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# MOTORSPORT NEWS

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Under the skin of a bonkers modern-day Cosworth

# BLOCK CREATES THE ULTIMATE ESCORT

By David Evans

Global rally sensation Ken Block will take his Ford Escort Cosworth – a car built in Essex – on a world tour to include the Donegal Rally and Goodwood Festival of Speed.

Block's British-built Escort was flown out of Heathrow this week, bound for a competitive debut at next week's 100 Acre Wood Rally in America. It then competes in New Zealand before heading to Donegal. Block told MN: "I've always been fascinated by rallying in Ireland and Donegal is an event I've always paid a lot of attention to. I'm really looking forward to getting out there and going down those lanes."

Full story, p2-3



## HOW FERRARI HAS STOLEN A MARCH

VETTEL NOT DERAILED DESPITE TEST SHUNT P24



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**Modernised car to tour the world**



**By David Evans**

**Ken Block's modernised Ford Escort Cosworth will become the most viewed rally car in the world this year – and it was built by Essex firm MDV Specialist Engineering.**

The American Gymkhana star admitted he was drawn to working with MDV from the firm's reputation, but also the geographical location of it being close to Boreham.

"That area I know was important for the Escort," Block told MN. "It's really cool that we're working with Peter [Bennett, director at MDV] and the guys there – especially because he worked at Boreham as well. But not only was the rally development done in that

area, but in the 1990s it was a trendy place to go and drive them; I know there were some beach-front places where everybody used to go cruising in these cars."

Block's Escort is essentially a modern spin on a 1990s classic. When his original 1991 Escort Cosworth burned out on the New England Forest Rally in June last year, it was time to do something the same, but different.

"I love that shape and design of car, but it was a little unreliable," Block said. "We've made changes to the car to make it more reliable, but also more fun to drive. I'm really happy with the progress and how it's all come together."

Block will drive the car at next week's 100 Acre Wood Rally in Missouri before it is shipped to New Zealand for the Whangarei Rally (May). The Escort Cosworth then sails for Ireland and June's Donegal International, the Goodwood Festival of Speed's next a month later with Gymkhana Grid (Poland, September) and Rallylegend (October) concluding the 'Cossie World Tour.'

Competing in Ireland is something Block had tried to do previously, but it was difficult to find a way around the International Sporting Code, which dictates that current generation World Rally Cars can only compete at the highest level of international rallying.

Block said: "I've always been fascinated by rallying in Ireland. There's such a big fanbase for the sport out there and there's such a wide variety of cars out there from older World Rally Cars to Group B stuff. I went to Ireland to drive my first Group B car, when I got the chance to drive Enda Garvey's RS200. It was amazing."

"The culture around rallying in Ireland is so interesting – and even being a big Colin [McRae] fan, it was where he took his Escort to drive it which made it even more interesting. But I've always paid attention to Donegal, that's the one I wanted to do."

Block's team manager Derek Dauncey contacted MDV having seen its work on a variety of previous projects, including



Block has tackled the WRC

# BLOCK

## TARGETS DONEGAL IN NEW MACHINE



the McRae Enduro and Mark Rennison's Pikes Peak Ford RS200.

"We were in Spain for last year's WRC round when the latest designs for the car came through," said Dauncey. "It was a real 'wow' moment. I said to Ken that we really had to do this. And I really wanted to work with MDV."

The car had been widened to run at current World Rally Car regulations of 1875mm. The engine remains a period two-litre unit, but includes a Smith and Jones cylinder head from Shropshire with the work completed by Heathfield-based expert Julian Godfrey. With its 34mm restrictor in place it will generate around 340bhp – with an extra 30bhp added with a 36mm restrictor for New Zealand.

"Without the restrictor, we could be looking at around 700bhp," said Dauncey. "And we'll be running the side exhaust on some events like Goodwood. Basically, we've put modern running gear and Cosworth WRC-spec electronics into an Escort Cosworth."

The FFD seven-speed gearbox

used by Francois Delecour in the early 1990s has been dispatched in favour of a Sadev six-speed sequential. Sadev supplies all the transmission, but, in an effort to make the car more reliable, active front and centre differentials have been ditched in favour of mechanical units. Reiger suspension has been fitted to revised suspension points.

"There's a huge amount of work gone into this car," said Dauncey. "We ran the car at an airfield the day before it went to the airport and it was great. Honestly, I take so much pride in the way we've used British engineering in this car and the job MDV has done. At the same time, Sadev in France has been fantastic with us as well. I wrote on the wall at MDV 'Just a little bit further...' and everybody's gone just a little bit further with this one."

Bennett echoed those sentiments, adding: "It's quite extraordinary when you think where the car's going and how many people are going to see it that it was built right here in the wilds of Essex."

A fundamental change of direction in how the car was made left Bennett and his MDV team with just 19 weeks to complete work he would usually have spent up to nine months on.

"The timescale was a bit ridiculous," he said, "but we got it done. We had guys sleeping here and working through the night – we knew the deadline and we got there."

Bennett was part of the team responsible for the original Ford Escort RS Cosworth, which made its World Rally Championship debut in 1993.

"I had a good stint at Boreham from 1988 until 2004," said Bennett. "It's good that we've done this work at our place, which is only about 40 minutes from Boreham. It's been interesting to think about where the Escort Cosworth would have ended up. It only feels like a few years ago, but it was 1992 that we were working on it. I don't expect the new car to be everybody's cup of tea, but we've taken the car where it would have ended up if it had been running today."



The specially built Ford Escort Cosworth was shaken down by Block at Boreham

# RACING NEWS

## F1 ROUND-UP

### Kubica unprepared

Williams driver Robert Kubica believes he is only "20%" prepared for the first race of the 2019 Formula 1 season. Kubica managed just 268 laps in pre-season testing – fewer than any other driver on the 2019 grid – after Williams's late arrival in Barcelona. "That's the situation, I cannot change it," Kubica said. "I have to make sure we are doing everything what we can, from my side. Coming back after eight years, probably I know 20% of the things that I should know before going to Australia. The rest is unknown. I haven't done longer than 15 laps [in a] long run. There is a lot of question marks. But that's the reality, we cannot change it."

### Ferrari investigation

Ferrari will continue to investigate the rim failure that caused Sebastian Vettel to crash during the second week of F1 testing in Barcelona. The German crashed into the Tecpro barriers after he lost control of his car at Turn 3 during the morning session on Wednesday. Ferrari concluded the front-left wheel rim had failed after being damaged by an external impact. "We believe the issue was a rim failure but because the rim has been damaged by an external hit when running on the track, so the type of thing we can not avoid," said Ferrari boss Mattia Binotto. "I think it's been a very unlucky situation. But we will still make sure and look deeper in all the details and data, eventually, to address any issue that may be still potential[ly there]."

### GPs in doubt

The Mexican Grand Prix organisers say they have missed a deadline for provisional 2020 F1 calendar inclusion, at a time when five races are in doubt for next year. The event recently lost its central government support, while the contracts of the F1 races in Spain, Britain, Germany and Italy all expire this season, and no new agreements have been signed. None of them are therefore guaranteed a place on next year's schedule at present. A statement issued by the Mexican organisers said that the race had lost its preferred date on the F1 schedule but negotiations are continuing to find an alternative solution.

### Renault's target

Renault has hit the "high" initial target it set for its 2019 F1 engine, according to its technical director Remi Taffin. The French manufacturer has trailed Mercedes and Ferrari in the V6 turbo-hybrid engine era. However, Renault said a new engine design heralded a "substantial" step forward over the winter, which it says has been validated by the on-track running in pre-season testing over the last two weeks. "Everything we actually developed and measured on the dyno were the same as what we see out on track," added Taffin. "I think we hit our targets."

# HAMILTON BELIEVES FERRARI HAS UP TO 0.5s ADVANTAGE

## Ferrari chief Binotto downplays his squad's form



Ferrari was team to beat in testing



Binotto thinks Mercedes will be a threat

### By Scott Mitchell

#### Lewis Hamilton thinks Mercedes could trail Ferrari by as much as half a second as Formula 1 pre-season testing concluded.

Ferrari set the fastest time of testing, although Hamilton closed to within just three thousandths of a second on the final afternoon of the second Barcelona test last week.

But Hamilton believes Ferrari's advantage is real, although he admitted he is "not quite sure" what the true gap is.

"I think it's potentially half a second," he said. "Something like that, potentially. We will be analysing

a lot from this test and there will be some modes that we try to implement.

