spinning, red flags signalling a complete restart.

It nearly happened again on the second try but this time they all survived, with Kew leading McDonald, Lane, Carl Waller-Barrett and the rest into Turn 1. With the skirmishes of the opening laps done, Kew was still leading despite pressure from McDonald, with Waller-Barrett, Billy Wood, Gavin Murray, Lane and Chris Haird all forming up behind.

McDonald made a huge effort to get round the outside of the leader but was forced to admit defeat in the end, dropping back to fifth by the time he could get back to the inside line. Now in third spot, Wood was the next to get on the outside

trip and got as far as drawing level with the leader before also falling back into line.

With the top eight running line astern, the rest of the race turned out to be just a demonstration of high-speed close-formation racing with Kew always having to be inch perfect in his holding of the inside line, a task he performed admirably all the way to the flag.

**Results**  
**Heat one:** 1 Jason Kew (Vauxhall Tigra); 2 Rob McDonald (Vauxhall Tigra); 3 Carl Waller-Barrett (Vauxhall Tigra); 4 Aaron Dew (Ginetta G40R); 5 Billy Wood (Vauxhall Tigra); 6 Andy Lane (Ginetta G40R); 7 Ivan Grayson (Vauxhall Tigra); 8 Lewis Shelley (Vauxhall Tigra). **Heat two:** 1 Lane; 2 Dick Hillard (Vauxhall Tigra); 3 Paul Gomm (Vauxhall Tigra); 4 Lee Pepper (Peugeot 206cc); 5 Wood; 6 Chris Haird (Vauxhall Tigra); 7 Kym Weaver (Vauxhall Tigra); 8 Terry Hunn (Mazda RX-8). **Heat three:** 1 Kew; 2 Gavin Murray (Vauxhall Tigra); 3 McDonald; 4 Waller-Barrett; 5 Danny Smith (Vauxhall Tigra); 6 Hillard; 7 David York (Vauxhall Tigra); 8 Shane Bland (Vauxhall Tigra). **Final:** 1 Kew; 2 Waller-Barrett; 3 Wood; 4 Murray; 5 McDonald; 6 Haird; 7 Smith; 8 Bland; 9 Shelley; 10 Dew. **Standings (after 3/14 rounds):** 1 Haird 128; 2 McDonald 125; 3 Bland 122; 4 Waller-Barrett 116; 5 Weaver 110; 6 D Smith 106.



Jason Kew took two heat victories and claimed the final

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MN does not always agree with opinions expressed in letters

### MN SAYS...

## How Lewis is homing in on his best title

Far from being the dominant force that it has been in the past, Merc is struggling

It was a great grand prix last weekend, and it had a bit of everything. There was the opening-lap drama that befell Sebastian Vettel's Ferrari, there was the spectre of team orders towards the end of the race, a performance from Kimi Raikkonen which rolled back the years for the 2007 world champion, and then there was the performance of Lewis Hamilton.

The reigning world champion performed heroics at Monza, and it was just the place to emphasise his genius. It would have been very painful for the Scuderia to have been punched on the nose in its own backyard and in front of a bunch of its own fans.

What was pleasing about the win was that it was so clear that Lewis had to work hard for his victory. This wasn't a walk in the park, it was a hard-earned triumph and one which had been taken against the odds. Ferrari was faster, but Mercedes and Hamilton boxed clever to push back the tide from its Italian rival. There is plenty of great racing to look forward to over the latter part of this championship.

**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!



James Lomax's touring car shot from Oulton Park



Ian Forshaw visted the rally section of the Oulton Park Gold Cup and snapped this



Peter Atkins' shot from Donington Park



JP Newe, aged 15, was in Germany



Three-wheeler, taken by Mark Ashby



Rich Cranston paid a visit to Reims



Paul Grime captured this monster Can-Am car at the Oulton Park Gold Cup meeting



Ben Forrester, aged 14, took this shot



Alex Ireland's photo from Knockhill

GOT AN OPINION?

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

# TV GUIDE

motorsport.tv

It was one of sportscar racing's iconic cars. It had one of sportscar racing's iconic liveries. And this week you can find out all about the Silk Cut Jaguar XJR-9LM.

