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Our experts unearth the best-sounding competition cars of all time, starts **P16**



Axe for Great Britain's 2020 showpiece throws the WRC and British rallying into a tailspin

# RALLY GB'S FIGHT TO MAINTAIN WORLD TITLE CALENDAR SLOT



By Graham Lister

**British rallying is reeling from a double blow after Wales Rally GB was officially called off last week.**

Motorsport News had closed for press when confirmation came through last week that there would be no Rally GB for the first time since 1967 due to Covid-19 restrictions.

As well as the loss of Britain's round of the WRC, the British Rally Championship has also been scrapped.

Rally GB had been due to host a BRC double-header but its cancellation means there won't be enough events to justify going further with the 2020 BRC series that had completed just one round to date.

With as many as 18 rallies chasing a slot on a likely trimmed 10-round WRC schedule in 2021 as economic uncertainty bites, Rally GB's fate is in the hands of the FIA World Motor Sport Council members who meet online on Friday to ratify the revised 2020 dates and those for next year.

**Full story page 4-5**

Fight has been lost to save Rally GB

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THE BIG INTERVIEW



## DAVID AND MARK HIGGINS IN THE SPOTLIGHT

Rallying brothers tackle Motorsport News readers' questions **P12**



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# COMMENT

Photo: Jakob Ebrey



Andy Burton's Cosworth V6-powered Peugeot has lived long in the fans' memories

# WHY HEARING IS BELIEVING

**I**t's a mantra which is often trotted out in motorsport that if a competition car looks right, then it tends to go right. Well, there is also the fact that if a racing machine sounds right, then it will immediately win a place in the hearts of fans.

It is, clearly, a very subjective debate. What's sweet nectar for one could be a bag of nails to another, but there are some stand-out machines that resonate, quite literally, with everyone who hears them.

Formula 1's whispering hybrid era just served to show that the sound is just as important as the fury. And that is something Motorsport News wholeheartedly agrees with. Any competition car worth its salt needs to make the hairs on the back of your neck stand up.

We have assembled a group of more than 20 experts to run the rule over Motorsport News's shortlist, and we have rated the 25 greatest-sounding machines of all time. The results might not be quite what you imagined, but feel free to let us know at @MNMotorsport or by searching for us on Facebook if you think our collected brains trust has dropped the ball. Let the debate begin.

Also this week, we look at the fallout from the cancellation of Wales Rally GB, which could lead to longer-term problems for the UK's showpiece World Rally Championship event. Not only does the cancellation mean trouble for the make-up of the remainder of the WRC calendar, it has also ripped the heart out of the British Rally Championship too.

The landscape is still fluid when it comes to how national rally events will return. The uncertainty over British rallying is still high, which presents a nightmare for competitors and organisers alike.

It's not much different in international motorsport, with more F1 races being cancelled this week too (see page 7). These are very delicate times for all involved.

Under the Motorsport News spotlight this week are David and Mark Higgins, the rallying brothers who have both trodden a hugely successful path in their respective careers. Although neither got the breaks at world level that their talents clearly deserved, they have both banked huge hauls of silverware over the past two decades.

**Matt James**

Editor, Motorsport News  
matt.james@kelsey.co.uk



# MOTORSPORT NEWS

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David and Mark feel the heat under the MN spotlight

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### Motorsport's finest ever soundtrack

Our panel of experts pick out and rate the sweetest-sounding machines



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**Unsung motorsport hero: Diane Hardy**

# RALLY NEWS



## WALES RALLY GB CANCELLED THE FALL-OUT

Fallen dragon: axe has come down on Rally GB

# RALLY GB FACES FIGHT TO KEEP ITS PLACE ON WRC CALENDAR

Battle is on to secure a spot on the slimmed-down 2021 roster as events jostle for space

By Graham Lister

**Wales Rally GB will have to fight for a slot on next year's World Rally Championship calendar, as Motorsport News understands its absence could be for the long rather than short term.**

After the Covid-19 axe fell on Britain's World Rally Championship counter last week, the likelihood of another reduced WRC schedule in 2021 – this time triggered by a dire global economic outlook – means there is no guarantee that Wales Rally GB will be one of the chosen few next year.

The rally's fate will become clear when the FIA World Motor Sport Council members meet online on Friday this week to agree the calendars for this year and next.

"We want it to be in Wales," Hugh Chambers, Motorsport UK CEO, told Motorsport News. "The Welsh Government wants it to be in Wales. There is a strong appetite from the teams, the FIA and the WRC Promoter. But there are a lot of conflicting pressures on that calendar in terms of the economic reality of the number of events that will run next year.

"All the vehicle manufacturers are

coming off a very, very difficult period for new car sales. And the full impact of that will not have been felt yet. It's fairly predictable that [manufacturers are] going to be looking at [discretionary expenditure] very carefully so there will be a lot of pressure on the number of rounds."

### The power of 10

MN understands a 10-round calendar in 2021 would represent a best-case scenario. But with 18 events potentially vying for a date, a number of rallies will face uncertain futures.

Although Welsh Government support is in place for one more year, with the UK economy decimated, non-essential expenditure using public funds will become increasingly difficult to justify, in spite of the £9 million-plus benefit the event brings to Wales.

"I'm under no illusions that whilst we have been in the calendar for the last 50 years, next year is far from certain," said Chambers. "But the UK is one of the biggest car markets, one of the biggest consumer markets in the world. And it's a hugely popular event as a sporting spectacle and a driving challenge."

### Global approach vital

M-Sport Ford World Rally Team head Richard Millener said losing Wales Rally GB from the 2020 calendar was "very disappointing" but accepts GB is no more important than any other event.

"As much as we're all in Europe, a lot of car sales and biggest markets for the manufacturers are probably external to Europe," Millener told MN. "You need to make sure you're a proper world championship so you need these events outside Europe. Yes, they're expensive, but we've all got to remember we're signing up for a world championship. You do have to expect to go out there."

### NI's hopes fade

Chambers fears Covid-19 will scupper any possibility of Rally GB relocating to Northern Ireland in the immediate future should the event remain in the WRC.

He said: "With the pandemic it's going to make it a lot harder for new major events to emerge if they require government funding. Governments are going to be more risk-averse and are going to have a lot of pressure on budgets. To expect anybody to be funding a brand-new major event is probably going to be a bigger challenge than it was before."

## MOTORSPORT NEWS SAYS

A definitive WRC calendar should exist in a matter of days. When it's published it will be the culmination of a lot of hard work and stress.

The make-up of a traditional WRC schedule follows a back-and-forth format with the circus switching between Europe and overseas with some frequency. It has made for managing the Covid-19 impact that much harder than for series that start in Europe then head further afield for their deciding events. The nature of the sport has also created a massive headache as it's simply impossible to control mass gatherings.

Where WRC Promoter could be criticised is for its seemingly delayed acceptance that events were not going to run. Had it worked on a Europe-only schedule earlier, there would have been more scope to



Ypres could land WRC slot

re-jig the calendar, something the European Rally Championship is set to achieve.

Of the eight ERC events scheduled, seven are set to take place, albeit only three on their originally intended slot. But WRC Promoter had events under contract and until those events cancelled it was kind of stuck. Even now it has Rally Japan in mid-November to contend with, making a Europe-only schedule almost impossible. Not just because it would have riled

the red (Toyota) corner of the service park, but it would have cut off a significant revenue stream.

As MN closed for press, a seven-round schedule completed by Turkey, Germany (potentially as a double-header), Sardinia and Japan was possible, albeit with queries over Turkey and Japan. If they fall, then Belgium's Ypres Rally from October 1-3 is one of the events likely to fill the void. Not world-standard, but needs must.

Graham Lister

## Q&amp;A

## HUGH CHAMBERS



## Chambers (l) tough decisions

**What prompted the decision to cancel?**

"It's been very, very clear by Mark Drakeford [Welsh First Minister] there could be a resurgence [of Covid-19 cases in the autumn] and we simply can't be making a commitment we may have to withdraw from."

**Was cancellation the only option?**

"We explored all possibilities in terms of different event formats and times. Literally no other option was feasible, so the ultimate decision was made."

**Including running behind closed doors?**

"You can't close the doors on the Welsh forests. The very essence of a WRC event is the requirement for the distance and the stages. I would emphasise it's not just about the spectators. There are thousands of volunteers involved. It would require them to be travelling and congregating in such a way that would contravene the laws of the land."

**How much of a blow is this?**

"It's massive. But we've got to keep it in perspective. This is a global pandemic with hundreds and thousands of fatalities. Our event has a huge economic benefit, it drives people's livelihoods and the teams that work in the sport. But at the end of the day it is sport."

## THE WALES RALLY GB ROUTE THAT NEVER WAS

This is the itinerary that would have been followed had Wales Rally GB run:

## Thursday, 29 October

STAGE	NAME	DISTANCE (MILES)	FIRST CAR
Shakedown	Clocaenog	2.09	08h56

## Friday, October 30

STAGE	NAME	DISTANCE (MILES)	FIRST CAR
SS1	Myherin 1	19.33	09h38
SS2	Sweet Lamb Hafren 1	18.02	10h32
Tyre Fitting Zone Newtown			
SS3	Myherin 2	19.33	14h03
SS4	Sweet Lamb Hafren 2	18.02	14h57
Flexi Service A	Deeside	-	18h24

## Saturday, October 31

STAGE	NAME	DISTANCE (MILES)	FIRST CAR
Flexi Service B	Deeside	-	06h25
SS5	Aberhiant 1	8.64	08h13
SS6	Dyfnant 1	12.16	09h08
SS7	Gartheiniog 1	6.99	10h24
SS8	Dyfi 1	13.62	10h51
Tyre Fitting Zone Bala			
SS9	Aberhiant 2	8.64	13h13
SS10	Dyfnant 2	12.16	14h08
SS11	Gartheiniog 2	6.99	15h24
SS12	Dyfi 2	13.62	15h51
Flexi Service C	Deeside	-	18h41

## Sunday, November 1

STAGE	NAME	DISTANCE (MILES)	FIRST CAR
Service D	Deeside	-	06h20
SS13	Clocaenog 1	4.76	07h33
SS14	Alwen 1	6.46	08h20
SS15	Brenig 1	3.99	09h08
SS16	Clocaenog 2	4.76	10h11
SS17	Alwen 2	6.46	10h59
SS18 (Power Stage)	Brenig 2	3.99	12h18
Finish	Llandudno	-	13h35

**Total SS distance:** 188.01 miles; **Total liaison distance:** 593.37 miles; **Total distance:** 781.39 miles

# BRC COMPETITORS LOOKING ABROAD AFTER SERIES' CANCELLATION

## UK competitors ready to carry on their 2020 programmes overseas

By Luke Barry

The cancellation of Wales Rally GB has had ramifications for the British Rally Championship which has been scrapped with too few rounds remaining on its schedule.

The West Cork, Tendring & Clacton and Ulster rallies had all previously been cancelled before two more rounds were lost with the Rally GB bombshell.

Proton driver Ollie Mellors told Motorsport News: "I think everyone knew [the cancellation] was going to happen. It's a bit of a saving grace they've done it now rather than two weeks before the event [GB]. You don't want to end up in a situation like West Cork where everything's been booked, planned, paid for and then they go and cancel it."

Rival Josh McErlean added: "It's fully understandable. With Rally GB gone it's a big loss of two rounds

of the BRC to be gone so it was a no-brainer really to cancel the championship. There's always 2021 isn't there?"

**The after effects**

Ypres Rally in Belgium has successfully been rescheduled from May to October but the fate of the Galloway Hills Rally is unknown. If it does run, it will be without any championship status as the Scottish championship was cancelled back in March.

Teams like EDSL Sport are likely to be the most affected by the BRC's demise as it runs several Ford Fiesta R2s in the Junior BRC. But team principal Alex Waterman is confident his firm can ride the storm.

"Hiring is one of our main revenue streams but is it our only revenue stream? Absolutely not," Waterman told MN. "For the time being we'll be OK but what it looks like past November, December – even next

year sort of time – depends [on] what happens with [individual] rallies."

Driver William Creighton, meanwhile is aware several people find themselves in a fragile situation which could have repercussions for 2021.

He said: "There's a lot of work still to be done. [The BRC] struggled for numbers this year so what's it going to be like the year after coronavirus? We don't know. Nobody's going to have [a] magic wand I don't think."

**Desire to compete**

Several BRC competitors are still looking for competition this year, with Ypres an attractive option to many. Mellors had already entered Ypres and the Monteberg Rally in Belgium before the BRC's cancellation, and has now lodged an entry into the Tour of Flanders too.

"Monteberg is one weekend, Flanders is the weekend straight

after so you wouldn't even bother coming back," he explained. "We don't need to move the trucks from there or anything so cost-wise hopefully it won't be too bad."

Hyundai i20 R5 pilot McErlean is similarly hopeful he can compete this year but doesn't have any concrete plans in place yet.

"I think we will be rallying this year," he said. "It's quite promising the way Belgium has shown it's interested in having events. The Czech championship is on, as are the Italians, so it's hard to know where to go or what we can do."

Others like Osian Pryce however can't afford to quarantine for 14 days – which is currently mandatory for everyone flying into the UK – due to the nature of his business.

"I don't want to have a quiet year next year," he said. "I want to be as busy as I can so if that means sacrificing this year and drawing a line under it, I don't really mind."



The 2020 British Rally Championship is off



Mellors has widened his event horizons to go rallying in 2020



Competitors could tackle rallies that are non-championship

# RALLY NEWS

## IN BRIEF

**Wexford Stages hope**  
Wexford Motor Club has declared its intention to run the Wexford Stages on its original September 5-6 weekend, but organisers have stressed that they require "more positive progress with Covid-19". Should it run, it would be the first UK or Irish stage rally since lockdown. The Woodpecker Stages and Rall Bae Ceredigion, both supposed to run in early September, were cancelled last week.

## Axe falls on HRCR Clubmans series

The Motorsport News-supported Historic Rally Car Register Clubmans Championship is the latest victim of the Covid-19 pandemic. Although two rounds ran before the lockdown began, HRCR has pulled the plug on the 2020 season with only two possible events remaining. If the North Yorkshire Classic and Dansport Historic in Derbyshire run in October, HRCR will encourage competitors to support them.

## HYUNDAI RETURN TO FINLAND TESTING

Hyundai was expected to be back testing in Finland at the start of this week following Thierry Neuville's car-wrecking crash on Monday last week.

Although Neuville and co-driver Nicolas Gilsoul were uninjured, their Hyundai i20 Coupe WRC had to be returned to the team's Alzenau base for repairs before testing could resume.

"We hit a rock in a cut during the afternoon, which resulted in the car rolling quite a few times," Neuville explained. "Thankfully, we were OK but it was too complicated to repair the car so we had to stop the test early."

With new testing rules due to come into force this Friday that restrict teams to one test day per driver entered on a European round of the WRC, manufacturer WRC teams are making up for lost testing time with Toyota's factory squad also due to be in action in Finland this week.

# GRONHOLM TO RETURN TO COMPETITION IN RX LEGENDS RACE

## World champion set for Sweden outing in one of his team's Hyundai supercars

Photos: World RX Media, Jakob Ebrey, Kreisel

By Hal Ridge

**Two-time World Rally champion Marcus Gronholm will return to competitive action next month in a Legends Race at the Rally X Nordic season-opener at Holjes in Sweden.**

He will compete against other former drivers with a Hyundai i20 Supercar run by his GRX Taneco squad, sharing the car with son Niclas, who will prepare for the upcoming World Rallycross Championship. Gronholm Sr conducted early test mileage in the GRX Hyundai, but hasn't driven it much since 2018.

Gronholm told Motorsport News: "Last year I was driving a little, not so much at all so I don't have so much experience, but in 2018 I did a few tests."

"These cars are so much easier to drive than they used to be, but of

course if you want to be fast then you need to test more. But, it's not so difficult to just jump into the car. I've been doing some rally car testing, so I think the feeling is there."