"The car is old now, it's worn and torn, so we'll have new components. All that stuff will come along. So, it's interesting."

Mercedes introduced a major aero update for the start of last week's second test, following a low-key start to its preparations at Barcelona the previous week.

But, while Valtteri Bottas is convinced that the revamped wing and nose have produced a step forward in overcoming some of the handling issues that marred the first test, he thinks the team is not yet in a position where it can be confident

of matching Ferrari.

"It is better. But if it's enough, that is the big question mark," Bottas said.

"I definitely feel improvements since last week with the stability of the car, and with the overall downforce of the car. But we definitely feel that we haven't unlocked everything that there is to unlock.

"We do still need to make improvements for sure but at least we have some time after testing to again learn more for Australia."

But Ferrari chief Mattia Binotto has downplayed his squad's performance, insisting it's "completely wrong" to suggest Ferrari has a significant advantage ahead of the first race.

"We are still trying to learn our car, trying to understand the limit of performance but also the reliability," said Binotto. "These days are very important in the preparation of the entire season.

"I'm happy to know that Hamilton believes we are faster. I believe they are very strong, I believe Mercedes will be very, very strong in Australia.

"It would be completely wrong to think today that we're faster than them.

"Here, we may run different fuel levels, we've got different programmes. I'm not expecting them to be behind us, or [if Mercedes is behind] they will be very, very close."

*Additional reporting by Jonathan Noble*

## Alonso to test 2019 McLaren as part of his new 'ambassador' role with team

Fernando Alonso will test McLaren's 2019 Formula 1 car as part of a new role as team "ambassador".

The two-time world champion rejoined McLaren in 2015 but opted to step away from grand prix racing for '19 after years of uncompetitive machinery, and amid an urge to compete elsewhere.

Alonso had already been confirmed to race for McLaren

in this year's Indianapolis 500, but his much-speculated involvement in the F1 team's testing programme has now been firmed up as well.

He will drive at "selected tests to support the development of MCL34 and MCL35 for 2020", McLaren has confirmed.

McLaren will have four official test days during the season. Two of them must

be completed by rookie drivers who have not competed in more than two grands prix, but Alonso would be free to drive on either of the other two days.

"I said before I stopped racing in Formula 1 last year that I see myself with McLaren for a long time to come, so I am delighted at this new role and the ability to stay closely involved with the team I feel is my spiritual home," said Alonso.

"We have the Indianapolis 500 in May of course, which I am looking forward to immensely, but this is just the beginning of many things we can do together.

"I am particularly passionate about nurturing young talent, whether that's with my own team or helping the new generation of F1 drivers at McLaren unlock their true potential."



Spaniard followed testing closely

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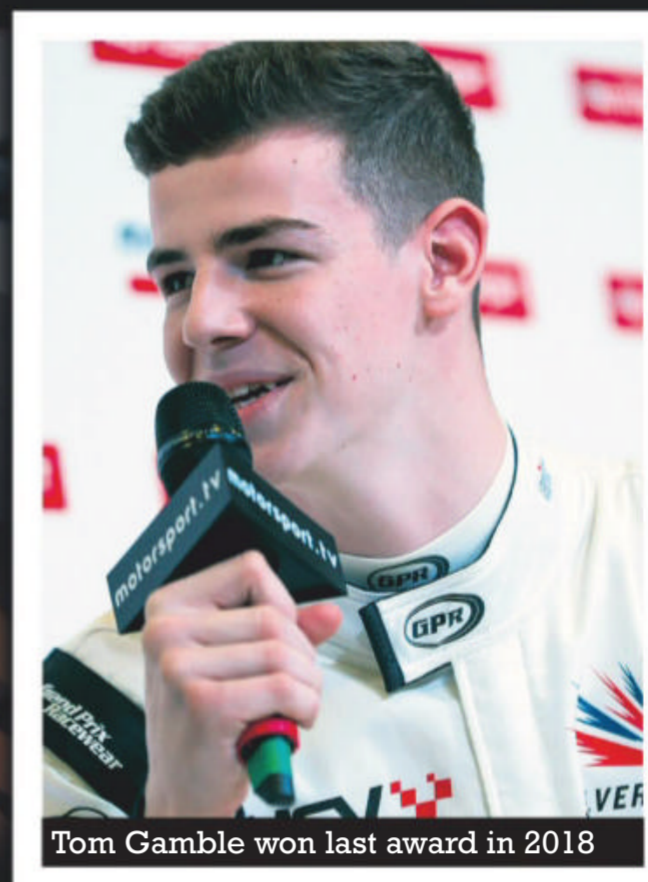
'All the dates for your diary'  
Sporting Scene calendar, p19



Photos: LAT



Prizes include Red Bull F1 test and £200,000



Tom Gamble won last award in 2018

# ASTON JOINS AUTOSPORT AWARD

Aston Martin is the new official partner of the Autosport BRDC Award, which will now have a £200,000 prize fund. The award began in 1989 to find and support up-and-coming British drivers. It crowned 30 winners, including Jenson Button, David Coulthard, George Russell and Lando Norris, before McLaren withdrew its support at the beginning of 2019. Now Aston Martin has stepped in to create the Aston Martin Autosport BRDC Young Driver of the Year Award. As well as a yet-to-be confirmed share

of the prize fund, the winner will receive a test in a Red Bull Formula 1 car and a run in Aston Martin's Vantage GTE World Endurance Championship challenger. The basic format of the award will remain unchanged. Following nominations by Autosport readers, four British drivers competing below FIA F3 level will be selected for the competition. The finalists will then have fitness and simulator assessments at Red Bull Racing's headquarters

before a two-day shootout at Silverstone in a range of machinery, including MotorSport Vision F2 cars. The winner will be selected by a judging panel that includes former British Racing Drivers' Club president Derek Warwick, and works Aston Martin driver Darren Turner, who won the Award in 1996. The victor will be revealed at the Autosport Awards in December. Aston Martin Lagonda president

and Group CEO Andy Palmer said: "I have always believed it a critical necessity to develop young talent across the automotive spectrum. This important new partnership represents the very best opportunity to play a significant role in the development of the next generation of British world champions. The award's roll of honour speaks for itself and we look forward to developing this programme into the most exciting opportunity for rising talent in world motorsport."

## Vergne: FE clashes 'not motorsport'

Reigning FIA Formula E champion Jean-Eric Vergne says the number of clashes in recent races are "not motorsport" and "you don't see this in Formula 1". There have been high-profile incidents in three of the first four races of the 2018/19 season, with the BMW Andretti drivers colliding in Marrakech, Vergne, his team-mate Andre Lotterer and Antonio Felix da Costa clashing together in Santiago, and the huge accident between Vergne and Nelson Piquet at Mexico City. "There is massive frustration," the DS Techeetah driver said. "I got hit, I spun, the guy [Mitch Evans] has no penalty. I got overtaken by three cars under full course yellow and none of them has a penalty. "A guy that overtook cut the chicane and hit me and doesn't have any penalty. "So I want to understand what the rule is – maybe it's a new rule and next race everybody will hit each other. It's already the case. "I'm not playing that game but to me this is not motorsport. "I don't like this kind of racing – you don't see this in Formula 1, like drivers crashing into each other non-stop. "I hope it will change because I'm not enjoying this at all."



Vergne has been left unhappy



Former BRDC British F3 champion

## Ahmed to compete in Japanese Formula 3

Formula 3 European Championship race winner Enaam Ahmed will join the Japanese F3 championship with ThreeBond Racing for 2019. Ahmed – who briefly led the 2018 Euro F3 standings – has made the switch to the Japanese championship after failing to raise the budget required to compete in the new Formula 1-supporting FIA F3 Championship, which has succeeded Euro F3 and the GP3 Series. "In Europe things were getting really expensive, and it was very unrealistic to try to stay there," said Ahmed, who won the BRDC British Formula 3 title in 2017. "I couldn't get the backing, so I decided to become a professional driver at the age of 19 and take the offer from ThreeBond Racing."