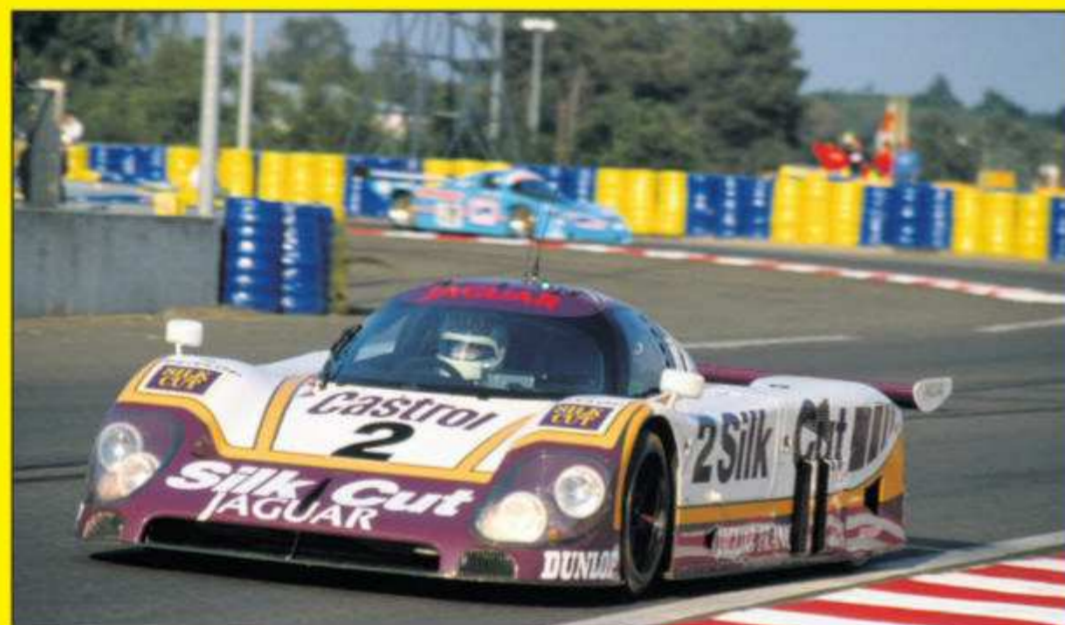
**Roaring to Victory, the Jaguar Story** (Wednesday, 2215-2330hrs) chronicles the return of the British manufacturer to sportscar racing in 1985 and culminates in that 1988 Le Mans 24 Hours triumph. It's not to be missed.

But if you prefer your sportscar racing to be of an older vintage, the latest instalment of the **Great History of the 24 Hours of Le Mans** should be perfect for you (Wednesday, 2330-2345hrs). This time, the focus is on the 1933 and '34 races and the battle between Alfa Romeo and Riley.

That's quite enough sportscar racing, there's also plenty of tin-top action on the box this

week, including the **Civic Cup**. The popular British Racing and Sports Car Club series recently visited Castle Combe and catch all the action on Thursday (2245-2330hrs).

Finally, for rally fans there's highlights from the latest **Irish Tarmac Rally Championship** round this week. Tune in on Friday night for all of the best bits from last month's **Ulster Rally** (2200-2230hrs).



Roaring to Victory, the Jaguar Story concludes with the 1988 Le Mans win

# LIVE TV

## European Formula 3: Nurburgring

**Race 1:** Saturday, 1000-1100hrs, BT Sport 3  
**Race 2:** Sunday, 1000-1100hrs, BT Sport 1

**Race 3:** Sunday, 1600-1700hrs, BT Sport 2

## NASCAR: Indianapolis

**Race:** Sunday, 1830-2300hrs, Premier Sports



Ticktum is Euro F3 points leader

# LISTINGS

Photos: LAT, Mick Walker, Eddie Kelly Photography, Lindsay Photo Sport



Legends return to action at Snetterton this weekend, along with Trucks and Pickups

## RACING FRIDAY-SUNDAY

### Goodwood, Sussex

**Revival Meeting:** Classic and historic races **Starts** Friday, qualifying from 0945hrs Saturday, racing from 1000hrs Sunday, racing from 1000hrs **Admission** by advance ticket only **Web** goodwood.co.uk **Contact** 01243 755055

### SATURDAY/SUNDAY

**Croft, NYorks BRSCC meeting:** TCR, FF1600, VW Cup, Mazda MX-5, Fiesta ST-XR, Northern Saloons/Sports **Starts** Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from 1200hrs **Admission** adult £15, child free **Web** croftcircuit.co.uk **Contact** 01325 721815

**Donington Park, Leics MSVR meeting:** LMP3 Cup, GT Cup, Lotus Cup, Lotus Elise, Radical SR1, Racing Saloons, Production BMW **Starts** Saturday, racing from tba (qualifying from 0910hrs) Sunday, racing from tba (qualifying from 0910hrs)

**Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

### Snetterton, Norfolk

**Truck meeting:** Trucks, Britcar, Legends, Mighty Minis, Pickups **Starts** Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs (qualifying from 0900hrs) **Admission** adult £20, under 13 free **Web** msv.com **Contact** 0843 453 9000

### Brands Hatch, Kent

**BRSCC meeting:** Open Sports, TVRs, Porsches, Fun Cup, Civic Cup, Production GTi **Starts** Saturday, racing from 1205hrs (qualifying from 0900hrs) Sunday, racing from 1045hrs (qualifying from 1000hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