While the legends event, held within the four-day race weekend, is expected to include names like fellow ex-WRC contender Henning Solberg and former European rallycross regular Andreas Eriksson, Gronholm says he will drive only for fun.

"I had promised my wife not to run anything [again] so I had big problems to tell [her] that I'm going to drive," he added. "But I'm not going there to do any comeback, it's more for fun. I'm going to drive as fast as I can, but I'm not having any stress at all."

Gronholm's last competitive outing was on last year's Rally Sweden in a Toyota Yaris WRC.



Gronholm Sr will race i20

## FULLY ELECTRIC SKODA FABIA SET FOR JANNER RALLYE IN AUSTRIA



Team has the aim of getting the Fabia out in November

Austrian firms Kreisel Electric and Baumschlagler Rallye & Racing plan to debut an all-electric car in the opening round of their national rally championship next January.

The Skoda Fabia REX will be fitted with the twin-motor, four-wheel-drive 500kW electric kit designed by Kreisel to be used in the World Rallycross Championship from 2022.

The car is set to begin testing in November and, if early running goes well, the car will be entered into the Janner Rallye.

"Our aim is to compete on the Janner Rallye, but there are two question marks; to have the car

really for that time, and if there is a Janner Rallye [at all] because of the Covid-19 crisis," Kreisel's project leader Daniel Foissner told Motorsport News. "But, we are confident that we [will] have a proper system [ready] by the end of this year."

If the Fabia REX debuts on the Janner Rallye, it would use the full World RX kit – not the different rally concept it plans to also introduce – but detuned to around 220kW to ensure the range requirements can be met. Kreisel is working with exhaust manufacturer Remus for the car to emit noise in rallying, both for spectator experience and safety.

## MNCRC MAZDA MX-5 CLASS IS TWEAKED

Changes made to the MX-5 class in the Motorsport News Circuit Rally Championship will make it the "best budget route into stage rallying" according to series bosses.

Cars from 1595cc-2010cc can now compete and while the hard-top regulation remains, it no longer has to be supplied by MX-5 specialist Paul Sheard.

Ex-British touring car racer Paul O'Neill regularly drives one of Sheard's cars in the MNCRC and said: "There is no better way to test the water in rallying."

O'Neill's co-driver Jack Benyon added: "In terms of smiles per mile, I don't think there's more fun to be had out there in rallying than in the MX-5. It's such an accessible formula to rally regulars or newbies."

Prizes for winning the series in 2020-21 include an MSV season pass and a 12-month subscription to MN.



The MX-5 is budget fun

## M-SPORT OFFERS GREYSTOKE TO HELP UK RALLYING RESUME



Millener: Greystoke hope

M-Sport has offered its Greystoke Forest testing facility to Motorsport UK to help kick-start rallying when event permits are issued in July.

The venue hosts the Greystoke Stages Rally but this year's event was cancelled. Other events could be planned though, possibly along the same lines as Rally Sweden Lockdown – a behind-closed-doors, made-for-TV event in Torsby earlier this month.

M-Sport's Richard Millener explained: "It's good to see there's an appetite from people to go out and

compete. We're speaking with Motorsport UK to help them and push some ideas and initiatives so we can get rallying back quicker."

"The problem in the UK at the moment is the British championship is cancelled, Rally GB is cancelled and the smaller event organisers are saying 'let's just do it next year'. That's fine for organisers' but any small team in the UK that runs UK-based drivers has no work."

Millener added it's not planned for any of the M-Sport drivers to be involved.

## BRC CHAMP EDWARDS KEEN TO HELP

British Rally champion Matt Edwards is concerned about the future of rallying in the UK and has offered to help in any way he can to ensure it survives beyond this year.

Edwards thinks a clearer pathway is needed so that the industry and infrastructure around rallying will be protected and sponsors will be kept interested in the sport.

He told MN: "People have to

be critical, but rather than just pointing the finger, I'm perfectly happy as British champion to be an ambassador for the sport and be part of a solution if I can be."

"[At the moment] there's no support, no indication and no process that gives me confidence that rallying will be where it was again. I'm not ready to accept that and want to help prevent it."

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# RACING NEWS

Photos: Motosport Images, Jakob Ebrey

## MOTORSPORT UK CREATES CENTRAL PPE SUPPLY FOR RACING CLUBS



Chambers: using skills

Motorsport UK has established a Personal Protective Equipment centralised supply for clubs to use for racing's imminent resumption, starting with two months of distributing complimentary PPE worth £50,000.

PPE is required under Motorsport UK's coronavirus guidelines for racing's return from July 4, so the governing body framed a collective supply to ease clubs' logistical pressure and ensure correct equipment is used. Complimentary PPE will

be distributed to clubs with a July or August event permit.

Motorsport UK chief executive Hugh Chambers told Motorsport News: "If you're running a small club it's almost a 'where on earth do you start', and for us to be able to use our expertise in business operations to negotiate on behalf of the collective [is the right thing to do]."

"To expect individual clubs to be able to access PPE in sufficient quantities and sufficient quality was going to be a challenge."

Castle Combe Racing Club chairman Ken Davies told Motorsport News: "Everybody's had challenges with PPE, sourcing it and the right quality. So this is a very welcome initiative, especially if you're going to hit the ground racing on July 4."

The British Automobile Racing Club's group chief executive Ben Taylor told Motorsport News however: "It's a good start, but from what I understand there will be more required for all of our events



Protection for marshals

than is being supplied. I would have liked to see it go further so that all were suitably equipped by the governing body rather than the onus being on the organising clubs to make up the shortfall."

# MORE FORMULA 1 RACES FACE THE AXE AMID COVID-19 CRISIS

## A rapid reworking of the grand prix roster after cancellations is causing headaches

By Matt James

**Organisers of the Formula 1 World Championship could be forced into a Euro-centric calendar as the Japanese, Singapore and Azerbaijan Grands Prix have all been called off due to the coronavirus pandemic.**

Singapore and Azerbaijan have faced serious difficulties because of the street circuit nature of the venues, while stringent rules on international travellers means Suzuka has also faced the axe.

Grand prix racing bosses are still confident of hosting a 15-18 race roster despite the cancellation of the opening 10 races.

F1 said in a statement it has "made significant progress with existing and new promoters on the revised calendar and been particularly encouraged by the interest that has been shown by new venues".

As well as double headers in Austria and Britain, other venues are now likely to appear on the roster and Italy's Mugello, owned by Ferrari, has been tipped as a host along with Portugal's Portimao, which held international racing's European post-Covid-19 return last weekend with a 24-hour race.

Bahrain could also be used multiple times, with an oval-style layout being added to the races that are able to take place. Sochi in Russia is also able to host more than one round, and grand prix chiefs are



Bahrain could use a radical track layout

looking at ways of reviving the cancelled Canadian Grand Prix.

Other races in America, Brazil and Mexico, which are still

pencilled in to take place, could also fall by the wayside.

F1 managing director Ross Brawn told BBC Sport: "If we

judge the health and safety risk is too high, even if we can meet the obligations of the country, then we may not go there."

## National clubs rework this season's dates

The MG Car Club has confirmed that its delayed race season will get underway with its Donington Park meeting on July 11-12.

The championships present will all race on only one of the closed-door event's two days, and the meeting includes the Dunlop Mini Challenge as a guest. The club hopes also in 2020 to run its scheduled Snetterton and Oulton Park meetings and is negotiating for a rearranged Silverstone date.

Revised calendars for the 750 Motor Club have also been published, with its first meeting on July 18-19 at Snetterton. The club has added end-of-season meetings at Silverstone on November 14 and Donington Park on November 21-22, as well as moved its Spa Club Enduro meeting to Oct 30-31 and moved an Oulton event from September 19 to September 5 and a Silverstone International event from August 8-9 to August 22-23. The Armed Forces Race Challenge won't run in 2020 due to drivers' service commitments.

Elsewhere, the Scottish Motor Racing Club has announced a 2020 race calendar made up of three half-day Knockhill meetings, starting on September 12.



CDR has been renamed

## Cliff Dempsey Racing's Formula Ford 1600 squad bought and renamed

Formula Ford 1600 team Cliff Dempsey Racing has been bought by its long-serving mechanic Andy Low, and is renamed Low Dempsey Racing.

The deal for Low to buy the team from Cliff and Michelle Dempsey was struck at the end of 2019. Cliff was keen to pass on

the team's running after three decades, though will remain to ease the transition. Low has worked with the CDR team since 2010 and has extensive experience in endurance racing, Formula 3 and Superleague.

Low told Motorsport News about the deal: "It was something

we'd joked about for years but there was always a serious undertone to it. About a year and a half ago we had a serious conversation about it and it was an offer I couldn't refuse, considering how Cliff's built the team up over the last 30 years and the reputation he has."

## EASED MINI CHALLENGE 2020 JCW CALENDAR UNVEILED

The Mini Challenge's JCW 2020 championship calendar has been reduced from eight rounds to five following competitor feedback.

Consultation with the British Touring Car Championship-supporting category's stakeholders revealed financial and logistical difficulties from

the concentrated nine-meeting BTCC schedule.

Five remaining rounds have therefore been selected to spread evenly across the year's remainder and each will contain the maximum possible number of races. The five-meeting Cooper Class calendar will be announced shortly and its number of BTCC-supporting rounds will increase from two to "at least" three. The Cooper S calendar is also to be confirmed shortly.

Championship director Antony Williams said: "It was only right and proper to fully involve them [entrants] in the decision regarding how we react to the situation we all find ourselves



The Mini Challenge will have a slimmed-down roster

in. We also plan to introduce a system that rewards those who have stood by us this year, with the details to be communicated shortly."

The Mini Miglia and Mini Se7en championships meanwhile will support BTCC's August Brands Hatch meeting.

## IN BRIEF

### Aston Martin F1 factory delay

The Aston Martin Formula 1 team, currently known as Racing Point, has pushed back its move into its new Silverstone base by 12 months, to August 2022. The postponement is due to the Covid-19 crisis delaying work on the new facility, which is to be built next to its current building.

### First Extreme E driver confirmed

Off-road truck racer and multiple motocross champion Sara Price has become the first driver confirmed for electric SUV series Extreme E's inaugural campaign. Price will compete in 2021 for Chip Ganassi Racing, and is the team's first-ever female driver. "It's a team I've long admired. Chip's teams define winning," Price said.

### WTCR allows single-car entries

The World Touring Car Cup is set to re-open 2020 full-season registrations to allow single-car entries. Registrations closed in March, but are being re-opened after increased competitor interest following implementation of coronavirus-related cost-cutting measures. Single-car efforts won't be eligible for the teams' championship, while existing teams also can add a car for a Rookie-class driver.

### Wehrlein quits Mahindra FE attack

Ex-Formula 1 driver Pascal Wehrlein has confirmed via Instagram that he is quitting the Mahindra Formula E team with immediate effect. "My interest was to finish the season but the current situation didn't allow so. I can't say much about the future but will keep you informed," he said.

### NHS kids' British Grand Prix chance

Motorsport UK has opened a competition for frontline NHS workers' children to become British Grand Prix Formula 1 Future Stars appearing in the race's national anthem ceremony. "To do something as a thank you to the NHS and involves their kids seems like an entirely appropriate step," MUK CEO Hugh Chambers told Motorsport News.

### British F3 adds Donington date

The BRDC British Formula 3 Championship has added to its 2020 schedule a three-race stand-alone round at MotorSport Vision Racing's Donington Park meeting on October 24-25. This is the only British F3 2020 date not shared with British GT. The British F3 meetings at Oulton Park, Brands Hatch and Snetterton have been selected to host a fourth race. These bring the year's race total up to the usual 24 and make up for the Spa-Francorchamps round lost amid the coronavirus disruption.

### CALENDAR

#### Revised Mini Challenge JCW 2020

DATE	VENUE
Aug 1-2	Donington Park
Aug 29-30	Knockhill
Sept 26-27	Silverstone
Oct 24-25	Snetterton
Nov 14-15	Brands Hatch Indy



## FEATURE



Armstrong won't give up on his World Rally dream

# JON ARMSTRONG:

## I DON'T WANT TO BE REMEMBERED AS JUST AN ESPORTS DRIVER

Northern Irishman tells **Luke Barry** how badly he wants to succeed in rallying despite the difficulties



Fully focused: More real-life rallies is the target

**J**udging Jon Armstrong's career to date is difficult. On the one hand it's been a great success as he's fought and beaten some of the best young drivers in the world. But on the other hand it's been excruciating, not yet delivering the goods his talent deserves. And that frustrates nobody more than Armstrong himself.

The 2016 season was supposed to be his big break. Battling with fellow Britons Osian Pryce and Gus Greensmith in the Drive DMACK Fiesta Trophy, Armstrong won rounds in Poland and Spain to secure two R5 WRC prize drives the following year. But following the second of those in Spain he's only started three rallies since, after being forced into a complete year out in 2018.

"It hasn't been easy," he says. "Off the back of being really, really high and up on cloud nine racing against everyone in R5 to then the next year having nothing again, that's one of the bad things about the sport. It's incredibly difficult to get a drive and almost more difficult to get sponsorship to fund it. Driving an R5 car, if you want to do that in the world championship it's going to be at least £2-300,000 and that mightn't be a full year, it could be five events. It just costs so much money."

Following one-off outings on the Galway International and the Down Rally – that culminated in a maiden

outright rally win – last year, Armstrong has looked to resurrect his driving career with a Junior WRC title tilt in 2020. But the opening round in Sweden started with a rather literal bang.

"The whole build up to the event wasn't good with the uncertainty of if the event was going to run but also personally securing the budget for the event was very stressful," Armstrong remembers. "I put a lot of my own money into it as well and I think it really does play on your mind when you're worrying about things other than driving. I hadn't driven the new Fiesta [R2] on gravel at all or any loose surface and I was spending shakedown and the first couple of stages getting used to it."

Armstrong cleared those first two stages but it all went wrong on the next. A mistake on recce with the pacenotes led to a "monumental accident" into a telegraph pole and ended Armstrong's rally on the spot. He hasn't been afforded the chance to make amends given the calendar chaos caused by Covid-19, and now isn't sure of the destiny either this year or further beyond.

"It's hard to know what's going to happen so I think this year could be a write off," he admits. "What I struggle with most is getting the budget and figuring out the business side of motorsport. It's very, very difficult."

Armstrong's tale is all too familiar. He is not the first and sadly won't be the last driver to have multiple budget-shaped obstacles chucked



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Photos: mcklein-imagedatabase.com, JuniorWRC, Red Bull Content Pool



Sim racing has grown in profile

## JON ARMSTRONG Q&A

### Which event or stage in your career are you most proud of?

"I think there's a few. If I had to pick one it would probably be that stage win in Rally Germany 2017. It probably should have never happened but it did and I don't think many others have won a WRC 2 stage on their debut. It was quite a special thing to do and it proved just what I was capable of."

### What car have you enjoyed driving the most?

"[Ford] Fiesta R5, 100%. Anything four-wheel drive's good but that was the best. The Mini [JCW WRC] was cool too though, the way it went over jumps and stuff but I'd definitely take the Fiesta R5. How nimble it is compared to the Mini; it was a lot more fun in general."

### What car would you most like to drive that you haven't already?

"Citroen C4 WRC. It's what I grew up watching on the TV and then Sebastien Loeb came over to do Donegal in 2007 so I spectated and watched it and fell in love with the noise of it more than anything."

### Who was your rallying hero?

"When I was younger I had people I'd look up to and now I'm in this weird position where I've been able to rally at world championship level and get to meet these people and talk with them, so it's quite surreal. But it would have to be Colin McRae. It would have to be wouldn't it? He's probably had the biggest influence. I remember watching his documentary videos and playing his video game one Christmas."



Germany 2017 is career highlight

in his path. But he refuses to give up.

He adds: "When you don't necessarily have the budget or the pathway to secure a budget it's very frustrating and it's a story that we hear all too often. It's not just me, there's loads of great drivers out there that unfortunately don't get to go the full way because they don't have the support to do it. But you have to keep trying. I'm hopeful that I'll still be able to do events in the future."