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**Fernando Alonso will run the number 66 on his return to the Indianapolis 500 with McLaren this year. Alonso – who returns to complete the Indy 500 as the final part of his bid for the Triple Crown of motorsport – has opted to use #66 which is the number with which McLaren took its first Indy 500 victory**

**with Mark Donohue in 1972...** Reigning NASCAR Cup Series champion Joey Logano took his first victory of the season at Las Vegas by fending off a late-race challenge from Penske Ford team-mate Brad Keselowski. Logano, who started 10th, took the lead midway through the final stage and resisted Atlanta winner

**Keselowski's advances on the final lap to win by 0.236 seconds...** **Reigning Supercars champion Scott McLaughlin completed a clean sweep for the brand new Ford Mustang in Adelaide by taking both wins across the weekend. The DJR Team Penske driver led home a Mustang 1-2 ahead of Cameron Waters in race two,**

**and had earlier completed a lights-to-flag victory...** Ferrari Formula 1 junior Mick Schumacher topped the third day of Formula 2 testing at Jerez for Prema Racing and set the fastest time of the test. ART Grand Prix's Nyck de Vries set the fastest time on the first and second day. The second test began on Tuesday at Barcelona.



Asian Le Mans Series title was won by di Resta and Hanson

## Di Resta commits to full WEC campaign with United Autosports

Ex-Force India and Williams Formula 1 driver Paul di Resta will contest the World Endurance Championship in 2019/20 with the United Autosports squad in LMP2. The Briton will extend his relationship with the Anglo-American team co-owned by McLaren F1 boss Zak Brown, with which he made his Le Mans debut last year. Di Resta will race the solo United Ligier-Gibson JS P217 LMP2 car entered in the WEC together with

Filipe Albuquerque and Phil Hanson, his team-mates at Le Mans in June 2018, with the trio sharing again at this year's Le Mans 24 Hours. He also claimed the 2018/19 Asian Le Mans Series title together with Hanson aboard a United Ligier-Nissan JSP2, having joined the team for an assault on the IMSA SportsCar Championship enduros at the start of last year. "I think to continue where we have been with

Phil [Hanson] in the Asian Le Mans Series and bringing the first LMP2 championship to the team, the obvious next step is to move into a world championship," said di Resta, who will also drive for R-Motorsport's Aston Martin DTM effort in 2019. "It's definitely a challenge I am up for. We have a little bit of time to prepare for it, but I think that United are more than capable of taking it on."



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# RACING NEWS

Photos: Jakob Ebrey, Dan Bathie



Ingram says it was "amazing" to sample new car



Factory-backed Toyota will now head to Spain

## NEW TOYOTA COROLLA BTCC RACER BREAKS COVER

### Ingram enjoys first test for new Speedworks machine at Oulton Park

By Matt James

**The new Team Toyota GB Corolla British Touring Car Championship challenger broke cover at Oulton Park on Friday last week as Tom Ingram ran the Speedworks Motorsport-built car for its initial shakedown.**

The 2018 BTCC runner-up and Independents Trophy winner

completed the run in tricky conditions at the Cheshire venue. The car has now been taken to Spain where more intensive development will take place.

"It's an amazing feeling to get out on-track in the new Corolla," said Ingram. "Ever since Toyota officially came on board late last year, everything we've done has been building up to this moment."

"The car looks amazing – which is

credit to all the Speedworks boys, who have done a cracking job as always – and it's an absolute honour to be representing Toyota GB in this new British-built beast."

Team boss Christian Dick said he was thrilled with getting initial mileage on the new machine.

"It was just a relief to get here and make sure it all worked," Dick said. "We didn't run first thing in the

morning and the reasons were two-fold: the circuit was very wet and they were running the session on the International layout, which we don't use. We used that time to do an extra spanner check and sort through a few small teething issues, but then we went in the afternoon."

The car ran at Oulton Park in a camouflage livery, but the full colour scheme is expected to be revealed at the BTCC media day at the end of March.

## Clio racer Osborne lands second MG BTCC seat

Renault UK Clio Cup graduate Sam Osborne will make his debut in the British Touring Car Championship this season after sealing a deal to drive for Excelr8 Motorsport in an MG6.

He will line up alongside Rob Smith in the team, which is also new to the category in 2019. Osborne, 26, has previously raced in the Mini Challenge.

"This deal to join the BTCC with Excelr8 is absolutely mega, and something that I've dreamt of for a few years now," said Rotherham-based Osborne. "During my racing career I've always looked for chances to move up the ladder, and the BTCC is the absolute pinnacle of saloon car racing in the UK. It will be a privilege to be a part of it."

"I think it will be a learning year all round for us. I know Excelr8 well from my time in the Mini Challenge, and I've raced against Rob Smith for a few years, too. However, the MG6 GTs will be a new challenge to both the team and us drivers. But we all work well together, so I expect us to be able to put together a solid debut season."

## Team BRIT launches its own racing academy

Team BRIT has launched its own racing academy with the aim of getting more disabled people into motorsport.

The new initiative was launched last week by Team BRIT members and Nic Hamilton, brother of five-time Formula 1 champion Lewis, who himself is disabled.

Drivers using the academy will receive coaching and can practice driving using hand-controls on a simulator before moving into a VW Polo on a track.

"We want to offer disabled people everything they need to get into motorsport," said Dave Player, founder of Team BRIT.

"There's nowhere you can go as a disabled person to have trackday experience. If you want to get coaching in a car with hand-controls, where do you go? There's nowhere to go."

Team BRIT will contest the new-for-2019 BMW 116 Trophy and Britcar this season, with the ultimate goal of entering the Le Mans 24 Hours with a team of disabled drivers.

"I think right now is a really good opportunity to use Team BRIT to bring disabled individuals into motorsport and really teach able-bodied people about disability," said Hamilton, who has cerebral palsy and will compete in the British Touring Car Championship with Motorbase this season.



Updated Honda Civic Type R made its debut with the factory squad last year

## BTC Racing upgrades to latest-spec BTCC Honda Civics

The BTC Racing team will run two versions of the updated Honda Civic Type R machines in the 2019 British Touring Car Championship.

Josh Cook and Chris Smiley will handle the FK8-specification of the Japanese hatchback, replacing the team's older FK2 models. The cars have been built by Team Dynamics Motorsport, which will also field two factory-backed models for Matt Neal and Dan Cammish. Dynamics and BTC will have a closer alliance in 2019.

BTC Racing team boss Steve Dudman said: "The team at Team Dynamics Motorsport are consummate professionals in everything they do. They handle the fine line between us as a customer and being their competitor with complete balance, fairness and transparency and we look forward to reaping the rewards in 2019 for both teams in equal measure."

The cars will also be fitted with the Neil Brown Engineering-developed two-litre turbocharged powerplant.

## Gamble and Perez move to frontrunning Redline squad for this year's Carrera Cup

Porsche Carrera Cup GB race winner George Gamble and Pro-Am champion Seb Perez will switch to the frontrunning Redline squad for their second seasons in the category this year.

Gamble, the 2015 Ginetta GT5 champion, took three wins last year and was sixth in the standings. He's now looking to launch a title bid after moving from Team Parker Racing to join Redline.

"Last year we had a good year and this is definitely a step forward working

towards ultimately trying to win the championship," said Gamble. "It seems most drivers, even Nick Yelloly [Porsche Supercup runner-up], have this first year of learning and get their head around the Porsche and then year two, have a bit of an attack on the championship. It would be great to have a good year to have a shot at the Supercup junior shootout and keep progressing up the Porsche ladder."

Perez will step up to the Pro category this year and will dovetail his Carrera

Cup campaign with competing in a number of European rallies in a 1977 Porsche 911.

He said: "There will be some big challenges this season so I think if I can get a podium or two I'll be very happy. Of course, there are so many differences between the GT3 and the rally car and it will be a big challenge to keep adapting from one to the other. It's a great opportunity to compete in two iconic machines this season."



Amigos-backed duo have switched teams ahead of the 2019 campaign

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# RACING NEWS

Photos: Jakob Ebrej

## MORRIS AND PARFITT BACK IN A BENTLEY AS JRM RETURNS

### British GT champions reunite in fresh attack



Morris (l) and Parfitt won 2017 title



JRM will make motorsport comeback with new Bentley

By James Newbold

**JRM will make its full-time return to motorsport competition in British GT with a new Bentley Continental GT3 driven by 2017 series champions Seb Morris and Rick Parfitt Jr.**

The long-time Nismo technical partner, which won the 2011 FIA GT1 World Championship with a Nissan GTR, had last competed a full season in the 2013 Blancpain Endurance Cup prior to the death of technical director Nigel Stepney in 2014.

Having focused on growing its advanced engineering business and

assisting in the development of the Mini World Rallycross racer, JRM managing director Jason King has now decided to return the outfit to racing in British GT for the first since a one-off outing in 2017.

The technical side of the operation will be headed by former Red Bull, Caterham and Sauber engineer Elliot Dason-Barber, and will benefit from technical support from M-Sport, which introduced the second-generation Continental last year.