### Cadwell Park, Leics

**BARC meeting:** Mini Miglia, Mini Se7en, Classic VW, BARC Saloons/VTEC, Racing Fords, MGOC/MaX5, Classic FF1600 **Starts** Saturday, racing from 1650hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** adult

£16, under 13 free **Web** msv.com **Contact** 0843 453 9000

## RALLYING FRIDAY/SATURDAY

### New Brighton Promenade, Wirral Garage Equipment Group Promenade Stages

**Starts** 1930hrs **Admission** Limited, visit website for access details **Web** promrally.wallaseymc.com

## SATURDAY

### Castle Douglas, Dumfries and Galloway

**The Armstrong Galloway Hills Rally** **Starts** 0900hrs **Admission** free **Web** gallowayhillsrally.co.uk

## SATURDAY/SUNDAY

### Enniscorthy, County Wexford Wexford Volkswagen Stages Rally

**Starts** 0915hrs **Admission** free **Web** wexfordmotorclub.ie

Details correct at time of press but check before travelling

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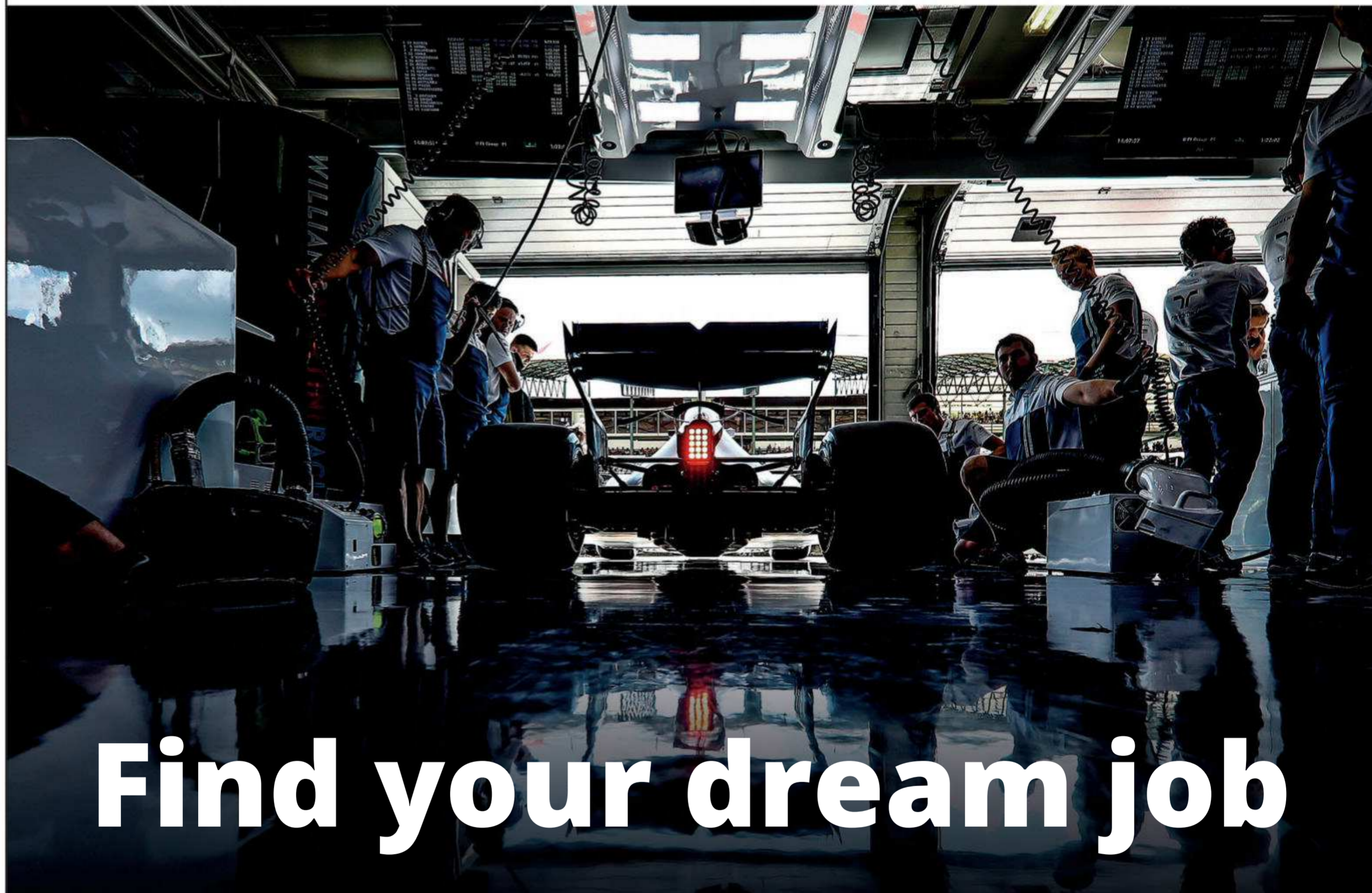
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