"It is very hard to let go of the dream. I still am young enough to go into the world championship and try to achieve good things there so maybe if I got a bit older and a bit past it, you sort of have to concede defeat [but] we've still got years to go. If you want to be the best at anything, you just have to make it your life so it's really about how badly you want it."

There are some that perhaps underestimate how badly Armstrong wants it though. Nowadays, he's more well-known in some quarters for sim racing than real-life driving. A WRC esports champion in 2018 and now involved in developing the DiRT Rally 2.0 video game, Armstrong has been a trailblazer in morphing real-life motorsport and sim racing together. While he accepts being a well-known sim racing driver has its perks, he's eager to not be forgotten about in a real-world context.

"Perhaps whenever I was a real – well I still am – a real driver: see I still talk in that way because I don't do as much of

the real-world stuff. But whenever I was doing the R2 stuff in the European championship, the world championship and then the R5 stuff I wouldn't have been a big name," Armstrong says.

"I wouldn't have had a big following from social media or anything but I definitely was able to put in really good results. I think a lot of people forget about what I've done in the past and what I've achieved and they see me as this esports guy that just managed to win that and now he's got a job off the back of it and is getting the odd rally in a rally car. But it's very much not that way."

"Obviously if I had my way I'd be in the world championship all the time and rallying but I do enjoy the sim racing side of things. I've got a good following from that and if you become more popular you're going to have more eyes on you [but] I definitely do want to show people I'm not this esports guy, I'm not really a joke as such. What I need to do is connect the real world and virtual a bit more and see if we can do more in the real world in the future."

The task then is clear. Armstrong must keep entertaining his fans and performing well in esports which, in turn, will make him as marketable as possible to potential sponsors and backers. And he knows it. But as any young driver on the cusp of the World Rally Championship can attest, converting that mission into actuality can be a far more physically draining battle than the one out on the stages. ■



Armstrong thinks he was distracted in Sweden



Galway 2019: First rally in over a year netted fourth



Junior WRC suits Armstrong



Sweden was a troubled start

## COLUMN

## TOM CAVE



## British Rally Championship and WRC 3 hopeful

Photos: Andre Lavadinho, Jakob Ebrey, Red Bull Content Pool



Cave had a score to settle in Wales



Oulton Park stage proved expensive

**I** was asked to write a few words for MN, really not knowing what to write about. Let's be honest no-one wants to hear or read about Covid-19 or lockdown all day, every day, because it's a bit like Brexit... it will not bloody go away! So I thought, in light of last week's unfortunate news, I'd give you an insight into an event that was plagued with untimely complications but then resulted in silverware: Rally GB 2019.

At the time, I was still licking my wounds from finishing second in the British Rally Championship, after a year-long battle with Matt Edwards. I knew Rally GB would be pivotal for moving into 2020 with support from partners and continuing my relationship with Hyundai Motorsport Customer Racing. Welcoming aboard new and vastly experienced co-driver Dale Furniss, I was eager to work together and show what we could do! The R5 category was fiercely competitive. We had Petter Solberg return in the works supported VW Polo R5 with Oliver Solberg in an identical car; Kalle Rovanpera in the works Skoda Fabia R5, Mads Ostberg, Hayden Paddon, Jan Kopecky and also Matt [Edwards] joining us in the Phillip Case Rally Sport team.

We opened the show around Oulton Park: Matt was first car on the road, and I was second. Oh boy, it was slippery. The deep watersplash caused problems for my alternator belt and I lost power steering so for a few hundred metres it was like driving a sit-on lawn mower with two flat front tyres with the car steamed up like a sauna. It was a terrible start, dropping 15.1 seconds to Petter who was fastest. That gap would soon become gravely important.

The opening stage on Friday [day two] was also problematic. This time a small wire on the steering wheel loom was intermittently working its way loose. It was on a flexy piece of cord behind the wheel, which controlled my boost, anti-lag settings and wipers. I was stuck in the lowest setting of boost with no anti-lag

for the next three stages, losing between 15-20 seconds a stage. We made it to Dolgellau and stopped on the roadside to carry out repairs in the pouring rain.

Realistically we had 20 minutes of road section time to strip down and rewire the steering loom. Without any cable strippers, Dale was making use of his front dentures. I had the loom diagram drawn up by our engineer on a piece of scrap paper in the back of the service lorry back at Deeside, which was sent to me after running down the road to find 4G to call. We were at side of the road for that long the sweeper car turned up! With them in toe and an abundance of spectators all wanting to get involved, they politely watched our sophisticated bodge... I mean repair! We made it to the arrival control of Dyfnant with seconds to spare before incurring penalty lateness. We pulled off a roadside repair job worthy of an A\*!

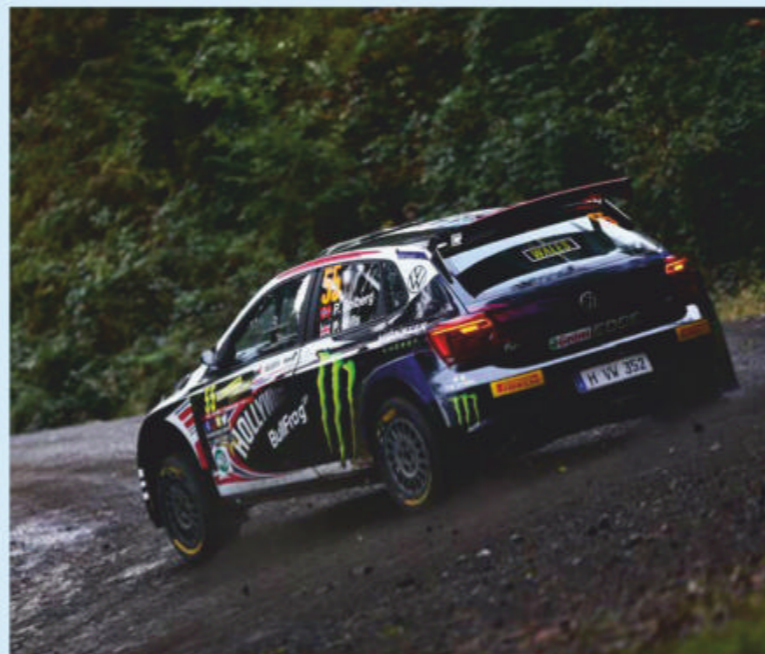
But lying mid 20s overall, I had to make sure we started going up the overall standings and not backwards. Starting day three, we were inside the top 15 and fifth R5 overall. We were behind Petter and Phil on the road, which was fun on the road sections; plenty of stories and questions asked. Dyfi, Hafren and Sweet Lamb and then Myherin awaited. These were stages I

call home and boy, did we come out fighting.

Taking five seconds out of Petter through Dyfi, he soon became wary of our times. He was coming straight to my door, asking "well what time you do...?" I got a small glimpse of the world champion and how mightily competitive he still was. And you can see why he was nicknamed Mr Hollywood. Everywhere we were, albeit the arse end of nowhere, his army of fans appeared out the trees. He always embraced it and had time for everyone who came over for a photo or autograph.

On Sunday Great Orme had been cancelled, only leaving us with three stages and the gap was close between us and Pierre-Louis Loubet. I was well up for the fight for podium honours in WRC 2. We kept Loubet behind and with a huge grin on our faces we crossed the line in 11th overall, first privateer, first Welsh crew and third R5 car; behind 2003 world champion Petter and future world champion Kalle Rovanpera.

I was thrilled for the PCRS team; our teamwork had shone through. A firm handshake from Andrea Adamo confirmed we did a did good job. But now to the white elephant in the room. Remember that 15.1s deficit on stage one? We finished 14.7s behind Petter in the end...



Solberg was the man to beat on Wales Rally GB



Cave was the first Welsh crew to finish Rally GB

*"I got an insight into how competitive Petter Solberg still is"*

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## FEATURE

# MARK & DAVID HIGGINS:

## 'NO TEAM MANAGER WAS BRAVE ENOUGH TO PUT US BOTH IN THE SAME TEAM'

The Higgins brothers reflect on their career highs and lows as they face the MN readers' questions. By **Luke Barry**



Mark and David always supported each other

**“Is this a quiz? What’s our prize if we win?” quips Mark Higgins, less than a minute into our phone call. The competitive edge that yielded him three British Rally titles hasn’t faded. But it’s not just Motorsport News he’s addressing; brother David is here too.**

David, on paper at least, is the more successful of the brothers with 10 US titles and one British crown on his CV. But when they were both competing in the BRC, it was Mark who more often than not was enjoying the larger spotlight in the top classes.

But who’s the better driver? Why is David congratulated every time he goes to America and why did crashing a Vauxhall Nova land Mark his first big break? All that and more are revealed as the Motorsport News’s readers put the Higgins brothers to the test.

**Question: “You’ve driven many cars throughout your career but which is your favourite and is there a car you haven’t driven but would like to?”**

**Greg Tomkins  
Via Twitter**

**Mark Higgins:** “That’s difficult. There’s favourite cars for different rallies. The F2 cars on Tarmac were fantastic and the [Nissan] Sunny was a great car, and any World Rally car on a proper sort of stage is fantastic as well. All the World Rally cars have got a

similar feel, any of those are good. And then probably my favourite car of all to drive was the TT car [Subaru Impreza]. So everything really [laughs].”

**David Higgins:** “My favourite would definitely be the last Subaru [I drove] in America because it was the ultimate rally car where the regulations were free, loads of power, good handling and everything so that was pretty good. And probably the two cars I would love to drive: I’ve never done a rally in a proper Group 4 Escort so I would need to do that at some point, but the other one would be the old Toyota Celica ST185 because that was the top car at the time when I was getting into rallying with [Juha] Kankkunen, [Carlos] Sainz and those guys. That would be something I would really like to have a go in.”

**MN:** Are there any of each other’s cars you’d have liked to have competed in?

**MH:** “I would like to have competed in one of David’s last Subarus, they were pretty awesome. We had one of his old cars in China for a bit which was nice but his latest cars looked mega to be honest.”

**DH:** “From my point of view, pretty much every year when Mark was in factory F2 cars I wanted to be in one of them!”

**Question: “What’s the worst car you’ve both driven?”**

**Jamie Edwards  
Via Twitter**

**MH:** “Peugeot 306. Basically we’d

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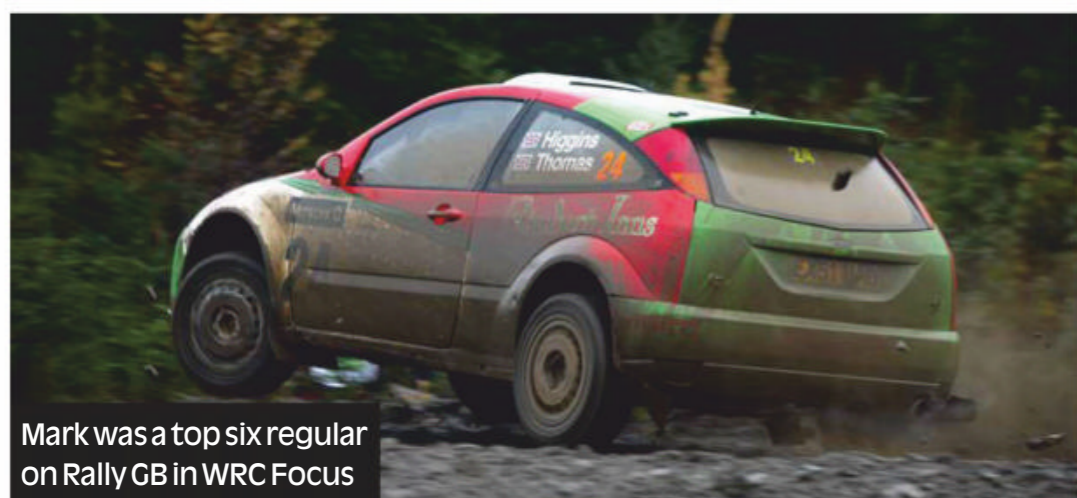
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Mark drove for VW in 1999; David nearly joined him



Mark was a top six regular on Rally GB in WRC Focus

come out of the Honda Civic and we had a supported drive in a Peugeot. It just retired all the time, I remember it being fairly awful to be honest."

**DH:** "The worst car I've ever done a rally in is I did the WRC Australia in a Mini. I don't know how the hell I got persuaded into doing it but I couldn't even get off the first startline because the ruts were that bad and I had to reverse before I could go forward. The Peugeot [106] Maxi was an unbelievable car on Tarmac but on gravel and reliability and different things going wrong it was probably one of my most frustrating years really. It doesn't look like we've both done ourselves a good job with getting a career with Peugeot..."

**MH:** "And I drove one of those in the British Rallycross Championship didn't I? That was one of my favourite cars though."

**Question: "Who's the better driver?"**  
**Cathy Metcalfe**

**Via Instagram**

**MH:** "I don't even know that was coming! [I will say] David."

**DH:** "Mark."

**MN:** So diplomatic! In that case, why? **MH:** "I don't even know how you could answer that one. There's different rallies and different times where we've been quicker than each other so it's very, very hard to say. There's no way I want to go anywhere near America but there's certain rallies where we've been strong."

**MN:** This might be more relevant to you David. Was it a help or a hindrance

to have an obvious yardstick in Mark?

**DH:** "It was definitely a help to start with because I wouldn't even be in rallying if it wasn't for Mark because of what he did with the Nova and the backing and things he had, I basically was getting his cast-offs for the first few years of things. But then I'd say definitely in the British championship it was a hindrance because he was always seen as the senior one so it was very difficult to go into teams even because team managers at the time in the F2 days were very concerned that information would spread from one of us to the other, and none of the team managers were brave enough to put us both in the same team."

"Steve Bagnall [Volkswagen team manager] was quite close at one point to doing it but it never happened so that was why I chose to go off and do something in America and Mark followed! I've done a lot in China and a lot in America so our careers have spread but when we were trying to do stuff together, it was hard for both of us because you're competing for the same drives, fighting for the same sponsors. The only fall outs we've ever had has been over wanting to do things just for our own careers so that's why it was nice to move away and do different things really."

**MH:** "It was great when we were both doing the British championship but in different classes because I'd get to the end of the stage and all I was worried about was what David had done and trying to find out what was happening. And that

## "All I was worried about was David"

**Mark Higgins**

was a lot easier for our parents as well. You can imagine mum and dad, when we're both doing the same thing, who they're actually supporting but we've been very, very lucky to be in motorsport for this long really and there's been more fantastic times than there has been bad times.

**Question: "Did you have a driver you looked up to or tried to emulate in terms of style?"**

**Hayden Barry**

**Via Email**

**DH:** "In my early days, Mark, because he was always in the factory teams. In-car cameras were not really a common thing but he always had one and I literally used to spend every night watching all his videos to learn the roads and watch what he did, so I guess Mark would be the biggest influence on my driving. And then as time goes on you look at different people. I always admired Carlos [Sainz] for his work ethic and Richard Burns."

**MH:** "I suppose for me, when I started on the Isle of Man nobody had really got a works drive [from there] effectively. [Ari] Vatanen was a hero and obviously Colin [McRae], for their pure commitment and attacking driving style. But the person I looked up to massively was my dad [Tony Higgins] who was a lovely driver and never really got the break. He did a few Manxs and was always competitive until we ran out of money, tyres and clutches."

**DH:** "He's still really fast now."

**MH:** "Yeah sitting with dad now he's so smooth and makes it look very effortless,



F2 Ford in 1995 proved a challenge for David

and he's 70-odd now. He used to do a lot at the rally school, he had a very natural way of driving."

**DH:** "He still goes in the simulator every night now doesn't he?"

**MH:** "Yeah, he'd smash me at that!"

**Question: "What was the most pivotal moment in both your careers?"**

**Alex Waterman**

**Via Email**

**DH:** "I think it's very hard to put it down to one but I think as an overall thing it's when you start to get people to believe in you to actually give you the opportunity. It's such a fine line between everything going great and having absolutely nothing, I don't think you can really pin it down to one single moment."