"It's the first year as a customer car, but I know M-Sport did a lot of development on it and it just made sense for us, the Bentley seemed the

overall best package," King told MN.

"We've got the know-how and I think it will put us in a good stead, we've also got Rick and Seb joining us as drivers which is a fantastic pairing and they should help us massively with the Bentley because they've got history with it as well."

Parfitt, who had announced he would be taking a sabbatical after the 2018 season, and Morris won four times together between 2016 and 2017 in the previous generation Continental run by Team Parker Racing. Morris, who was recently announced to drive a factory Bentley at this year's Spa 24 Hours, left the British championship to race in the

Blancpain Endurance Cup last season, but said the offer to return was one he could not turn down.

"There's been a lot of hard work from everyone behind the scenes at JRM to get it going, they want to kick-start their racing programme again in a big way," Morris said. "We've got a fairly good testing schedule set out, even though we're getting the car quite late, and we'll be pushing like hell to be as ready as we can be for the first race."

"Our aim will be to go out and do as well as we can, and when Rick and I do as well as we can that means we'll win, so that's the plan."

## IN BRIEF

**Ruben moves on**  
Ginetta Junior regular Ruben Del Sarte will progress to the GT5 Challenge this year, remaining with the Total Control Racing squad. The Dutchman finished fifth in the standings in 2018 and narrowly missed out on the Winter Series crown. "The Ginetta GT5 Challenge is the right choice for me after Juniors," he said. "While it's the same car, the bigger engine and slick tyres on a huge grid will be a real thrill. It will also give me the opportunity to take a closer look at the British GT Championship, which is where I want to progress to."

**Hawken continues**

One-time British Touring Car Championship driver Richard Hawken will continue in the Porsche Carrera Cup GB this year. The former Infiniti BTCC driver finished fourth in the Am standings last year with the Slideports team – that powered Tio Ellinas to the overall crown. Hawken will remain with Slideports in 2019.

**Radical Rishover**

Ex-LMP3 Cup driver Jason Rishover will make a full-time switch to the Radical Challenge this season after making a number of appearances over the last two years. The 51-year-old will drive for the 360 Racing squad that he also competed with in the LMP3 Cup. "The series offers fantastic racing at great value, particularly for gentleman drivers," he said. "I'm really fond of the Challenge paddock, it's like one big family."

**Howard in Europe**

Two-time British GT champion Andrew Howard will run a parallel programme in the European Le Mans Series-supporting Michelin Le Mans Cup in his Beechdean AMR Aston Martin Vantage GT3. Howard, who won the ELMS in 2016, launched his 2019 livery at a special event at Prodrive on Friday. He will be partnered by Aston factory driver Ross Gunn, who won the 2015 British GT4 crown with Beechdean. Gunn has previously raced with Howard in British GT in 2016 and at Le Mans in 2017.

**Single British GT Jag**

Invictus Games Racing will downsize to a single-car entry for its second season in British GT, with returnee Matthew George again set to share the team's Jaguar F-Type SVR GT4 with armed forces veterans Steve McCulley and Paul Vice. Run by David Appleby Engineering, the first year of the tie-up with the Invictus Games Foundation and Superdry co-founder James Holder yielded a best finish of ninth in the final round at Donington for McCulley and Jason Wolfe.

## Formula Ford champion Williams to race HHC McLaren

National Formula Ford 1600 champion Luke Williams will switch to sportscars full-time this year with HHC Motorsport in British GT, partnering Tom Jackson in the team's second McLaren 570S GT4.

Williams dipped a toe into the water with a partial Britcar campaign in a Black Mamba Ginetta G55 last season. He told Motorsport News that he had been looking for a change from Formula Ford "for the last two or three years", joining HHC after coming close to a VLN deal.

"We didn't have the funds or the opportunities to move out of single-seaters and, because you want to keep racing, you just stay doing what you know," said Williams, who won the National FF1600 title in 2017.

Williams and Jackson, who finished third in the 2015 BRDC F4 championship and won both Road to Le Mans support races in 2017 in a TF Sport Aston Martin

GT3, join Callum Pointon and Dean Macdonald at the 2017 GT4 title-winning squad. Williams is confident of being competitive in the pecking order.

"We're going for the championship, there's no point in beating around the bush," he said. "You're not doing British GT if you're not quick, so that makes it exciting. Rather than worrying about how quick other drivers are going to be, it's more [the] excitement of pitching up against the best and try and beat the best."

Meanwhile, fellow McLaren partner squad Tolman Motorsport has confirmed its two line-ups from the previously announced quartet of Driver Development Programme drivers. Renault UK Clio Cup runner-up James Dorlin will share with Formula Ford Festival winner Josh Smith, while second-year driver Lewis Proctor will be joined by Mini Challenge JCW graduate Jordan Collard.



Williams will be partnered by Jackson in second HHC McLaren GT4 entry

## Robinson back to Optimum as he rejoins title-winning squad for GT4 attack

The 2016 British GT4 champion Mike Robinson will return to Optimum Motorsport alongside Dane Patrik Matthiesen in a new Aston Martin Vantage GT4, after splitting with long-time co-driver Graham Johnson.

Robinson, who won the title with Johnson in an Optimum-run Ginetta G55, had moved with Johnson to Balfie Motorsport last season as Shaun Goff's team took a year out of GT4. But he will now spearhead Optimum's expanded effort alongside 20-year-old

Matthiesen, who took a debut British GT win last year with HHC Motorsport. Series rookies Jack Butel and Connor O'Brien will share its other GT4 entry.

Optimum will also defend its GT3 crown in Aston Martin's new GT3 Vantage, with its previously-announced International GT Open pairing Bradley Ellis and Ollie Wilkinson running as a Silver-Silver entry.

Ellis, the 2007 British GT champion in a Team RPM Viper (pictured) alongside Alex Mortimer, has mentored 22-year-

old Wilkinson since the start of his career in the Ginetta GT5 Challenge in 2017. Driving an Audi R8 GT3, the pair claimed two Pro-Am wins in GT Open last year and managed a best finish of sixth in the final round at Barcelona.

Meanwhile, the second Academy Motorsport Aston Martin will be shared by Alex Toth-Jones – who had been announced before Christmas at TF Sport – and team regular Will Moore, with team-owner Matt Nicoll-Jones stepping out of the cockpit.



Robinson (inset) will race GT4 Aston, while Ellis (above) will drive GT3 version

# RACING NEWS

Photos: Jakob Ebrej, Ollie Read, Red Bull

## Ex-Red Bull Junior Verhagen to compete in British F3

Former Red Bull Junior Neil Verhagen will compete in the BRDC British Formula 3 Championship with Double R this season.

The American (*below*) has spent the last two years racing in the Formula Renault Eurocup with MP Motorsport and Tech 1 Racing.

Verhagen will now join Double R, which has won two out of the past three BRDC British F3 championships with Matheus Leist and Linus Lundqvist.



"The car [Tatuus-Cosworth] is a blast to drive and is proven as well," said the 2016 US F1600 champion.

"After testing with the team, and seeing their dedication and our performance, I am confident everything will be in place for us to have a very successful season."

The British F3 season begins on April 20-22 at Oulton Park.

Double R will also move into Euroformula Open this season, with Red Bull Junior Jack Doohan confirmed as its first driver.

The son of five-time 500cc world motorbike champion Mick contested British F4 last season with Arden, finishing fifth overall with three wins, and claimed the Rookie Cup.

## JHR Formula 4 drive for FF1600 driver Williams

National Formula Ford 1600 podium finisher Carter Williams will switch to British F4 this year, driving for the JHR Developments squad.

The 20-year-old American had a slow start to his first season of racing outside of the US last year but claimed a podium in the final round of the National season in a Don Hardman Racing Ray.

"I am completely ecstatic to be competing in British F4 this season and with such a top team as JHR Developments," said Williams. "It is an honour to be able to compete in one of the most prestigious and competitive FIA F4 championships in the world."

"Having a year of National FF1600 under my belt has prepared me to come into British F4 fighting for podiums, wins, and the championship."

## Ex-F1 driver impressed by Bradshaw at Winfield

Leicester teenager Callum Bradshaw reached the final four of the Volant Winfield at Paul Ricard at the end of last month, earning rave reviews from ex-Formula 1 driver Jarno Trulli.

The 17-year-old karter had only completed a single day of F4 testing ahead of the three-day event organised by the Winfield Racing School. But he impressed a judging panel featuring 2004 Monaco Grand Prix winner Trulli, former McLaren sporting director Eric Boullier and Winfield founder Mike Knight.

While Bradshaw missed out on the prize of a fully funded seat in French F4 to 16-year-old Frenchman Jules Mettetal after flat-spotting his tyres early on in the final, Trulli was impressed.

"Most of them I have watched racing in karting, and before seeing anything I knew I would expect something good from Bradshaw – the only downside was he didn't have experience in the car," said Trulli, whose son Enzo competes in karts. "Despite that I was impressed, because he was up to speed and getting stronger."

"Unfortunately he made a mistake in the final by flat-spotting his tyres straight in the first run so you cannot give a prize to him, but everyone was impressed."

# RADICAL AND CLASSIC OUTINGS FOR MOYERS

## Formula Ford ace to sample new categories



Moyers will race in Radical Challenge

By Stephen Lickorish

**Two-time Walter Hayes Trophy winner Michael Moyers plans to move into the Radical Challenge this year and will also race an Austin A30 at the Silverstone Classic.**

Moyers, 34, has spent the majority of the past decade racing Formula Ford machinery but is looking to move into other categories this season.

He has enjoyed two successful tests in a Radical SR3 and plans to contest a part-season in the Radical Challenge, alongside the Silverstone Classic race, and also compete in the end-of-year Formula Ford Festival and Walter Hayes Trophy.

"It's not like I'm calling time on Formula Ford, it's just having won the Walter Hayes

Trophy back-to-back, I just feel it's an ideal time to expand our options," said Moyers. "It was quite strange – after winning the Hayes the first time we didn't have much of a reaction. The second time it was the opposite. Radical were on the phone and offered me a test drive at Donington Park at the end of last year. That went really well and they invited me back."

"I got down to a 45.6s at Brands Hatch last week which was good enough for P2 on the grid when they last raced there so they were pretty impressed. I don't think we will be able to do a full campaign, but I will do a few races and look at a full season in 2020."

"I absolutely loved it [the SR3] – obviously it's very different to a Formula Ford, the Radical has got a quite a lot of aero but I have no doubts

we can be towards the sharp end."

Moyers is targeting races at Silverstone, Donington Park and Spa.

"The one I really want to do is Spa," he said. "I've never been before and that would be ticking one off the bucket list."

As well as seeking a hat-trick of Hayes wins, Moyers is also looking to move into historic racing. The Austin Silverstone Classic was secured through his connection to the RS Fabrications firm that he used to work for.

"I wouldn't turn a drive down in anything," Moyers added. "It will be great to be at the Classic and it might open a few opportunities for other things. To drive a historic single-seater at the Classic, that would be unbelievable."



Two-time WHT winner



Novalak will do a full season of BRDC British F3 with Carlin

## BRDC British F3 return for Novalak, Maldonado as Pauw joins

Clement Novalak will remain in BRDC British Formula 3 this season for a full campaign with Carlin.

The 18-year-old Briton only competed in four rounds of the series last year, taking a best result of fourth and a pole position in the opening round at Oulton Park.

"There are so many races that I'm looking forward to

but mostly I just want to get back racing again," said Novalak, who mainly focused on racing in the Formula Renault Eurocup last year.

"Testing with the team so far has been going really well. I think we've made great progress too so I can't wait to get started on what should be a great year for us."

Also continuing in British F3

will be Manuel Maldonado – cousin of one-time Formula 1 race winner Pastor – who will race with Fortec Motorsports for his third season in the series.

Douglas Motorsport has also completed its line-up with Ulysse De Pauw, who finished third in last season's French F4 championship, joining the squad.

## Oldfield Motorsport signs American Jeansonne for Formula Ford

Leading Formula Ford 1600 outfit Oldfield Motorsport will run former Team USA Scholarship driver Aaron Jeansonne this season.

Jeansonne competed in the Formula Ford Festival and Walter Hayes Trophy in 2017 – taking a best result of 13th in the former – with Cliff Dempsey Racing having been selected for the Scholarship.

He competed part-time in

the US F2000 championship last season before funding problems curtailed his season.

But he will return to racing in 2019 in the British Racing and Sports Car Club's National FF1600 series, driving Oldfield's Van Diemen JL13 which was used by Josh Smith to win the 2018 Festival.

"He loved the nature of racing and the atmosphere [in the UK], it's more competitive and much more affordable than in

America," said team owner James Oldfield.

"I'm fairly confident he won't need more than a day to get on the pace."

"You can never say you're going to win the championship but I would like to think we can compete for the championship this year with Aaron."

Karter Scott Huntley will also join Oldfield for his debut season in car racing alongside ex-F3 Cup driver Henry Chart.



Jeansonne previously raced FF1600 with Cliff Dempsey's team

# HISTORICS

*'Geoff Doe tackled the Tour'*  
Mini man's present, below



Photos: Ben Lawrence, Paul Lawrence

## DOWN THE PUB WITH

**MARTIN PHAFF**

Age: 69 Lives: Sheffield  
Road rally coordinator

**He started in the 1960s**  
"I started road rallying in 1966 and finished in about 1975. I mainly did Motoring News and East Midland events. I navigated for Graham Beardmore in the ex-Dealer Team Vauxhall Fireza. I was always a navigator: I was very disappointed at the speed of my driving!"

**He ran Ginetta**  
"Then I went into business and eventually ended up buying Ginetta in 1989. It was a bold thing to do and I wanted to make it a sort of mini-TVR but fell on my face quite markedly. I ended up running it as a company making race cars with a race series and that's when it started being successful for me. I ran it for 17 years and then I did three more years beyond that. There were some hard times but I thoroughly enjoyed it."

**He came back to rallying**  
"I didn't really want to retire so I did three years of single-seaters with the Formula BMW cars as Intersteps. Then when Jonathan Palmer set up Formula 4, it was time to move on. I retired and so I came back to rallying. I did the Welsh International in the 1970s but I was always a clubman competitor. I still do an occasional night road rally. I'll do one this year, at least, to mark being 70."

**He has a Lancia Fulvia**  
"The daylight historic events are easier and a bit more civilised. I bought my Lancia Fulvia about two years ago as 17 boxes and a bodyshell. It's a good, strong little car. Fred Gallagher drove it on Saturday and we've got some other guest drivers in mind for this year."

**He's running the championship**  
"I'm now secretary of the HRCR Clubmans Championship. Ian Doble had been doing it for three or four years and he wanted to go back competing again and no-one wanted to do it. So I said I would, but still wanted to compete as well. It is possible to do both. This is the 25th anniversary year of the championship, so it is a good year."

**The series is in good shape**  
"We've got a great calendar for this year and the 2020 calendar is already being worked on. We're looking at one or two different events and it is looking very good."



Coordinator: Martin Phaff

Pryce's Shadow has run at Anglesey



Pryce was a huge F1 talent

# PRYCE REMEMBERED AT ANGLESEY MEET

*HSCC dedicates its first Welsh contest to fallen F1 star*

By Paul Lawrence

**The life of Tom Pryce will be celebrated at the Anglesey circuit in North Wales in mid-July when the circuit's first dedicated historic race meeting is named in memory of the famous Welsh Formula 1 racer.**

The Historic Sports Car Club's Tom Pryce Memorial Race Meeting will honour the

memory of a hugely popular driver who had a meteoric rise to fame and a flourishing F1 career before losing his life in an accident during the 1977 South African Grand Prix.

In July, the first major historic race meeting to be held in Wales will honour Pryce with a programme that includes the inaugural standalone races for Formula Atlantic as a period category. Pryce was a star of

Formula Atlantic during his rise to stardom and the pair of Formula Atlantic races will be run for the Tom Pryce Trophy.

The plans for the event have the blessing of Tom's widow, Nella. "It certainly is a great idea to remember Thomas at this race meeting and I'm all in favour of it," she said.

As well as honouring the memory of this unassuming young racer, the weekend will

support the fund established to provide a permanent memorial to Tom in his home town of Denbigh.

Andy Dee-Crowne of the HSCC said: "We are delighted to be taking a full weekend of HSCC racing to Anglesey for the first time. It is wholly appropriate to honour the life of Tom Pryce, a quiet hero from North Wales who was destined for the very top of the sport."



Minis will crowd the Goodwood circuit at Members' Meeting

## Minis to get heats and a final at Goodwood

A record-breaking entry of 60 Pre-'66 Minis will deliver the big thrills at the 77th Goodwood Members' Meeting.