"But there have been so many people that have helped me. It was [Peugeot competition boss] Mick Linford in the early days, then it was Paul Barrett and then Hugh [Evans] stepped in when I had the fine and no licence to compete or do anything so that was really grim and then he got me going again to get me in the right frame of mind before getting picked up by Subaru. In the meantime I did an awful lot in China as well. [Asquith Autosport boss] Richard Asquith definitely picked both myself and Mark up and we did seasons with him. Richard Asquith and his family have probably helped more drivers who haven't got big budgets than anybody in the country. They would find money to go and do a test even when you thought it was not possible because Richard was so keen

to be in the car. He just wanted to be doing it all the time."

**MH:** "Yeah, brilliant guy. [He helped] Niall McShea, Neil Wearden, Robbie Head, myself and David and we had some fantastic times with Richard. He did it for the love of the sport, not for making money and was a big part for a lot of people, very important guy."

**MN:** What about you then Mark? Any one or a few moments that stand out?

**MH:** "There's always massive ups and downs and times you think it's all over and then something crops up. At the very beginning, a very important rally for me was Ypres [1991]. It was the first time we'd ever rented a Group A car, it was my first left-hand drive and we basically sold a lot of stuff to go over and do this one rally in the Nova Challenge. There was Alister McRae there, David Metcalfe was doing it and [Bernard] Munster. I don't think I've ever crashed so much in one rally. I was talking to David about it the other night because I've got my Nova here and every time David rang up to find out what was going on, I'd been off or rolled again."

"But there were seven stages in a row which we did one second behind Metcalfe and level with Munster but were about 25-30 seconds quicker than all the other challenge guys and I think that brought me to Vauxhall's attention and I got a works drive with Vauxhall in '92 which was my first one. And that got the ball rolling again but that died off after '92 when David Metcalfe was killed, and then Richard [Asquith] picked us up in the little Castrol

*continued on page 14*



## FEATURE



David is eyeing a big '21 season



Both brothers tried rallycross



Manx was an event Mark dominated



David's sole British title came with a Hyundai Accent WRC in 2004

Honda Civic for '94 which was a fantastic year because we did loads of rallies. And that got us back into F2 and F2 was just starting to build momentum then, and I was lucky enough to get into Nissan."

**Question:** "Do either of have you a moment or situation you wish you'd handled differently throughout your career?"

**Graeme Haggarty**

**Via Email**

**DH:** "There's many! I regret not trying [in the] World championship, I never did much in it because I didn't have the budget to do it properly and I wish I'd maybe given a little bit more to do the Production cup but then in hindsight, everyone that's done that has never really got anywhere afterwards where I've been lucky to make a living out of doing it. The only thing very early on I would definitely say is when I went into the F2 Ford in '95 it was way too soon for me but at the time, when you're that young you think you're ready for anything. If I had had another year doing something [that was] a little more of a stepping stone it would've been way better than going straight into that car too soon. I ended up having a big accident that set me back for a while as well and things so it was a really difficult situation, especially being team-mates with Gwyndaf Evans and everything else. So if I could do one thing different I would have held back that year and done it the year after."

**MH:** "It's very hard to say what you would have done differently. There were a

few things that went against me that I felt could've been big opportunities for [driving in the] World championship. We had foot and mouth at the wrong time, there were a few things like that that happened. But generally to be doing it for as long as we both have we've been very fortunate but [I] regretted not doing a proper World championship rally in a World Rally car on Tarmac, that's the one thing I never got to do.

"We were meant to be doing the British championship in a Focus [WRC in 2001] but then the championship got canned so we didn't do any rallying. Then I got a one-off chance to do Rally GB at the end of the year and that was the year we were lying fifth when potentially 12 people could've won the rally back then, but we got pulled out after Carlos and Colin crashed so that was a bit of a downer. Things were going quite well then. We were lucky enough to be team-mates with Colin and Carlos on, I think, three Rally GBs, did lots of Rally GBs and we were always around the top six. I nearly did Rally Ireland in the Stobart-backed Focus but unfortunately Pirelli wouldn't allow me to do it as I was contracted to them and the Stobart car was on Michelins. It would've been interesting to see how that would've gone."

**Question:** "Which one of you is best on the spanners for your respective son's karting careers?"

**Tony Hughes**

**Via Facebook**

**MH:** "Definitely David. I can build a car and do things, but there's always a box

of bits left over. So it's good it being lightweight but it doesn't necessarily work very well."

**DH:** "I think Mark is also really clever where he actually makes out he's really shit so more people do things for him."

**MH:** "I just like company when I'm building stuff [laughs]."

**MN:** What about the karting?

**DH:** "I did train as a mechanic when I left school, I worked at my dad's garage and have worked on cars ever since. Karting was something I did for a bit longer than Mark and I never really stopped karting that much throughout my rallying [career] so I probably find the kart stuff a lot easier to do than Mark just because I'm around it all the time and when I'm not rallying I'm literally full-time with [son] Matthew's racing. Mark's busy with the [James Bond] movies and things so it's harder for him to fit it in but I love doing it, I just think it's a great thing to be doing."

**MH:** "Definitely having mechanical knowledge is good. I've got very basic mechanical knowledge, I can get myself out of a hole with most stuff and that's important for a rally. The amount of times we've had to bolt things together and come up with a plan to get yourself out of a stage, but often enough if David was in the rally as well he'd be the first person I'd be asking 'can you give me a hand?'"

**Question:** "Who was your greatest rival if you had to pick one throughout your career, excluding each other?"

**Simon Byers**

**Via Email**

**MH:** "I think your greatest rival always is your team-mate. They're in the same car so you've got to win that battle as there's no excuses. So I think rather than putting it down to one person—there was a couple of people in the BRC we had some interesting battles with and I won't elaborate on that much more, so I think I'll just leave it with team-mates."

**DH:** "Yeah I agree really. When you think back on how long our careers have been and how many different types of cars; there were some people that were really tough to battle against in Group N and other people who were tough to go against in different categories so I think just your team-mate is the easiest answer for that."

**MH:** "Yeah, I don't want to build anyone up and give them the satisfaction of thinking they're good [laughs]."

**MN:** Will you give us the initials?  
**MH:** "No, I'm not going to!" [Mark then refused to tell MN off the record too.]

**Question:** "Do either of you have any plans for a return to rallycross?"

**[Mark won BRX in 2018 and David did various races in America]**

**Dan Wright**

**Via Twitter**

**DH:** "I loved driving the rallycross cars, they are amazing and I would do it again but it's not something I'd make a massive career path. The problem with it is, it is a brilliant sport and a brilliant thing, but there's so much luck involved with it as well. You'll win races you definitely don't deserve to win and you'll do many more races that maybe

you should've won. You're so reliant on everybody else and other people that it's good for the spectators but I would rather go circuit racing than rallycross as a choice."

**MH:** "I enjoyed it but I was very frustrated with it as well, especially the British championship. Again as David said it's a bit of a lottery and sometimes it appeared to be a bit of rich man's bumper cars but the cars are fantastic to drive. If you get a bad start, the whole weekend is over for you but the cars are just amazing and the whole atmosphere is just fantastic. But there's nothing like a rally and if you get it wrong in a rally and there's normally only one person to blame. The co-driver [laughs]."

**MN:** How much does a rallying background help you in rallycross?

**MH:** "It's definitely more like rally [than racing] and the whole thing is a compromise. You've never got a perfect set-up because you're on Tarmac tyres on gravel and you're almost on gravel suspension on Tarmac so it's just about adapting to conditions and lines and stuff. And also having somebody talking to you with the spotter, that's quite a good from a rally point of view where you're used to having pacenotes. I think rallying does help but the sport's changed massively over the past 10-15 years so the accuracy and the racing drivers have worked very well for the sport as well."

**Question:** "When will we next see you in a rally car?"



Mark flying high in Sardinia, 2005

#### Tyrone Bungay Via Email

**DH:** "Yeah, obviously I've not stopped. This year's made things really difficult. We're still hoping to maybe get out on some [American] events this year depending on if we can travel or not really but looking to do a full programme again next year. But obviously when you've been at the highest level in any category with the best cars and the best teams, you need to make sure you've got everything in place to do it properly again because it would be really frustrating to go back [and not be competitive]. A lot of opportunities often come up to do the odd event but you want to make sure you're doing the right event in the right car with the right team."  
**MH:** "I think what David said there as well, one thing we've learned is you either do it properly or you don't do it all. I'd love to have a little go out, this is my longest gap ever from doing a rally. The last one I did was in China [2017] and I do miss it yeah, I'd love to get back in a car. Before I'm too old!"

**Question:** "A bobsled run, Isle of Man TT course or the Transfagarasan. Which was the most challenging Subaru event, Mark?"

Thomas Harrison-Lord  
Via Twitter

**MH:** "Definitely the TT, hands down. The Transfagarasan is more like a rally stage so the speeds weren't as high. There were high-speed sections but a lot

of low-speed sections. The bobsleigh run I just pointed it and hung on for dear life, I wasn't really driving down there but the TT is by far the most, not scary that's the wrong word, but adrenalinising thing I've ever done in my life."

**MN:** And of course you had that huge high-speed save...

**MH:** "That was just lucky! That was 155mph and it started going sideways, that was a bit of a wake-up call. The worst thing about that is I had another 36 miles to think about what nearly happened."

**DH:** "The TT event was good for me as well as I probably get congratulated on that one every single time I go to an American rally. I have to talk through in great detail how I managed to save that moment!"

**MH:** "Me and David have had people argue with us telling us that we've done stuff, getting us mixed up with each other. This happens quite regularly so we now just agree with it and go along with it. It's been great being American champion for all these years..."

**Question:** "What is David's most frightening moment when he opened his 'night experience' rally driving school? Apart from trying to instruct British Touring Car Championship driver [and then Motorsport News track tester] Paul O'Neill..."

Matt James

Via Twitter

**DH:** "Oh god, yeah that was a stupid idea that really. Everyone knows what the forest is like there, it's literally such a dark

place. [When] people drive round the forest school in the day time they see all the danger but when the night course came on, because the lights are just pointing forward, nobody saw any drops. They were all just so much faster in the dark because they couldn't see any danger so, yeah, we didn't do them for very long really."

**MN:** What were the benefits of having that rally school?

**DH:** "I think for both of us it opened up so many connections with people. Whether it was someone who was going there testing or the amount of seat time we could get from driving other people's cars, [it] was something we never got anywhere else. That for me was the main benefit."

When I took it over from my parents it got a lot harder because you were doing a lot more day-to-day running of the thing that you didn't get the same sort of fun and enjoyment of doing the courses even. But certainly in the early days, Mark was teaching all the time and having the time to go in the cars made a massive difference.

The cars weren't necessarily so representative of what we were driving but the conditions, you'd see frost on the road so you'd know it was slippery so you'd be able to read the conditions of the road way better and be way faster."

**MH:** "And for every bad driver, there's often something occasionally they'd do quite well which you thought 'that could actually work'. You were seeing things all the time but we never, ever took our cars up and went to practice. Dad wouldn't let us!" ■



Nissan was Mark's first big F2 drive

## FEATURE

# THE MACHINES THAT HIT ALL THE RIGHT NOTES

We've collected together what our experts have determined at the best-sounding motorsport cars of all time

**W**hile the racing and rally cars have been locked away since March, all motorsport fans have missed the sights and sounds of their favourite machines.

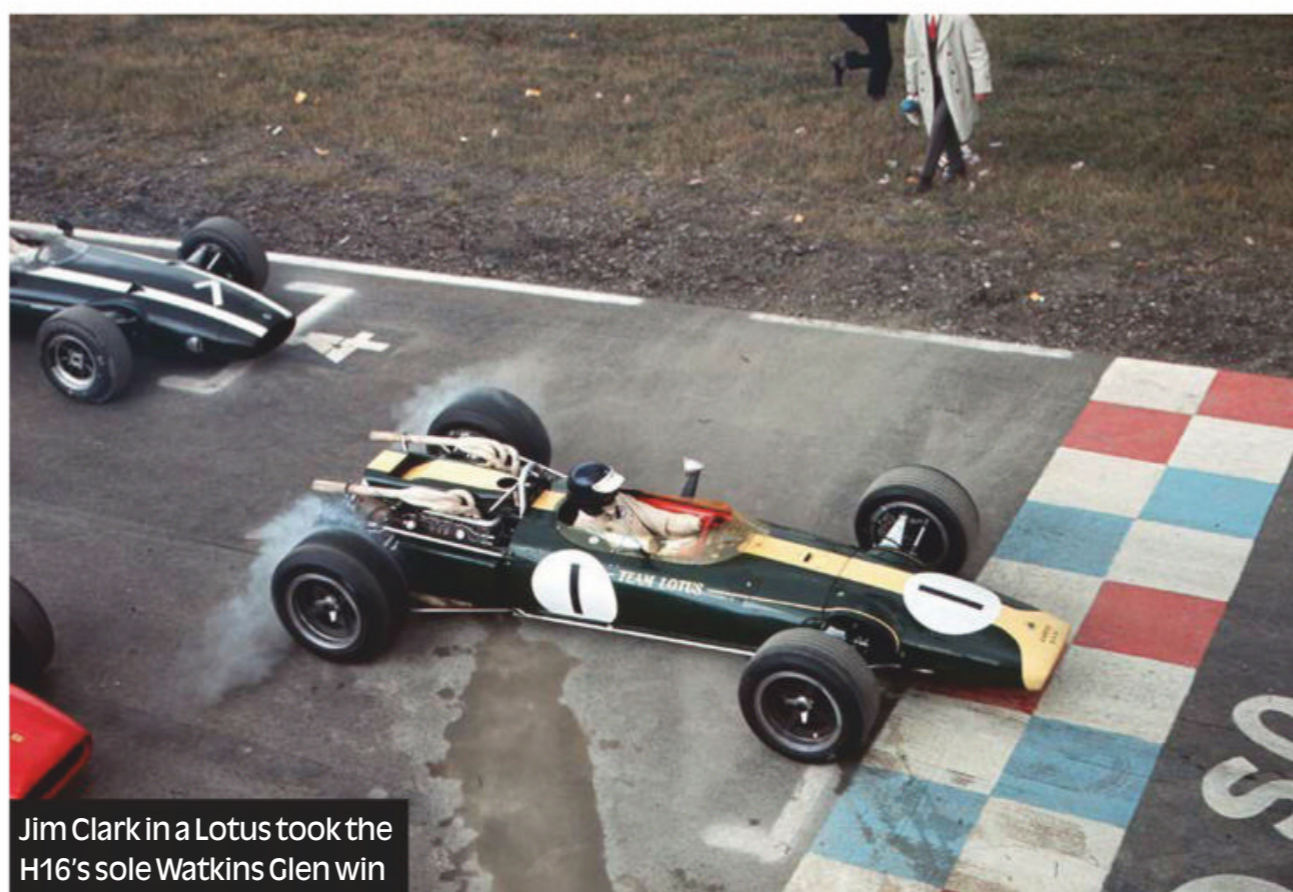
Motorsport News has set out on a task to find the best-sounding racer of all time. It is no easy job, but our assembled brains have tried to sort them into some kind of order.

It is all subjective, of course, and much will depend on what cars you watched growing up, which ones made you fall in love with motorsport in the first place and which ones you've seen time and time again.

Here's our opinions, but we would never claim to be perfect. If there is one you think we've missed, or your favourite is not on the list, let us know at @MNMotorsport on Twitter or search for Motorsport News on Facebook.

**Motorsport News' expert panel:** David Addison (Programme-collecting anorak); Luke Barry (MN Reporter); Matt Burt (Angry Cornishman who used to edit MN); Bernard Cottrell (if you've raced it, he has officiated you); Jakob Ebrey (if you've raced it, he has photographed you); Ben Edwards (Racer, who picks up the mic sometimes); Carl Faux (Top engineer and former Ministox racer); Ian Flux (Serial hedonist); Louise Goodman (Often followed around by a cameraman and a soundman); Alan Gow (BTCC overlord); Andy Hallbery (Former Autosport editor); Tim Harvey (Chief taste tester for Patisserie Valerie); Helena Hicks (MN's Digital Content Editor); Alan Hyde (Gravelly voiced BTCC pitlane pin-up); Matt James (Karl Jones fan); Andrew Jordan (Historics driver who does a bit of BTCC too); Mike Jordan (Ex-GT champ and spectacle wearer); Graham Keilloh (MN Deputy Editor); Paul Lawrence (MN's Histories ace); Graham Lister (Rally fan and all-round expert); Scott Mitchell (MN's F1 guru); Hal Ridge (MN's rallycross lover); Ian Titchmarsh (BRDC stalwart and ace talker).

## 25 BRM H16



Jim Clark in a Lotus took the H16's sole Watkins Glen win

Famously remembered for powering just one grand prix victory, the outrageous BRM H16 engine was an incredibly bold bid to meet the new three-litre grand prix engine regulations introduced for 1966.

Up until 1965, the works BRM team had enjoyed success with its 1.5-litre V8 engine. To suit the new engine rules, one V8 was put on top of another to make a three-litre H16-pattern engine. Brave or foolhardy is a matter of opinion, but the engine, much like the V16 BRM unit of the early 1950s, failed to deliver reliability to match the incredible nose emanating from the pair of V8s.

Ironically, its only F1 win came in the back of a Lotus as Jim Clark nursed his H16-engined Lotus 43 to victory at Watkins Glen late in 1966. Lotus was already waiting for the Cosworth DFV to arrive.

Thanks to the commitment of Jim Clark fan Andy Middlehurst, we still get the chance to see and hear Clark's H16-engined 43 as Andy has painstakingly rebuilt the car and gives it a run from time to time. Once it has cleared its throat, the BRM H16 engine makes a sensational noise: it was a bold idea but destined to disappoint the fans. **Paul Lawrence**

## 24 Aston Martin DBR1-2 (Lola-Aston Martin B09/60)

Aston Martin's return to the top-flight at Le Mans in 2008 had been beset with problems, and in terms of its impact in the sport, it is nothing more than a mere footnote. But what it did deliver in spades was a glorious soundtrack that will live long in the memory.

Perhaps the reason that the Aston Martin-motivated Lola design is an outstanding sound is that the

World Endurance Championship was in the midst of its diesel revolution at the time.

While the Audis and Peugeots whispered their way around the world's iconic circuits, the petrol-powered six-litre V12, a tweaked version from the DBR1 GT car, stood loud and proud as something different.

The Lola-built B09/60, which was a

development of an existing sportscar design from the British manufacturer, was a title winner in the 2009 Le Mans Series with Jan Charouz, Tomas Enge and Stefan Mücke driving. There was a fourth place at Le Mans in 2010 for the Eastern European-run car, but that was a highlight – the official works cars were beset by problems.

The sound was right, but the reliability was very wrong.

The Prodrive-created AMR-One for 2011 and it was a total disaster and was soon parked (its chassis formed the basis of the radical DeltaWing which was to follow).

Aston wheeled out the Lola again at the end of the campaign, but things in WEC were beginning to move on by that stage and the symphony was finally called to a halt.

**Matt James**



Lola-Aston Martin – actually moving...



Zanardi was a Honda winner

## 23 1996 Honda V8-powered Indycars

Little wonder that 1990s CART is looked back on with affection. The cars in America's prime single-seater category looked the part and made a mighty fine racket, powered by 900bhp, 15,000rpm, 2.65-litre single-turbo V8s. The sound was potent, a sharp elegant whirr and growl, encapsulating somehow what a top-level racing engine should be.

And Honda's unit was the best of the lot, leading a frenzied multi-marque engine race in the

decade's second half. Its entrance in 1994 was difficult too, as with its cast iron block Honda even failed to qualify for that year's Indianapolis 500.

For 1995 Honda therefore started with a blank sheet and, with many harsh lessons from '94 incorporated, produced an aluminium alloy HRH engine, which in '95 won a race. But even so what followed in 1996 was stunning.

The HRH-A engine suddenly

produced statistics reminiscent of Honda's Formula 1 glory days in the preceding decade, winning 11 races from 16 and powering Jimmy Vasser and Ganassi to honours. Five of that year's six Honda-powered runners won a race. Again like in its F1 glory days, it was largely a matter of constant development and incremental gains adding up. And Honda was still winning titles into the following decade.

**Graham Keilloh**

Photos: Jakob Ebrey, mcklein-imagedatabase.com, Motorsport Images

## 22 Peugeot 905

A Formula 1 engine in a sportscar. Peugeot's 905 V10 engine powered the car to dominance in the dying days of Group C sportscar racing before it was put in the back of McLaren's MP4/9 for an unsuccessful foray into F1.

Peugeot had a road car range of dull family cars. It needed a PR boost and sportscar racing was the

chosen route with the spectacular-looking 905.

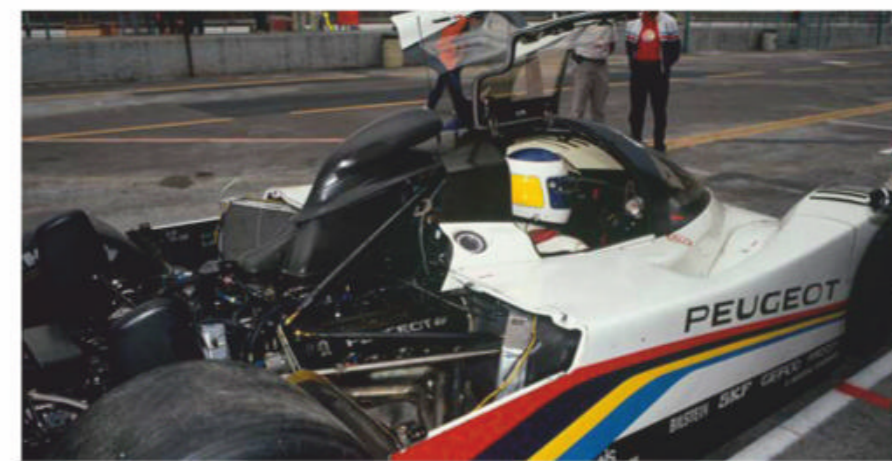
The 3500cc V10 unit, with an unconventional 80-degree vee angle, was unreliable at first in 1991, with its light alloy construction and four valves per cylinder, twin cam layout. The SA35-A1 enjoyed a mid-season overhaul and found the durability

and some more grunt with 700 horsepower now on tap, up from the original 641. PSA never looked back as it steamrolled its way through 1992 against modest opposition from Toyota and won at Le Mans in 1993. Its shrill scream at high revs echoed an F1 grid of the time, underlining Bernie Ecclestone's desire that

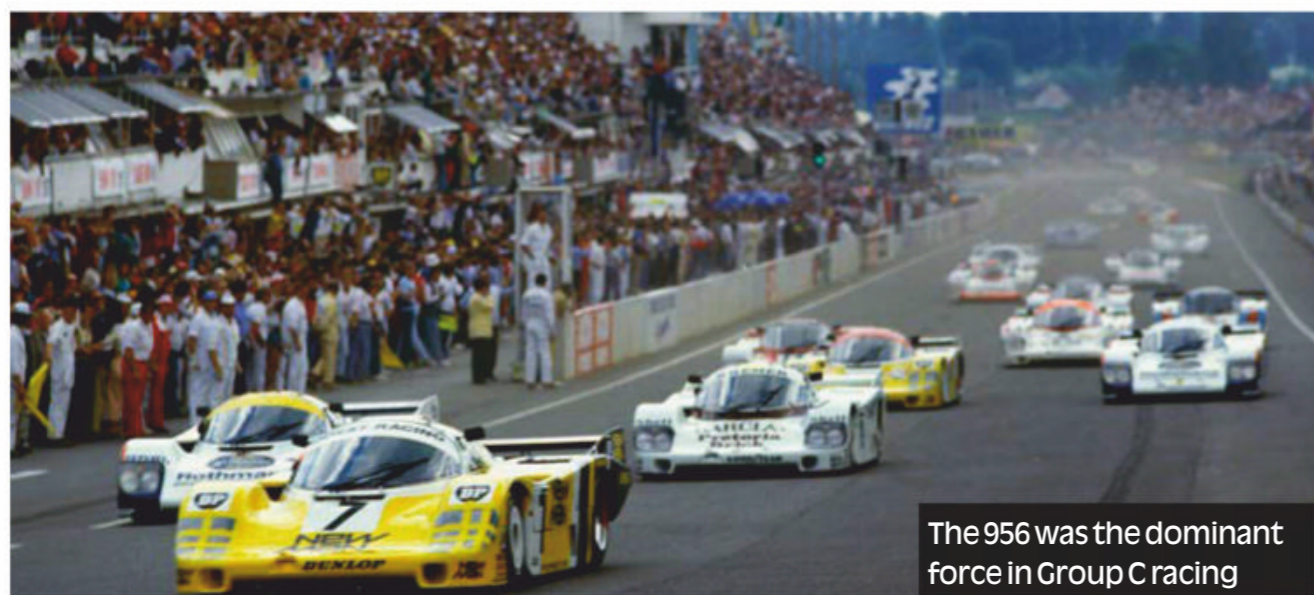
sportscar racing should be F1 with extra bodywork, but with costs spiralling and opposition levels falling, Peugeot left once its mission was accomplished.

In the McLaren, the unit was underpowered and unreliable and it was a short and forgettable marriage.

**David Addison**



## 21 Porsche 956/962C



The 956 was the dominant force in Group C racing

The only flat-six to appear in this list is probably included more for the memories it made and the successes it earned, rather than the sound it created.

The block itself had originally been designed for an aborted IndyCar entry, and the German firm conducted testing ahead of the introduction of the 956 by putting the 2.6-litre motor in a redesigned 936 chassis – and it won at Le Mans in 1981 with Jacky Ickx and

Derek Bell driving.

The 956 made its debut in 1982 and, as it was a Porsche's first ground effect car and the works team employed a host of star drivers, it dominated from the start. Boosted by a phalanx of customer cars, it would go on to have unprecedented success.

The 620bhp twin-turbo motor had both air-cooled cylinders and a water-cooled cylinder head was later fitted with electronic fuel injection rather than the original

mechanical format, which was better able to cope with the increasing demands on fuel efficiency. The engine capacity was increased by some teams who derived qualifying 'specials' too.

The car took four straight wins at Le Mans from 1982 to 1985, and then the reworked 962 which used a slightly longer chassis which was also accepted to race in the USA by IMSA, took two more.

**Matt James**

## 20 Ferrari 333SP

The 333SP was something that European fans would have had to work hard to go and watch race. It was originally destined as an IMSA race, with the impetus behind the car coming from MOMO boss Giampiero Moretti.

It marked Ferrari's first proper sportscar assault for 20 years when it made its debut in 1994. It was an unusual project for Ferrari as it had collaborated with Dallara on the design of the chassis, transmission and suspension, while Hewland provided the

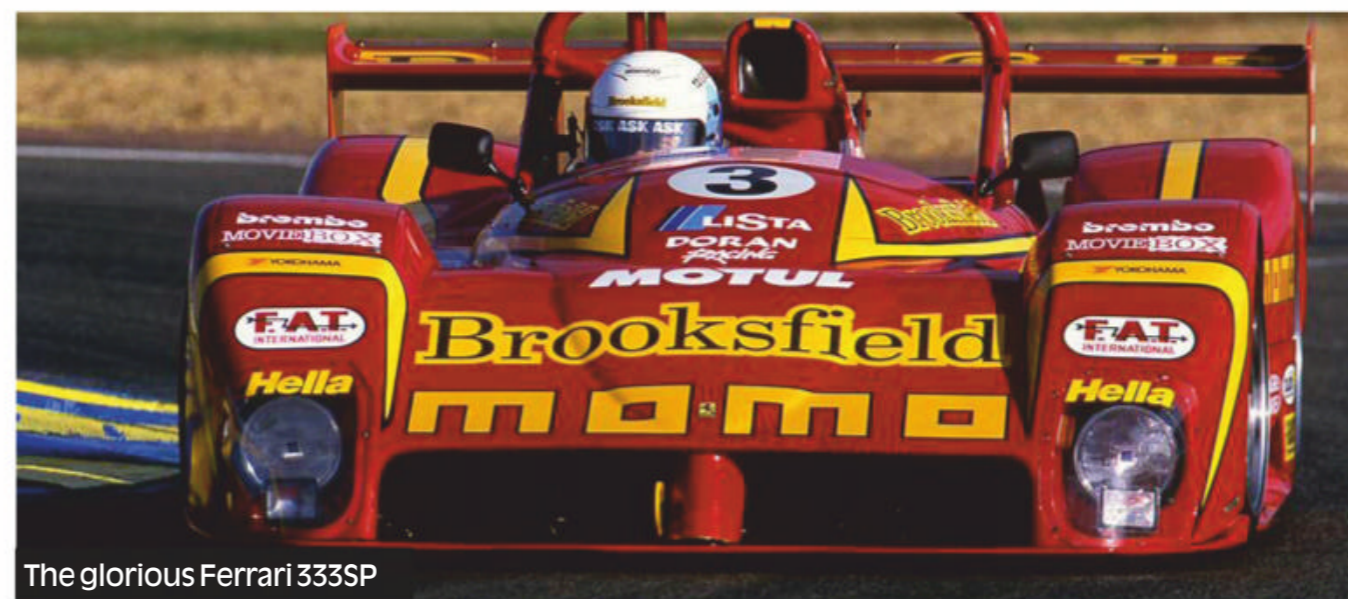
gearbox. But at its heart was the F130E, 65-degree V12 with a displacement of 3997cc. The five valves-per-cylinder engine pushed out more than 640bhp and used a lightweight aluminium block and cylinder head.

The unmistakable V12 yowl of the engine was something that sportscar fans weren't used to, and the high-pitched tone was quickly seared into the mind of those who had heard it.

It was an immediate success in the USA, taking Fermin Velez to

the drivers' title and continued to run at the front in the States until 1998. The machine was also a dominant force in the FIA Sportscar Championship and it won all bar one race in that maiden campaign in 1998. Title success stretched on to 2001, when the car then became outclassed and that even led privateer team Doran Racing to fit a Judd engine to the car to try and remain at the front in the American Le Mans Series: sacrilege, surely?

**Matt James**



The glorious Ferrari 333SP



Yves Loubet was an exponent of the 'breathed-on' three-litre Alfa Romeo GTV6

## 19 Alfa Romeo GTV6

In the 1980s, the European Touring Car Championship's nomads went from country to country in their droves.

It was a time of different shapes, sizes and sounds on the grid, as Group A united nations in their touring car racing and a perfect car to tackle the mini-enduro races was the Alfa Romeo GTV6. Autodelta built the cars with their symphonic-sounding V6 2.5-litre powerplants that sang around

Europe for the likes of the Jolly Club and Luigi Racing. The engines were durable, rugged and, as a result, the cars were affordable for the hordes of enthusiastic privateers, meaning that they virtually locked out the 1601-2500cc class.

Even the road car, with a top speed of 128mph, a 0-60 time of eight seconds and 160 horsepower in the early 1980s, was impressive in its own right, but it was the sound

that stirred most people.

Autodelta also breathed on the engine to make a three-litre that Yves Loubet used to grab third on the 1986 Tour de Corse in the face of the mighty Group B monsters.

The GTV6 had another advantage: it raced in a time when silencing regulations weren't as stringent as now, meaning that its mezzo-soprano sound went unrestricted. Sheer bliss.

**David Addison**

## 18 TVR TUSCAN AJP V8

TVR, under the chairmanship of Peter Wheeler, finally gave up on the venerable Rover V8 engine and created its own powerplant, the AJP8.

Engine guru, Al Melling, engineer John Ravenscroft and Wheeler gave their names to the V8 unit that emitted a harsher bark than the lusty Rover, but Wheeler wanted an engine that he could sell to others if required, plus he feared that with BMW taking over what

was left of Rover it would drop the engine once and for all.