The Betty Richmond Trophy will now feature two heats and a final after the organisers were overwhelmed by demand from competitors for the celebration of the Mini's 60th anniversary.

Two grids of 30 cars will each have qualifying and a race on Saturday (April 6) with the top

15 finishers from each heat going into Sunday's final.

Goodwood's Matt Hearn said: "Interest in the Betty Richmond Trophy has been incredible, with well over 100 great cars and drivers to choose from.

"We were poised to turn down a lot of fantastic cars, but we have managed to fit in two qualifying sessions and two heats into the schedule on Saturday."

## Frazer Nash to headline at Castle Combe

A race dedicated to the British Frazer Nash sportscars of the 1920s and 1930s will headline the eighth Castle Combe Autumn Classic on October 5.

The race will celebrate strong links between Frazer Nash and the Wiltshire track. Archie Frazer-Nash built his first cars in 1922 and control of AFN Ltd later passed to Harold John Aldington.

In 1963, through a friendship between Aldington and land owner Kitty Maurice, AFN took a lease on Castle Combe, which ran for nearly a decade until Howard Strawford took over.

Other new races for 2019 are a celebration of 50 years of Formula Ford at the Wiltshire track and an all-Alfa Romeo race from the HRDC.



Frazer Nash cars will return to their 'home' track in Wiltshire

## British Targa Florio competitor and Austin Healey man Worswick passes away

Former sportscar racer Ted 'Edward' Worswick died late in February aged 79 after suffering a heart attack.

The Lancastrian started racing in the 1960s with an

early Lotus 7 but was better known for racing Austin Healeys and later a Modified Sports TVR Tuscan.

He even took one of his big Healeys into rallying

on the RAC and Welsh Rallies.

In 1966, he drove his Healey across Europe to contest the Targa Florio and in 1967, driving 'ARX91B' with Richard Bond, he finished

ninth overall on the demanding Sicilian road race.

Into the 1970s he raced the monster 5.4-litre Tuscan to ModSports success but retired from racing in the mid-1970s.

## IN BRIEF

**Bramhills drama**  
Son-and-father crew Phill and David Bramhill finished the Tour of Cheshire in their Mini Cooper after working long into Friday night to resolve a fuel problem. The Mini played up at scrutineering and they towed it home to work on the problem into the small hours, with help from various sources. It held together on Saturday and the regular stage rally cameraman chauffeured his dad to 46th place out of 76 finishers.

**Rally of the Tests**  
The route of the 2019 Rally of the Tests will take in a coffee halt at the Classic Car Show at the Birmingham NEC on Saturday, November 9. It is planned that a field of up to 100 crews will take coffee on the HERO stand at the show before heading to an overnight halt at Stoke-on-Trent. Sixty-five of the 100 entries are already taken.

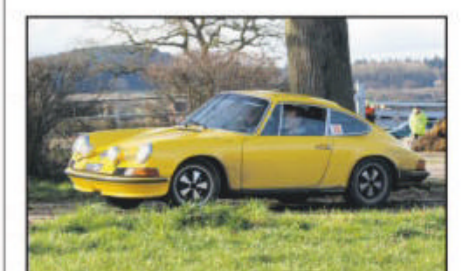
**Doe on the go**  
Rally scrutineer and occasional competitor Geoff Doe contested Saturday's Tour of Cheshire in his Mini Cooper. He built the car for his 50th birthday 12 years ago and has done about half of the Tours of Cheshire since then, fitting them around scrutineering jobs. On Saturday he was running as car 62 as the day after the rally he celebrated his 62nd birthday.

**Goodwood stream**  
There will be changes to the availability of live-streaming of the races at the 77th Goodwood Members' Meeting. Highlight clips and a selection of live races will still be publicly available to view online and on ITV4. However, only members of the Goodwood Road Racing Club can watch the full, uninterrupted live-stream across two days. Fellowship membership of the GRRC is £39 per year.

**Lambert goes Dutch**  
Ginetta G4 racer Brian Lambert will defend his Netherlands Historic Touring and GT Cars title this season. Lambert and his wife Barbara will also share their MGB in the GT and Sports Car Cup, while Barbara will race the MGB in the Dutch series.

**HRCR plans ahead**  
Round two of the MN-backed HRCR Clubmans Championship will be the North Yorkshire Classic on March 23/24 and entries are still available. The York Motor Club historic rally starts on Saturday afternoon and finishes at lunchtime on Sunday, covering 120 miles of regularity sections and 13 special tests.

**Return to Tour**  
Roger Powley and Brian Goff contested Saturday's Tour of Cheshire, the opening round of the 2019 Clubmans Historic Rally Championship, 32 years after they competed on the final round of the former MN-backed road rally championship. They tackled the 1987 JJ Brown Rally and were back, now in a Porsche 911.



Powley rolled back the years

# RALLY NEWS RALLY MEXICO PREVIEW

Photos: mcklein-imagedatabase.com

# TANAK DOESN'T FEAR MEXICAN CHALLENGE

*Estonian not feeling the heat despite leading the points*

## STANDINGS

WRC			
After 2/14 rounds			
POS	DRIVER	CAR	PTS
1	Ott Tanak	Toyota	47
2	Thierry Neuville	Hyundai	40
3	Sebastien Ogier	Citroen	31
4	Kris Meeke	Toyota	21
5	Esapekka Lappi	Citroen	19
6	Sebastien Loeb	Hyundai	18



Tanak will be cleaning the road in Mexico

### By David Evans

**World Rally Championship leader Ott Tanak will try to emulate former team-mate Sebastien Ogier by winning this week's Rally Mexico from the front.**

Running first on the road in North America is the flip side of the Estonian's comprehensive win at last month's winter WRC counter in Sweden.

While Tanak accepts back-to-back success will be hard work, he is quick to point out that leading the field to a Mexican victory is not impossible.

Rival Ogier ran first on the road on the opening day in 2013 and 2015 and still won.

Tanak told MN: "I believe it's possible to win every rally, but everything needs to be in your favour. Being first [on the road on Friday] is definitely not the easiest position to win. The main aim is to score points, but if there is an opportunity then I intend to use it."

The Toyota driver is short on experience of leading the field, but he did spend Sunday at the front in 2015.

"That was when I visited the lake," he said. "They were different conditions. This is the first time I've done it in the middle of real competition. It's a different game now. I was second or third on the road last year and I was still able to make competitive times. If I could do something like that again then I would be happy. The reality is that we're in a bit worse of a situation than some guys behind, but that's the way it is."

The Toyota team sourced some of Spain's most gravel-strewn roads in an effort to help Tanak's preparations for this week.

"The test went well," he said. "We had two days with warm weather and sunshine and we used lots of roads so I could get as many kilometres as possible in the loose. I'm happy and I'm confident that I have done everything I can."

"Strategy-wise, we have to think

how we can be stronger on Friday and still have a good chance after the first day. We try to do everything and the engineers have done everything they can to give me the best opportunity."

Toyota has struggled in the high altitude and extreme temperatures in Mexico for the last two years, but Tanak is confident the team has the Yaris WRC sorted for the first hot rally of this season.

"I believe everything will be good," said Tanak. "I'm confident – we saw the first good step [with the car] was coming before Turkey. Everything was going quite well on that rally, where the average speed was quite low and the temperature was very high – we had a good package there."

"Since Turkey, we have done another step. OK, the altitude makes things a bit worse than in Turkey, but if the engineers are confident then we shouldn't worry."

Tanak pointed out that the loss

of power at higher altitude could help with running first on the road.

"There's less power so you get less wheelspin," he said. "The main thing for me is to take good confidence from the car. If I have a good feeling with the car then everything is a little bit easier. It means you can push harder and be more confident with the braking and things like that. In terms of the set-up, we will generally run a softer car to help us find the traction and maximum grip, but this will also make the car more consistent to help the confidence again."

First on the road in the loose will allow Tanak to take a softer Michelin tyre than his rivals, with his Toyota making less contact with the abrasive bedrock which sits beneath the loose gravel.

The weather for the week ahead in Leon and Guanajuato is similar to last season, with a forecast of solid sunshine and temperatures in the low 30°Cs.



Tanak thinks that the Toyota can perform at altitude

**MOTORSPORT NEWS-BACKED HISTORIC ROAD RALLY SERIES KICKS OFF >>> PAGE 27**



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Development has pleased the Welshman

**'Guy Smith victorious at Donington Park'**  
Le Mans winner on top, p26



Evans wants a big result

## EVANS AIMS TO BOUNCE BACK IN MEXICO

M-Sport's Elfyn Evans is looking to build on his strong Rally Sweden showing and deliver what he feels is an overdue win in Mexico this week.

The Welshman emerged from round two in fifth place, having run as high as third, and ruing a spin on the first stage proper which he felt cost him the chance of a second career WRC win.

"I left Sweden so frustrated," Evans told Motorsport News. "But, at the same time, I was positive. Compare last month's Rally Sweden with last year and [2018] was a complete write-off. But this time we went and we

were able to win stages and run consistently in the top three or four in terms of stage times. If you forget the mistake on Friday then we would immediately have been looking at second place. I take a lot of confidence from that event into this week and I want to carry on where we left off."

Evans was quick to praise the efforts of M-Sport, Ford and his team-mate Teemu Suninen.

"We really found something with the car before Sweden," he said. "I'm not going to tell you exactly what it was, but it was across the board in terms of set-up: springs, dampers,

the whole lot. It was a radical change and it worked on a rally where we weren't competitive at all last year. This sets us up nicely for Mexico."

Evans and Suninen tested in Spain last month, where they achieved something close to the 2000-metre-plus altitude they will find in Leon this week, but nothing like the temperatures.

"What we've done with the car has come through a combined effort from myself, Teemu and a lot of the guys at M-Sport and Ford," Evans said. "We can be very happy with the progress we've made – and we've made a

lot in a short space of time – and we've shown that, when we're comfortable behind the wheel, then we can be the complete package."

Evans starts Rally Mexico sixth on the road – another reason for him to be cheerful.

"That's the perfect place," he said. "We have to capitalise on this and really go there looking for the win."

Evans showed strong pace in Mexico last year, running third going into the Ortega stage where a sixth-gear crash left his co-driver Dan Barritt concussed and unable to continue.



Northern Irishman was a winner back in '17

## Meeke relishing returning to the scene of victory

Kris Meeke will make his gravel debut in Toyota's Yaris WRC in Mexico this week.

The Northern Irishman has taken podium finishes from his last two visits to Leon, famously winning the 2017 event despite visiting a car park after running wide on the Derramadero power stage test.

Meeke had driven the Toyota on the loose prior

to a two-day test in Spain late last month, but only on the fast roads around the team's Puuppola base.

"It was really useful driving the car on gravel for the first time outside of Finland," said Meeke. "I came away feeling comfortable. Mexico is a place I've gone well in the last few years. I was in the fight for the victory last year. Now, with a different car, I hope to be

competing at the sharp end again.

"I said I wanted to get through the first two rallies with points on the board: Monte Carlo and Sweden were events with very complicated conditions where it would have been easy to make a mistake. I've done that and now Mexico is usually a lot more consistent and I'm looking forward to it."

## Toyota protege takes first win in WRC Yaris

Toyota Gazoo Racing's Japanese driver Takamoto Katsuta enjoyed a debut win in a Yaris WRC on Saturday.

Fastest on four of six stages on the Itaralli – the final winter event of the Finnish Rally Championship – the 25-year-old edged Emil Lindholm's Volkswagen Polo GTI R5 by 0.8 seconds.

"I had an amazing experience and enjoyed driving the Yaris WRC," said Katsuta, co-driven by Daniel Barritt. "But at the same time, it was very challenging: the car is so fast, I only had one day of testing, and I was the first car on the road – sometimes it was like a snowstorm! From my side, I learned a lot about how to adapt my driving style to the car, but of course I still have a lot to learn."

The Yaris WRC ran on Pirelli's Sottozero tyre for the first time on the Joensuu-based event.

## Ogier wants to add to his victory tally as Lappi improves

Four-time Rally Mexico winner Sebastien Ogier is looking forward to realising the full potential of Citroen's C3 WRC in Leon this week.

The Frenchman left round two disappointed after sliding into a snowbank and retiring from the first day of driving in Sweden. A two-day test in Spain ahead of this week's Mexican outing has given him confidence on an event where he's always been strong. Running third on the road – behind Ott Tanak and Thierry Neuville – on day one will come as a further boost to last year's winner.

"We had two good days of pre-event testing, on roads that were fairly representative of the kind of stages we'll have to tackle this weekend," said Ogier.

"We were lucky with the weather during the tests, which was very warm, although obviously not quite as hot as in Mexico.

"After a tough Rally Sweden, where we weren't able to express ourselves, I can't wait to get started and realise our full potential.

The stages are beautiful here but you do need to be careful on the afternoon loop, when it's warmer. The second passes are always hard on the cars, especially as the high altitude means not only reduced horsepower but can also cause

issues with cooling."

Ogier's team-mate Esapekka Lappi starred for Citroen in Sweden, bringing his C3 WRC home in second. With only one Rally Mexico outing previously, Lappi accepts round three will be more tricky.

"I feel increasingly at one with the car," said Lappi. "But my experience of Mexico is limited. A top-five finish would be good for me."



Ogier: wants speed

## GROUP RALLYING EDITOR

# DAVID EVANS

**"I must've been insane to shun Chevette HSR"**



**N**o Mexico. That's next week. And no Sweden – with or without snow – that was last month. Today, we're talking Vauxhall Chevettes. Specifically, one. The HSR.

And specifically one HSR: the one Jimmy McRae drove in the 1980 British Rally Championship, which became the one Bill Gwynne used in the 1981 Motoring News Road Rally Championship.

Let's just stop right there. And rewind. And go through that sentence one more time... The car that formed part of Jimmy McRae's 1980 British campaign which ended with him third in the standings was then fired down the lanes by one of Britain's most accomplished drivers of his generation.

Except Bill Gwynne did it with a pullover and a set of cans rather than a racesuit and crash helmet. But both did it without the aid of doorbars. Seriously... the only thing between a potential point of impact and the driver (or co-driver's) legs was a particularly flimsy door.

I don't know why this surprised me so much. I've peered into no end of Minis or Saabs and clocked the period laissez faire attitude to side impact. But moving into the 1980s, I don't know, I just thought the sport had moved on a little bit. How naive.

I've got to admit, I was never a huge fan of the Chevette. My earliest memories are of two cars: Ford's Escort and Lancia's Stratos. Britain's version of the Stratos, a bellowing V8 shoving a TR7 and Tony Pond down might have made it onto the back page of my maths book, but the Chevette just didn't do it for me.

What was wrong with me? Watching FER687W appear out of the back of a BGMsport trailer forced me to question some of my early life choices. And, by the time the 48 valves were singing their song, I'd certified myself as insane.

In my defence, a school friend's grandfather had the four-door, booted version. The only way this car was in any way entertaining was when the boot hinges were unable to support the boot's weight and it came down – quite slowly – on his head.

From its recessed headlights backwards, that car was 1256 cubic centimetres of mediocrity. And it was brown.

It was never the same as an Opel Kadett. At least a Kadett sounded cool.

Those were the prejudices I took to the door of this ex-McRae/Gwynne motor. And, in fairness, I'm not wrong about my mate's grandfather's car, that was rubbish. But this Dealer Team Vauxhall example was epic. And sideways.

Running in its 1981 MN livery, Ian Gwynne's firm has done his father's memory proud. Every wire, every switch and every detail is exactly as it was 38 years ago when Bill was at the height of his power. BGMsport's ability to recreate the magic of a bygone era is second to none in our sport and, here at MN, we're hoping to work with Ian and bring you some more stories of days past.

While we're at it, we can probably work on ridding me of further ridiculous rally car preconceptions, mostly formed while watching Grange Hill or trying to fathom exactly how Pythagoras' theorem might enhance my world.

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

# RALLY NEWS

Photos: Jason Nugent/CRCrally.com, mcklein-imagedatabase.com, ERC.com

## Munnings joins Peugeot Academy

Red Bull-backed driver Catie Munnings has joined the Peugeot Rally Academy for 2019, and has enlisted a new World Rally Championship level co-driver in Veronica Engan.

Munnings will contest the European Rally Championship in the ERC3 class, in a Sainteloc Racing-run Peugeot 208 R2.

She finished eighth in the ERC Junior Under 27 class last year.

"They've had the rally academy for years which has helped launch the careers of people like Craig Breen," Munnings said. "Peugeot has massive experience in the ERC so it's really cool to have their support again this year. I'm really proud to be part of it."

When asked if the extra support of Peugeot would help her take a step forward this year, Munnings added: "That's what it's all about, isn't it? Especially when you're gaining experience and trying to climb the ladder."