With a flat-plane crankshaft, a 75-degree vee angle, a single overhead camshaft system arrangement handling two valves per cylinder and sequential fuel injection, the engine helped to modernise the image of TVR.

Although the engine found a home in the road car Cerbera, it powered the TVR Tuscan grid from 1996 onwards, at just

121kgs a lighter unit than the Rover. They were durable, too, as a hectic race schedule underlined their longevity. While it didn't have quite the same throaty sound as the Rover, once 40 of them were unleashed at once, the trembling ground more than compensated for the sound! Production stopped in 2003 as TVR ended production of the Cerbera but plenty still abound in club racing TVRs.

**David Addison**



Lee Caroline in one of the Blackpool beasts

# FEATURE

## 17 Audi quattro



The five-cylinder Audi left an impression, and it is a sound that's relived today

If you're a parent that has a rally-mad child, you can probably blame the Audi quattro for the sound they make when running around the house and up the stairs. Or have I just needlessly uncovered an embarrassing story from my childhood?

No matter, the Audi quattro was revolutionary in more ways than just its four-wheel-drive system. The 2.1-litre in-line five-cylinder unit that powered it to

the 1983 and '84 World Rally Championship titles was a thing of beauty. It was clever too, as the turbo utilised a recirculating air system with the aim of keeping the unit spinning at high revs when the driver backed off the throttle. This reduced turbo lag but way more importantly, created an utterly sensational noise. The quattro's engine sounds snarly enough at full tilt, but over crests and bumps

with the wastegate chattering away it's on another level. In the Group B era where everything was turned up beyond 11, this engine note still stood out. I urge you to take a quick break, head onto YouTube and find the quattro video from the 1000 Lakes Rally in Finland uploaded by '5CylinderSound.' I'm considering making that part of my daily routine.

**Luke Barry**

## 15 Ford GT40 seven-litre



The bigger block Ford GT40 was able to crush the opposition at Le Mans in 1966

Ford's assault on Ferrari's Le Mans dominance in the early 1960s has been recently documented in a Hollywood take on Ford's desire to crush its Italian rival. The development of the seven-litre Ford V8 engine was an intrinsic part of that story.

When first launched, the GT40 ran a fairly mild 380bhp version of Ford's well-used 4.7-litre V8 engine. While Le Mans did not go well in 1964, the car

enjoyed some success but was comprehensively outpaced by the Ferraris in the 1965 Le Mans test weekend. That prompted Ford to bring forward the use of a heavily reworked seven-litre V8 unit that had been under development.

It was all too rushed and, though quick, the 427 cubic inch V8-powered cars were all out of the 24-hours early due to lack of development. However, the british seven-litre V8 paid

dividends in 1966 when Ford dominated the race. With 485bhp and ample torque on tap, the seven-litre V8 was a winner and it made a stunning noise with a fairly low-revving growl.

Ironically, after a Le Mans win in the back of the MkIV version of the GT40 in 1967, the big engine was banned from the classic race for 1968 on safety grounds.

**Paul Lawrence**

## 13 1995 McLaren F1 GTR-BMW V12

It says something when you make a road car so good that, despite your intentions and almost as a matter of inevitability, it becomes a racer. And then claims considerable racing success including the ultimate accolade of Le Mans 24-Hour victory. The McLaren F1 is such a car.

McLaren's genius designer Gordon Murray, rather fed up with Formula 1, while waiting for a plane home from a grand prix pitched to boss Ron Dennis

the idea of making the ultimate road car.

Murray can be said to have achieved just that, and the McLaren F1's BMW V12 engine is absolutely in keeping with the perfection. Murray insisted on a naturally-aspirated engine, wanting to avoid a turbo's potential unreliability and reduced driver control.

But Murray also wanted racing pedigree from his engine partner: Isuzu was passed over on that basis; Honda, McLaren's famous

F1 affiliate of the age, passed up the chance to get involved. That left BMW's M division, headed by legendary Paul Rosche.

Murray wanted 550bhp and 250kg of weight. He got from BMW 627bhp and 266kg, from a 6.1-litre all-aluminium V12 which also boasted 480ft lb of torque. And its shattering engine note, an inimitable piercing wail, was another thing in keeping with the car that is almost too good to be true.

**Graham Keilloh**

## 16 Porsche 917

The sight and sound of a Porsche 917 at speed is one of the great motorsport spectacles. It was a project designed to give Porsche a first victory at Le Mans and the 917 was quite simply an all-time classic of international sportscar racing.

That first Le Mans win followed in 1970 when Hans Herrmann and Richard Attwood triumphed in pouring rain in the Porsche Salzburg-entered 917.

Power for the project was produced by, effectively, mating two Porsche 2250cc flat-six engines that the company had used extensively in racing. Dubbed the type 912, the 4500cc flat-12 engine featured twin overhead cams driven from centrally mounted gears and offered the 917 more than 500bhp for its debut in 1969.

The same base engine was later taken out to five-litres as the 917 got quicker and quicker and ran heavily developed bodywork in the ongoing search for high-



Porsche finally conquered Le Mans with a win in 1970

speed stability at Le Mans.

This is a Porsche racing engine in the very best tradition and the noise it makes is Porsche through and through. The characteristic roar of the flat-12

engine is readily identifiable as one of the sport's best-loved engine notes. It is a noise that oozes Le Mans atmosphere and history.

**Paul Lawrence**

## 14 Sauber-Mercedes C9

The Mercedes interest in motorsport was on the up in the late 1990s, and Group C was its playground. Swiss privateer Sauber was the trailblazer, and when it introduced the C8 in 1985, it was a works-blessed effort.

The three-pointed steamroller had started and gathered pace with a new board at the German firm and increased assistance. However, it was when the C9 came on stream at the beginning of 1987 that the true Silver Arrows were reborn.

The aging M117 engine that had originally been designed in the early 1970s was replaced with a more up-to-date M119 version. Twin turbos were added to the original blow, and the five-litre V8 growling powerplant was an instant hit and its guttural echo made the ground shake as it powered by.

There was a 1-2 lockout at Le Mans as Jochen Mass, Manuel Reuter and Stanley Dickens buried the memories of a disastrous appearance in the French classic 12 months



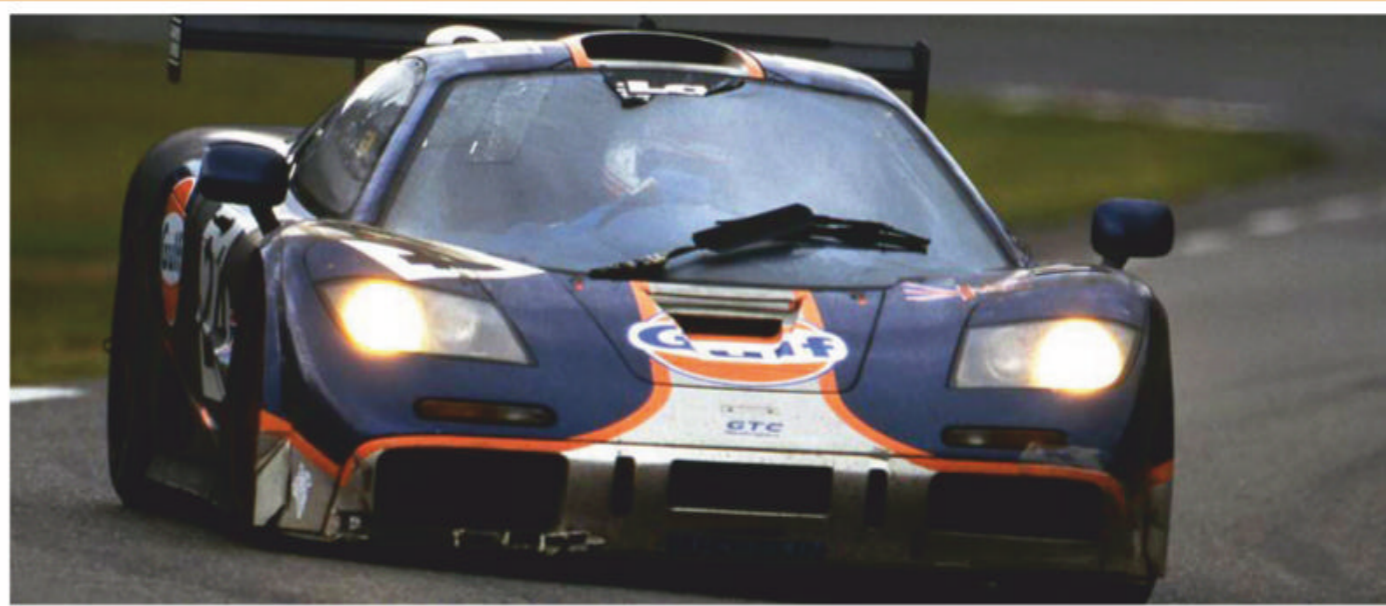
Let's get ready to rumble: the iconic C9 sports racer

earlier. The showdown at La Sarthe was not part of the championship in that season, but the Swiss-German alliance dominated the points-paying races too, winning all but one race and allowing Jean-Louis Schlesler to scoop the World

Sports Prototype Championship to add to the teams' crown.

The subsequent C11 went on to lift the World Sportscar title too, but it was the sight and sound of those reborn Silver Arrows that lives in the memory.

**Matt James**



The ultimate road car, the McLaren F1 GTR-BMW, flew on the race tracks as well

## 12 1990 Ferrari 641 V12

A howling V12, in the back of a blood-red Ferrari. Moreover in a blood-red Ferrari of such flowing and sculpted elegance that it ended up in New York's Museum of Modern Art.

This one is steeped in romance, so it may be a surprise that the engine spec came from the infamous non-romantic Ferrari designer John Barnard. But with naturally-aspirated engines replacing F1's muted turbos from

1989, Barnard took the cold decision that 12 cylinders could rev higher than 10 or eight.

Also the machine was not just a sensory experience. The engine was underpowered initially, but this was soon sorted and throughout the 1990 season it got an incredible number of updates, to the point that by the year's latter part it was thought to match the mighty Honda's top-end power at around 680bhp – though it likely

remained shy on low-end punch. The car took six wins during '90 and was an Ayrton Senna professional foul away from ending Ferrari's infamous drivers' title drought a decade before Michael Schumacher did. Perhaps too if genius Barnard had hung around, rather than walking when exasperated with Ferrari politics, that also would have been enough to get this one over the line. **Graham Keilloh**



The beautiful noise came from a gorgeous chassis

## 11 BMW M3 E30

The BMW M3 E30 engine was always going to be a hit, given the brains trust behind it. Paul Rosche, the head of the motorsport department, was given the task of creating a sporty 3-series and he used the four-cylinder two-litre 3-Series engine, increasing it to a 2.3-litre powerplant using four-valve engineering. It was kept to a four-cylinder engine, rather than six, as the larger engine started to vibrate much sooner than the smaller one, so the BMW engineers managed to wring 10,000 rpm out of the smaller block.

BMW's six-cylinder engine had the same cylinder gap as the four-cylinder, so two combustion chambers were cut off and a panel bolted over the hole on the rear side, and the engine that had made the M1 so good and transformed the venerable M635CSi now had a four-cylinder offshoot made, astonishingly, in under a fortnight. With 300bhp from the 2.3-litre engine, the 960kg car was an instant success.

Bulletproof, the engine made the car a global hit in terms of race wins and sales as anyone, top team or amateur, could order a car, build it and go racing. And keep on going... and going! A legend was born. **David Addison**



Reliability made the BMW M3 an endurance star

## 10 BRM V16

BRM's V16 grand prix engine was quite a marvel of technical development when it was designed by a team headed by Peter Berthon in 1947. As a 1500cc supercharged unit revving to 12,000rpm, it was an absolute screamer but it was also very complex and inherent reliability issues prevented it from ever achieving its full potential.

With at least 600bhp on tap, it was enormously powerful for its time and tests suggested that it could have been revved to 14,000 to deliver over 750bhp. But the engine was ill-starred from the start and suffered many failures including cracked cylinders and piston failures.

The V16 was used by the works squad from 1950 onwards and showed flashes of great potential, particularly when powering Juan-Manuel Fangio. But reliability thwarted an engine that, when running cleanly, makes a truly incredible noise as the revs



There are only two surviving examples of the V16 motor

climb higher and higher.

One of the two surviving V16-engined Type 15 BRMs was owned by Nick Mason and after he demonstrated it at Silverstone one day, I asked him what it was like to drive the V16 in anger.

He smiled and said: "I think I was rather more driving it in fear!" But even driven in fear, it made a noise that would melt most modern noise-testing equipment. **Paul Lawrence**

## 9 1994 Ferrari 412T1 V12



Enzo Ferrari is supposed to have once said: "I married the 12-cylinder engine and I never divorced it."

Ferrari racing engines over time have come in many forms of course, but we know that there is something about a Ferrari V12. And this growling V12, that raced in Formula 1 in 1994, had plenty about it.

At the broadest level it represented the last of an F1

engine-sound panacea. Already by 1994 this engine stood alone as an F1 V12, as the trend to the V10 continued. Even Ferrari would convert two years later. For 1995, 12 cylinders remained but the unit's size was down from 3.5-litres to 3.0. The exhilarating, surrounding, animalistic scream was never bettered after '94. F1 would never be the same again.

What's more, the engine was effective. Its 75-degree version

introduced mid-year – maxing at 820bhp at 15,800rpm – was thought without equal on top-end grunt. On power tracks it tended to be untouchable; Ferrari locked out the front rows at Hockenheim and Monza. And it was at the former of those power tracks that Ferrari ended its win drought, an important stepping stone for the Jean Todt-led team to eventually dominate the category. **Graham Keilloh**

## 8 Porsche 911 (RSR or otherwise)

The Searchers might have told the public they had Needles and Pins in 1964. A pint of beer would have set the eager drinker back 10p and the Pink Panther was on the loose, too.

But, in Stuttgart, brainpower was not tempted by such cultural trivialities.

For them, it was all about its new 2+2 sportscar, the 901. Well that is what it was originally called until Peugeot objected to the name... and the 911 was born.

As soon as the car was launched, its sporting potential was apparent to customers. Despite flirting with the Monte-Carlo Rally, it took a good few years before the factory itself began to realise just what a hit it might have on its hands. Indeed, more occupied with the 908 and 917 fighting for overall honours, there wasn't a works Porsche 911 at Le Mans until 1973.

Since then, Porsche estimates that the model has taken 30,000 race victories. Narrowing down

the sound of the 911 is a highly subjective process. It all depends which era you regard most fondly, but the move away from air-cooled motors in the 1990s paved the way for water-cooled versions changed the sound.

It didn't change the appeal and the modern-day 911 RSR, the prime race version, is a thing of beauty. The flat-six, 4.2-litre powerplant is unmistakable and it is probably the ultimate iteration of a GT race car.

**Matt James**



The modern version of the Porsche 911, the RSR

# FEATURE

## 7 Subaru flat-four

Colin McRae, the north-west of England and 1995. Need we say any more? The Subaru Impreza is one of the most famous rally cars of all time and its sound is just as special.

Whether it was powering the Legacy, the Group A Impreza or the various WRC-spec machines that followed, Subaru's rally machines always sounded a million dollars. The engine was as unique as it was pleasing too with its flat-four boxer

formation. This means the cylinders were located on either side of a central crankshaft which, most pertinently, lowers the centre of gravity. And in the case of the Impreza 555, produces a distinctive bark from the exhaust too.

For some, crackles, pops and bangs might be associated with a bowl of Rice Krispies but for anyone with petrol for veins, it could only mean one thing: McRae pitching his car into a

corner, sideways. However, somewhat controversially, my favourite Impreza in the sound department was the original WRC car produced from 1997-2000. The chirps from the wastegate play their part, but in general the whole soundtrack is just that bit meaner and more aggressive which does it for me. Either way, I anticipate little backlash by saying the Impreza is the best-sounding rally car of the modern era.

**Luke Barry**



The Subaru flat-four had crackles, pops and bangs

## 6 Lancia Stratos V6



In its most famous clothing, the Lancia Stratos brought Ferrari music to the stages

I could wax lyrical all day about this beautifully wedge-shaped rally car.

The Stratos is an icon, and a large part of this legendary status is attributed to the engine tucked behind the cockpit. Making the concoction that bit more evocative, the 2.4-litre engine that powered the Stratos to three WRC titles on the bounce was lifted from a Ferrari Dino, revving up to 7000rpm. You'd be

hard pushed to come across a V6 that doesn't sound beautiful, but the Stratos's motor immediately sends shivers down your spine. The optimal audible experience was to be found stood at the side of slow corners – preferably a gravel one with less traction available – where the Stratos would climb through the gears, sounding utterly glorious as its driver pulled the gears. Even when burbling away at tick-over,

the Stratos grumble is fantastic.

The 2017 Roger Albert Clark Rally was the last chance UK fans had to enjoy this sound in competition, and among the gaggle of Mk2 Escorts, it truly shone. The MG Metro 6R4's V6 can consider itself unlucky not to have made the cut elsewhere in this list, but the Stratos's exclusivity and deeper bellow edges it for us.

**Luke Barry**

## 5 Matra V12

Half a century ago, the shrieking Matra V12 engine was one of most sonorous and unmistakable engines in international racing.

The high-revving V12 delivers a stunning noise when driven in anger and, thankfully, a few examples still run in the occasional race or demonstration. Listening to a Matra V12 remains one of the best aural experiences available in motorsport and recent demos at Goodwood

have been simply exquisite.

The French company decided to use motorsport as a promotional platform and after initially using Cosworth and BRM engines, funding from Elf allowed Matra to build a V12, three-litre grand prix engine in 1968. That was a year after the all-conquering Cosworth DFV first appeared.

With around 450bhp on tap, it was in the power ballpark but when Matra told Ken Tyrrell that his team would have to use

its V12 engines in his Matra F1 chassis for 1970, he switched to the fledgling March concern so that Jackie Stewart could race with a Cosworth DFV.

However, the Matra engine enjoyed some grand prix success through the early 1970s and proved its durability by powering works Matra sportscars to three back-to-back Le Mans wins in the early 1970s. It was a fine engine and it makes a glorious sound.

**Paul Lawrence**



The Matra V12 was behind DFV curve, but beautiful

## 4 Peugeot 306-Opel Cosworth V6



Fans would flock from every pocket of the country to hear Andy Burton's Peugeot 306-Cosworth sing through the forests until it was outlawed in 2011.

No rally car has, or likely ever will, generate such a cult following. What Herefordshire farmer Burton did was fit a Cosworth V6 from an Opel DTM car into a Peugeot 306 body to create a mid-engined rocket ship.

As you can imagine,

revving an engine up to 11,000rpm did take its toll so it was frequently rebuilt and evolved throughout the car's 14 seasons too. But that distinctive howl always remained, particularly up against the dull-by-comparison WRC cars of the era.

It wasn't just a treat for the ears though: it was fast. Burton took several British ANCRO and BTRDA Gold Star titles right until the car's shelf life expired; winning five

of eight rallies in 2011.

Anyone who heard this car would have placed it top of their personal list; it had the note of a purebred racing engine, which was only enhanced as it bounced off the trees with just its beautiful sound to listen to.

The fact number four on this list is a shed-build and not mass produced speaks volumes of just how special this car was and how much we miss it.

**Luke Barry**

## 3 Ford Escort BDA/BDG and RS1800



Is there a more iconic sound in rallying?

Is there any noise in motorsport that can rival that of a hard-revved Cosworth BD in a dark forest?

Rallying's favourite engine is a fabulous piece of engineering and even 50 years after its debut, it remains the engine noise that rally fans lust after. The approach of a BDA or BDG

through a forest sends a buzz of anticipation through the hardcore fans as it heralds the arrival of a sideways Ford Escort.

Back in 1967, Ford commissioned Cosworth to come up with a replacement for the Lotus twin-cam engine and the new unit, the BDA drew from the Kent,

FVA four-cylinder and DFV eight-cylinder engines. Belt-drive A series was how it was named and it was a rallying hit in the front of Escort Mk1s.

On the back of the BDA success many evolutions followed, including the two-litre BDG launched in 1973 and offering up to

270bhp. Nowadays, a range of specialist engine builders ensure that the supply of engines and parts is off the shelf.

It is the BDG that sits in the best Escort Mk2s in historic rallying and, after 47 years, it still delivers a noise that tingles the spines of rally fans. **Paul Lawrence**

## 2 Ford DFV

For anyone of a certain generation, the Ford DFV is a soundtrack to their impressionable younger years. And what an engine it was.

Ford's proactive competitions department, under the guidance of Walter Hayes, was an ambitious beast in the 1960s. Once it had conquered touring car racing with the Lotus Cortina and set the Ford Escort on its trajectory for glory, F1 beckoned. An alliance with Lotus founder Colin Chapman was the impetus, and he replaced his BRM engines with the new Ford-badged, Cosworth-designed Double Four Valve halfway through 1967. Jim Clark won on the engine's debut. Once initial reliability worries had been cured, the floodgates were smashed apart.

Not only did the engine hit the headlines straight away, it can lay claim to have altered the face of grand prix racing. Once Ford decided to make it available to customers (which wasn't the initial plan), the off-the-peg powerplant could be slotted into the back of virtually any design. It was carte blanche for aspiring teams to join F1 with a motor that had also been adopted by the leading garagistes.

The record of success covered 12 Formula 1 World Championships in 15 years, ranging from Graham Hill's triumph in 1968 to Keke Rosberg's unlikely title against the onslaught from the turbocharged cars in 1982.

But it isn't just the collection of silverware that the powerplant earned that makes it an all-time favourite. I have memories of standing around the back of Brands Hatch as a kid and hearing the sweet sound of the DFV approaching, it is impossible for the hairs on the back of your neck not to stand on end. Then listen to two of them on track together: hit the moment right, and the harmonics synchronise and the audio experience is elevated to a whole new level.

There were derivatives: the DFY was an upgrade for 1983 and carried Michele Alboreto to success in Detroit and then the revamped DFZ took the naturally-aspirated title in 1987. It was used at Le Mans, and turbocharged varieties were used in Indycar racing too, but these were just postscripts to the DFV story.

**Matt James**



Hill claimed DFV spoils in 1968, as did Rosberg in 1982 (inset)

## 1 Mazda 787B



The Japanese love affair with Le Mans is well documented, with high profile efforts drawing admiring glances but ultimately coming up short. All that changed in 1991 when Mazda and its ear-splittingly gorgeous 787B finally conquered the twice-round-the-clock race with Volker Weidler, Bertrand Gachot and Johnny Herbert driving.

Remarkably, the unique Mazda Wankel powerplant had first run at Le Mans in 1970 and the twin-rotary motor,

equivalent to almost two litres, was mated to the back of a Levi's-supported Chevron B16 chassis. Belgians Julian Vernaev and Yves Deprez made it to the four-hour mark when the motor let them down.

That was it for a decade before Mazda appeared again with the RX-7 model at La Sarthe in 1980 with a 1.2-litre twin rotary in the IMSA class, finishing seventh in the division behind machines like the Porsche 935 and the BMW M1.

Mazdaspeed had been behind the RX-7

programme covertly, but the Group C Junior division tempted it with a 717C model, using a twin-rotor 1.3-litre engine. Twelfth place was the class-winning result with the all-Japanese driving crew of Takashi Yorino, Yojiro Terada and Yoshimi Katayama, while the British line-up off Jeff Allan, Steve Soper and James Weaver finished 18th and second in class.

The 757, and later the 767B, which can be termed as a direct predecessor to the 787B, took a hat-trick of IMSA GTP class



The fuel-efficient engine allowed drivers to race flat out for 24 hours



The R26B engine was the only Wankel to win overall at Le Mans

wins over the latter part of the decade using the R26B engine, which was a 2.6-litre, 700bhp powerplant.

It was 1991 when the miracle happened. The 787Bs were brand new for the 24 hours and two of them were entered alongside an older-spec 787. The winning car qualified a lowly 19th, but the nimble machine was about to be pushed to its limits. Buoyed by strong reliability in pre-event tests and superb fuel consumption from the Wankel

engine, the squad decided to tackle the event as a sprint. Others floundered, and Mazda picked up an unlikely, and history-making, success.

There were Japanese and World Sportscar Championship programmes without stand-out results and the R26B powerplant would return to Le Mans in the GTS class and it was used in IMSA's GTP division, but the headlines had already been written in France.

**Matt James**



## COLUMN

## DIANE HARDY

*Long-serving Donington Park administrator and race control emergency services chief talks to Motorsport News*

Photos: Jakob Ebrey



Hardy has vital role at Donington

**I** first got involved working in motor racing I believe in August 1975, and it was rather by chance! It was through a then boyfriend, who was marshalling. I went to a race meeting at Silverstone and was quite happy to spectate, but they were very short of marshals so they asked if anybody had brought along any friends who could help out. And that's how I got involved.

So at that meeting I was working in race control on the race telephones, and the people I was working with were short of somebody to work at Mallory Park later that weekend too, so I got roped in to do that as well. And I suppose I got hooked from there, I just fell into the job.

I'm not sure exactly what it was that hooked me. I just thought it was very interesting, it was something to do on a weekend and it was a nice crowd of people.

When I first started, I marshalled regularly at Mallory Park, and then Donington Park opened and that was nearer to where I lived so I started marshalling there. Again I worked on the race telephones, and then I got involved with the emergency services team and started helping out on the radio there. And that, many years on, remains my regular role.

I am chief incident officer mostly at Donington for the emergency services team, so during a race meeting I sit on the radio and coordinate the team. If there's an incident or whatever, with the cooperation of the clerk of the course I send the services, and at the end of the session it's up to me to dispatch the recovery vehicles and whatever to clear up the circuit and make sure everything's ready for the next session. There are not many Donington meetings that I miss, I even work at some of the bike meetings.

I started off learning from others, then for 20-odd years I ran the team. For this I did all the paperwork and made sure all the marshals and everybody got their passes as well as did all the arrangements to get

the team out there. I'm still very heavily involved, though there's now a committee of us who run the team and I've passed on the paperwork.

I also in recent decades even had a full-time job with Donington Park, as in 2003 when I was made redundant from my job at the Boots company I was offered a job at the circuit. It was [Donington managing director] Robert Fearnall who offered me the role, as I'd known Robert for a few years through my motorsport. Robert was lovely, I enjoyed working for him. In 2009 I got made redundant with the failure of the grand prix at Donington, but nine months later I was lucky enough to get my job back.

When I worked in the office I helped do the calendar and do the contracts to all the hirers and later I organised the general testing at Donington. I worked full time at the circuit until last June when I retired. I got to pensionable age so I thought I'd take my government pension and just work part time for pin money. Now I work for the midweek marshals' team, so I help to run the trackdays during the week.

I'm sure Donington is in safe hands without me there full time though! I still love the place and I'm looking forward to it getting back on its feet after this long layoff. I will certainly be going back to meetings when we start racing again, working in race control.

I really enjoy working with a team, it's really satisfying. Especially if you've had a difficult day, it's really great to get to the end of it and think 'wow we did a good job, we made it work and we got through it'. It really is great to see the team when they're all working hard and doing exactly what you want them to do and everybody is pulling together. It's just so good to be part of such a good team.

There have been some difficult days, there've been some difficult incidents, but you just have to move on because otherwise you wouldn't be able to carry on.

There are laughs as well which get you through the day, we try to have fun while we're doing it. It is a serious business but if you're not having fun at the same time there's not much point of being part of it.



Hardy doing what she loves: chief incident officer



Coordinating the many volunteers is crucial

*"It's just great to be part of such a hard-working team"*

# WHAT'S ON

## WHAT'S ON YOUTUBE



Herbert was reunited with 787B and Le Mans

There could only be one candidate this week. In this Motorsport News we have ranked motorsport's best-sounding engines, with the exhilarating rotary-powered Mazda 787B a worthy winner. We do our best to describe its noise but, of course, no prose can entirely substitute hearing it for yourself.

There was no extended rotary engine era, due to subsequent changes to sportscar engine rules. Yet the 787B's 1991 Le Mans triumph wasn't quite the last chance fans at Circuit de la Sarthe got to hear one of the most marvellous engine notes ever emitted. As at the 2011 event, marking 20 years on, Johnny Herbert was back in the 787B to give all

present full benefit of its other-worldly shriek.

And YouTube has captured it. First we have the fire up, then Herbert to crowd cheers proceeds on track. There are several angles of onboard footage and, thankfully, no interruptions from commentary or anything else. Plus this is no gentle demonstration run, Herbert really goes for it. Which of course is all the better for the audio!

You can find it by searching for 'Johnny Herbert drives the Mazda 787B at Le Mans in 2011', and here is the link: youtube.com/watch?v=shGxEsaryQ0. Remember to turn the volume up.

Graham Keilloh

## TV GUIDE

The return of real-life motorsport is edging ever nearer so it won't be long before we all have some quality live action to watch on television once again. But we're not there yet, meaning highlights programmes are again the pick of the bunch on TV this week.

For some up-to-date rallying action, head to BT Sport 2 on Saturday for a review of the recent **Rally Sweden Lockdown** event (0630hrs-0730hrs), won by Oliver Solberg's VW Polo GTI R5. That's repeated on Sunday over on BT Sport 2 at a more sociable time (2000hrs-2100hrs).

If you fancy a lookback at Formula E's evolution, flick over to FreeSports on Sunday for **The Story of Formula E** (1000hrs-1100hrs). This all-electric series has gone from strength to strength over the years with its revolutionary approach to racing, now boasting more manufacturers on the grid than any other championship.

As always, Sky Sports F1 has plenty of interesting



Button won a modern F1 classic in Canada, 2011

programmes for the motorsport fan too. There's a chance to relive the 2018 F1 season in longer or shorter highlights throughout the week, but MN recommends you make the **F1 Watch-along** episodes your priority. These offer the chance to watch a race with input from one of its key players. Hungary 1997 with Damon Hill (Wednesday, 2000hrs-2100hrs), Brazil 2008 with Felipe Massa (Saturday, 2200hrs-2330hrs) and Canada 2011 with Jenson Button (Monday, 2310hrs-

0040hrs) are the selection. And to keep it fresh, tune into the **Sky F1 Vodcast** on Thursday (2000hrs-2100hrs) and Sunday (2200hrs-2300hrs) where all the latest news and rumours are discussed and dissected. But for testing your F1 knowledge and seeing how much TV pundits and former grand prix drivers know about the category, check out the **Sky F1 Quiz Show** (2100hrs-2200hrs) that airs each night from Wednesday to Saturday.

Luke Barry

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ART EDITOR MIKE STOKOE'S  
**FAVOURITE OF THE WEEK!**



Chris Collier's shot of John Griffiths' Subaru from the Donington Rally back in March



A BL beauty from Race Retro, by Chris Noble



For the brave: David Harbey's drag shot



A Cobra stops in time, just! By David Harbey



Aintree back in 1981, from Graham Lomax



Devils Own Rally action, from Chris Noble

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

## NEXT WEEK

**LOUISE GOODMAN**  
IN THE HOTSEAT  
Pitlane super sleuth tackles MN readers' questions



## OUT WEDNESDAY, JUNE 24

\*Details correct at time of going to press

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### EDITORIAL

**Editor:** Matt James  
Tel: 07884 117139  
Email: Matt.James@kelsey.co.uk

**Deputy Editor:** Graham Keilloh  
Email: Graham.Keilloh@kelsey.co.uk

**Reporter:** Luke Barry  
Email: Luke.Barry@kelsey.co.uk

**Art Editor:** Mike Stokoe  
Tel: 07957 282540  
Email: mikestokoe@gmail.com

**Digital Content Editor:** Helena Hicks  
Email: Helena.Hicks@kelsey.co.uk

### CONTRIBUTORS

**Rallying Editor:** Colin Clark  
**Historics Editor:** Paul Lawrence  
**Rallycross Editor:** Hal Ridge  
**Columnist at large:** David Addison  
**Columnist and track tester:** Andrew Jordan  
**Technical Editor:** Carl Faux

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Tel: 01233 228757

**Account Manager:** Peri Smith  
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Tel: 01233 228753

### PRODUCTION

Tandem Media Ltd.  
**Ad Production Manager:** Andy Welch  
Email: mn@tandemmedia.co.uk  
Tel: 01233 220245

### MANAGEMENT

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**Chief Operating Officer:** Phil Weeden  
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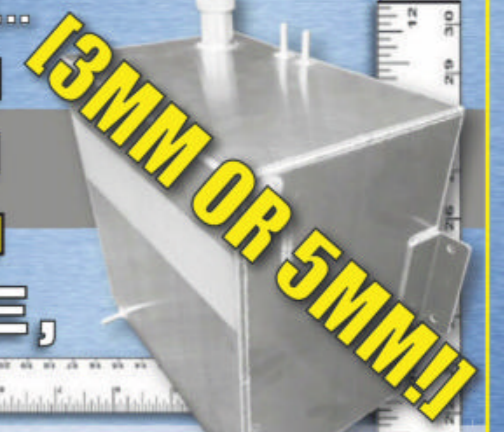


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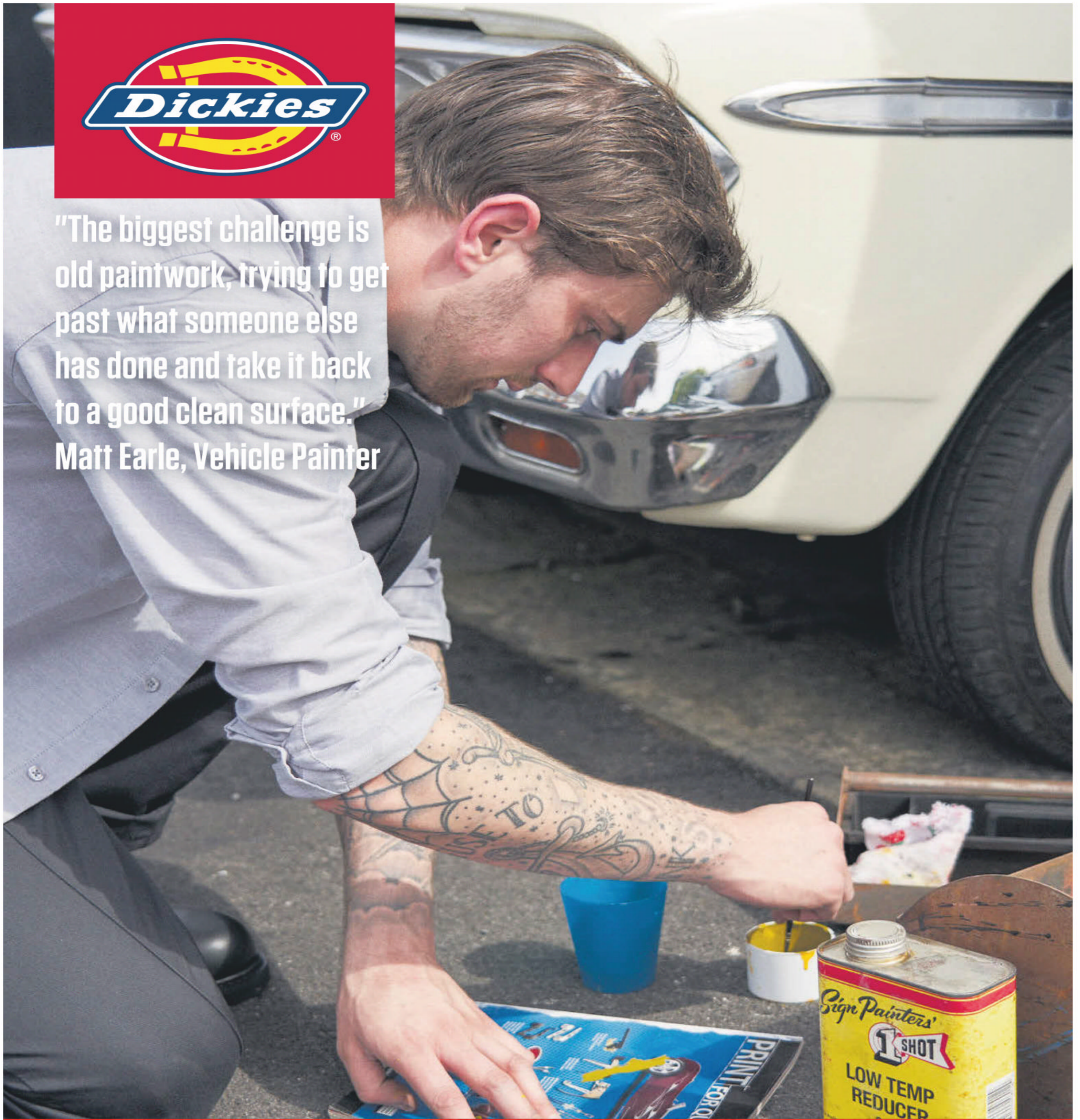
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Boot liner set	£88



# MARKETPLACE



**Lets look forward to Summer...**  
 During these concerning times, we are here for you as usual... Mail order is still open at the point of going to press, delivering worldwide to your door!  
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*All your Mini Needs Online!*  
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 Parts | Price | Range



## Interior Accessories

- Burr or Charcoal Interior Accessories**
- Door pulls **Pair From £52**
  - Window winders **Pair £53**
  - Door openers **Pair From £56**
  - Door cappings **Set of 4 £143**
  - Handbrake handle **£24**

- Alloy interior handle sets**
- Alloy 10 piece handle set **£34**
  - Cooper handle set **From £285**

## Exterior Handles

- Mk1 set **£113**
- Mk2 set **£171**
- Mk3 set, early **£104**
- Mk3 set, late **£60**

## Gauges

**Extensive range of gauges by Smiths and Cooper Car Company. Available with black or magnolia faces, and chrome or black surrounds**

- Smiths Gauges**
- 52mm Oil pressure **From £54**
  - 52mm Water temp **From £54**
  - 52mm Voltmeter electric **From £54**
  - 52mm 12hr clock electric **From £60**
  - 80mm Rev counter **From £176**
  - Electronic centre speedo **From £494**
  - 52mm Oil/water dual **From £94**
  - Smiths Centre speedo **From £301**

- Cooper Gauges**
- Cooper voltmeter **£65**
  - Cooper water temperature **£65**
  - Cooper oil temperature **£65**
  - Cooper 12hr clock **£110**
  - Cooper oil pressure **£90**

## Gear Knobs & Levers

- Gearknobs**
- Alloy with gear shift pattern **£11**
  - Alloy without gear shift pattern **£11**
  - Cooper 500 style 4 speed **£14**
  - Burr plain gearknob **£24**
  - Cooper alloy gearknob **From £40**
- Gear Levers**
- Gear lever QuickShift kit - rod change **£34**
  - Gear lever QuickShift kit - remote change **£33**



## Seatbelts

- Belts available in Black, Red, Blue, Beige or Grey**
- Inertia reel type
  - Static type

- | Inertia reel type |          | Static type   |     |
|-------------------|----------|---------------|-----|
| Front - black     | £32      | Front - black | £28 |
| Rear - black      | From £33 | Rear - black  | £22 |
| Front - red       | £45      | Front - red   | £40 |
| Rear - red        | From £45 | Rear - red    | £36 |
| Front - blue      | £55      | Front - blue  | £44 |
| Rear - blue       | From £45 | Rear - blue   | £36 |
| Front - beige     | £50      | Front - beige | £40 |
| Rear - beige      | From £51 | Rear - beige  | £36 |
| Front - grey      | £55      | Front - grey  | £40 |
| Rear - grey       | From £52 | Rear - grey   | £36 |

## Seats

- COBRA**  
 Classic ranges available in 3 finishes.
- Classic Vinyl **From £191**
  - Classic RS **From £277**
  - Classic GT **From £277**
  - Classic RSR **From £337**
  - Classic RS 40 **From £391**
  - Le Mans **From £496**
  - Le Mans Heritage **From £509**
  - Stuttgart **From £478**



## Classic Interiors



**Complete seat cover sets, either match to original or choose your own design. Leather or vinyl, coloured piping, your choice. Designed to fit your original seats, full matched interiors also available.**

- Seat Cover Kits**
- Full kit **From £680**
  - Rear seats **From £391**
  - Front base **From £97**
  - Front squab **From £112**
  - Seat foams **From £33**
  - Rear squab frame **£162**

- Interior Panel Kits**
- Mk1 Saloon **From £419**
  - Mk2 Saloon **From £419**
  - Mk3 Saloon **From £326**
  - Van Pickup **From £229**
  - Estate **From £678**
  - Monte Carlo **From £243**

- Headlining Kits**
- Mk1/2 2-piece **£123**
  - Saloon '70-'01 **£123**
  - Estate **From £137**
  - MPI **£123**
  - Sun visors **From £38**

- Door and Rear Quarter Panels**
- Mk1/2 Door **From £76**
  - Mk1/2 Rear qtr **From £78**
  - Mk3 Door **From £80**
  - Mk3 Rear qtr **From £78**
  - Parcel shelf **From £40**

## Carpet Sets

- Standard **From £29**
- Deluxe **From £45**
- Newton Commercial **From £232**
- Sound insulation kit **From £45**

## Carpet Mat Sets

- All season Mini Sport tailored mat set **£24**
- Cooper deluxe carpet mat set **From £43**
- Paddy Hopkirk luxury carpet mat set **£47**

# GENUINE COOPER CLASSIC MINI PARTS



- Wooden 'Monza' steering wheel (1 of 50) **£530**
- Leather 'Silverstone' steering wheel (1 of 50) **£530**
- Quickshift gearlever kit - black or silver **£75**
- Gear knob polish & anodised - silver **£45**
- Gear knob polish & Anodised - black **£45**
- Interior furniture kit 2018 - black or silver **£340**
- Door pulls - black or silver **Pair £99**
- Window winder - black or silver **Pair £120**
- Door opener - black or silver **Pair £99**
- Rocker cover buttons engraved logo - black or silver **Pair £55**
- Rocker cover buttons badged logo - black or silver **Pair £49**
- Dipstick engraved logo - black or silver **£45**
- Dipstick badged logo - black or silver **£39**
- Handbrake grip - silver **£39**
- Grille buttons engraved logo - black or silver **Pair £47**
- Grille buttons badged logo - black or silver **Pair £40**
- Seat tilt knob engraved logo - black or silver **Pair £47**
- Seat tilt knob badge logo - black or silver **Pair £40**
- Red metal bonnet centre badge **£30**
- Cooper bonnet stripes **Pair £36**
- John Cooper signature decals **Pair £43**
- Seat extension brackets **Pair £22**
- Chrome fuel cap - left or right **£39**
- Indoor car cover **From £266**
- Cooper leather key fob **£9**
- Stainless door sill edgings **Pair £50**

- Cooper 8.4" Vented Brake Kit**  
 Kit includes discs & these stunning 'Brilliant red' aluminium calipers with a reflective logo.  
**Kit £799**
- Aluminium Air Box Induction Pipe**  
 High performance billet Cooper S Works induction pipe suitable for use on all MPI model Mini's.  
**Alloy Induction Pipe £150 Kit £192**



- 8.4" Vented caliper kit **£577**
- Quickshift gearlever kit **£58**
- Alloy gearknob - black or silver **£28**
- Alloy T-bar set - black or red **£28**
- Alloy rocker cover **From £43**
- 8-Piece alloy door handle set - black or silver **£220**
- Indoor car cover **£268**
- Leather Key Fob **£8**
- Luxury car mat set **£47**

The Full Paddy Hopkirk Collection is available online at minisport.com



# THERE'S MORE!

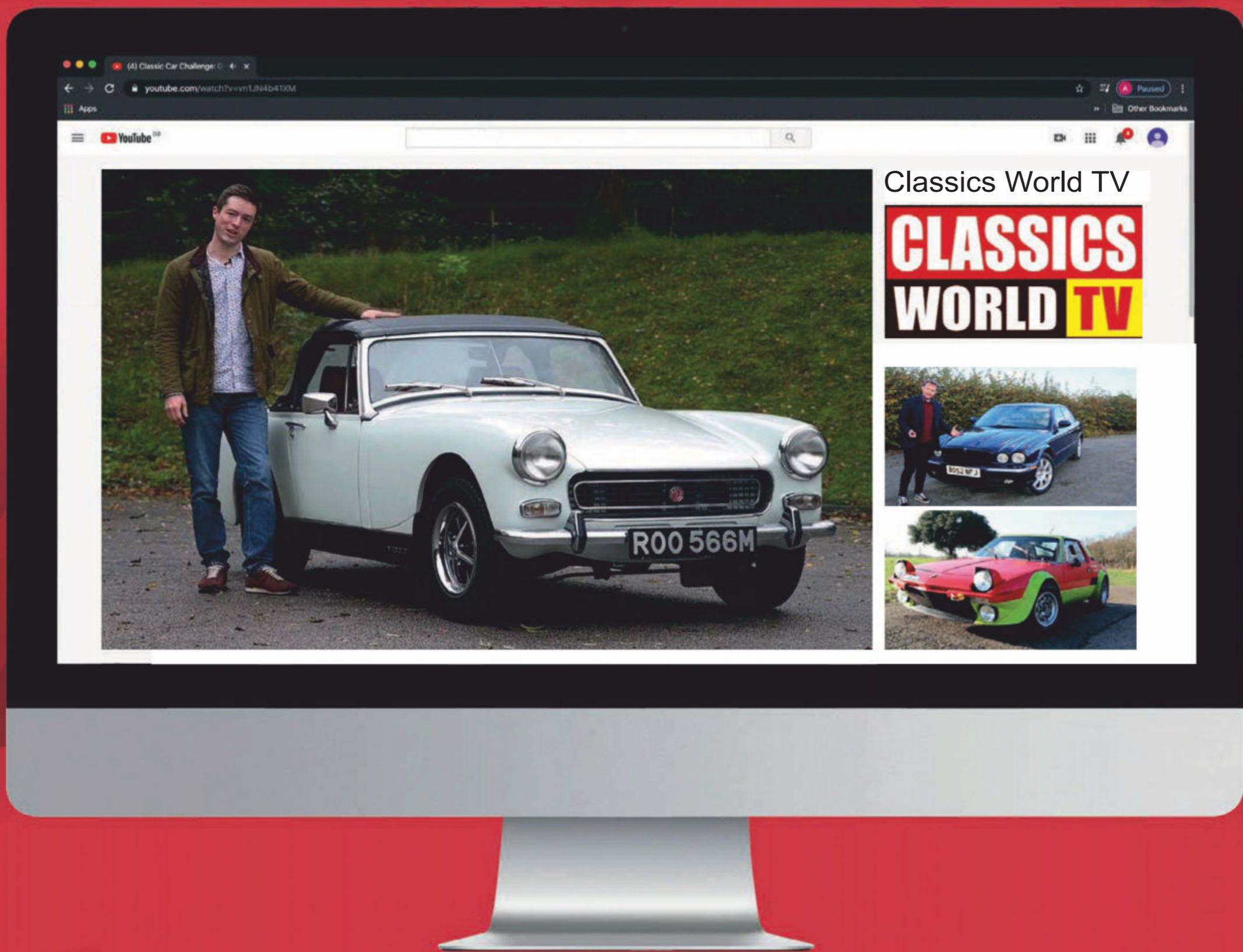
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### THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

**Richard Rowe**  
Account Director  
T: +44 (0) 1233 228 757  
E: richard@tandemmedia.co.uk

**Peri Smith**  
Account Manager  
T: +44 (0) 1233 228 753  
E: perianne@tandemmedia.co.uk

**Andy Welch**  
Advert Production Manager  
T: +44 (0) 1233 220 245  
E: MN@tandemmedia.co.uk

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