"The team has brilliant engineers and personnel and I'm sure I'll learn a lot and take a step forward thanks to them."

Engan joins Munnings after spending last year alongside Oliver Solberg, son of 2003 WRC champion Petter. Engan co-drove Solberg Sr during his WRC comeback in Spain last year.

"I had a message from Veronica just around the time I wanted to start looking for a co-driver this year," Munnings added. "Veronica has so much experience."

"We have the same level of motivation and the same kind of vision. I've always had female co-drivers, it's great to have as many girls involved as we can. We have female mechanics and team members which is great."

# CANADA ENTERS TALKS FOR WINTER WRC ROUND

Organisers have had initial discussions over new event



Canadian stages would bring snow

By David Evans

**Canadian officials have confirmed they are working to try to fast-track their proposed winter round of the World Rally Championship.**

The Rally Promoter Association of Canada revealed a five-year plan to bring the WRC back – for the first time since 1979 – in 2023. Keith Morison, one of five RPAC directors, has confirmed to MN that there is potential to bring the process forward by a year.

Morison said: "We had a meeting with WRC Promoter at last year's Rally GB and there was a tap on the shoulder to say we might consider bringing our plans forward."

"We're looking at that. There's a feeling a five-year plan could fade, but we won't be rushed. We're working on the funding right now and it's going to take time – running a WRC round is 10 times the cost of organising the Canadian Rally Championship. What's vital is that we do this thing right."

Morison revealed further

details of the RPAC plan, which centres on an event based out of Ottawa and includes two days of competition in Quebec and one day in Ontario – with a service park based in Ontario.

"We have some world-class roads here," said Morison. "Yes, we could go to the Canadian Rockies, but they are 3000 kilometres [1800 miles] from the nearest sea port to bring the cars in. Ottawa is not only our capital city, it's 200 kilometres [124 miles] from the port."

A proposed event will run some time from late

February into early March.

"We have a three-week window for the weather where snow is pretty much guaranteed," said Morison.

The event will include some of the roads used on Rallye Perce-Neige, the opening round of the Canadian series which runs at the start of February.

Morison wouldn't be drawn into predicting conditions, saying: "There's an issue with the world getting warmer and if you want somebody to guarantee you perfect conditions – I'm not that

kind of guy. We've had some years when it's been warmer than others, but right now I'm looking out on my deck with 30cm of snow and we've seen five-foot snowbanks [this year]."

FIA rally director Yves Matton told MN last month he would be interested in seeing a second snow rally come onto the calendar in the future. The series' existing winter event – Rally Sweden – suffered warmer than expected conditions last month, renewing calls for the event to be moved north or out of Europe completely.

## Huttunen targets works drive again

Rising Finnish star Jari Huttunen's Rally Sweden drive has landed him firmly back in the running for a factory seat.

His Skoda Fabia R5 efforts were one of the talking points of last month's Torsby-based event. The 25-year-old went off the road while fighting for the lead with WRC2 winner Ole Christian Veiby's Volkswagen Polo GTI R5.

Prior to that penultimate stage shunt, Huttunen had set fastest time in WRC2 on nine of the 17 stages he completed and was only out of the top three times when he dropped 40 seconds with a puncture on the opening day's Rojden test.

Disappointed at missing out on the class win, Huttunen said he was pleased with the response to his efforts.

"The phone has started to ring



The Finn impressed on Rally Sweden in Skoda Fabia R5

again," he said. "I am talking with people and with teams about possibilities with works teams."

Huttunen, who shot to fame with a WRC2 debut class win on the 2017 Rally Finland, drove for Hyundai Motorsport last season, but the Korean firm's decision to focus its efforts on the main WRC programme has cost him.

He is still completing some shakedown and testing duties with Hyundai, but he's keen to

return to a works programme.

He added: "I am taking a lot of positive experience from Hyundai, but I want to be back in the seat and competing now. Sweden showed some of my potential speed, but I know there is more to come. It was difficult competing in that rally when I knew all the time that this was just a one-off entry."

"To do the times we did under that pressure, I was happy. It's good to see this was recognised by the other teams."

## Lukyanuk switches to Citroen C3 R5 for '19

European Rally champion Alexey Lukyanuk has switched to a Citroen C3 R5 ahead of his title defence which begins in the Azores on March 21-23.

Lukyanuk won three rounds – including the Portuguese island opener – last season and is looking to become just the fourth driver in the series' history to successfully defend his title.

The Russian, who drives for the Sainteloc Racing, said: "It's a huge challenge for us with a new team and new car. It will be tough but everybody is focused to work hard and try to achieve the maximum. It's a bit of a step into the unknown, but we have good experience of the rallies and we have a good team."

Lukyanuk worked to contain



The European Rally champion will attempt to defend his title

his exuberant driving style last season and will try to continue that approach.

He said: "I am hungry for wins, but I also need to be focused on scoring points and being more

consistent. We did a very good job last year, but still there were some unexpected things so we have to combine our speed with our reliability. It's not easy but we will work hard."

*'Who's on top going to Australia?'*  
F1 testing round-up, p24



Photos: Jakob Ebrey



Evans was supported

## CURSON DEFENDS RALLY TEAM UK

Rally Team UK chief Paul Curson has spoken out in defence of his programme, following criticism for a lack of progress in the scheme and an absence of more drivers.

Curson told Motorsport News of his frustrations since his plans were revealed on these pages in January. Since MN broke the story, Curson says he has been working to get cars ordered and the programme in place – but car availability and funding issues have slowed progress.

"It's been an uphill struggle to get cars sorted," said Curson.

"We joined the back of an already long queue and it's been difficult to get anything concrete in place.

"If we're honest, I think the January announcement at the Autosport International Show came too soon for us. I said at the time that it would be better to start low-key and wait until the end of April or May when I have a significant source of income coming in."

RTUK's plans did get off the ground at the Cambrian Rally, when Curson helped back Meirion Evans' Hyundai i20 R5 and James Williams in a Ford Fiesta R2.

"Meirion was in his own car, but he and James were supported by Rally Team UK on the Cambrian," said Curson. "We paid for the running of the cars on the event."

Asked about the remainder of the drivers, he added: "We gave them a contract, which none of them liked because it was asking them to repay their costs if they got some income from motorsport in the future.

"Now, because they didn't like those contracts, a few of them said they would revisit this when we've got certainty of cars and we've said that's absolutely fair enough. We haven't fallen out with anybody and we're looking forward to working with those drivers in the future."

Curson said talk of multi-million-pound budgets was exaggerated.

"There's been a lot of criticism from people who don't really know what we're doing or what we're trying to achieve," said Curson.

"To be honest, I feel like we've been kicked in the teeth for the last six weeks and I've questioned why we're actually bothering to do what we're doing. We saw an opportunity to do some good in rallying and that's what we're trying to do.

"This is not a get rich scheme by any means. I'm not scamming anybody – I am actually trying to put something into the sport that's needed. What we're doing is spending our money on drivers who we think are worthwhile and genuinely deserve the support.

"One of the accusations we've had levelled at us is that all we do is help the rich guys get to drive some cars. Actually that's the complete antithesis of what we're doing. We're actually helping young guys who can't afford to do the programmes they should be doing to get their careers up there."

### Young rally talent needs a helping hand so let Team UK work towards it

We've all heard plenty about Rally Team UK, Paul Curson, Paul Curson's provenance, his plans and his potential. And, from such service park speculation, views have been formed and opinions shaped.

Curson's had his say now. He's well-intentioned and is talking about offering British rallying the biggest boost in its history. And his message is clear: forget

what you've heard, forget everything and focus on what's coming.

In our story, he has detailed the funding coming his way before the end of May. He doesn't want to commit to how many cars he's buying or which events which drivers will be doing – but he's going to do so before the end of May. So now, be quiet. Stop the gossip, the tittle-tattle

and the chatter and let Curson and his team get on with the task in hand. British rallying's not exactly awash with folk trying to do the right thing and give young talent a helping hand, so the very least we can do is extend Curson some common decency to crack on and give it a go. We'll come back to him in May.

David Evans



### Drivers gear up for Tour of Epynt rally

Reigning Motorsport UK Asphalt Rally champion Jason Pritchard headlines the entry for the 2019 season opener on the Tour of Epynt.

Pritchard will drive the Ford Focus WRC that he used for the majority of last season, although he is not expected to defend his title this year. Epynt regular Damian Cole is second on the road and has switched from a 2016-specification Ford Fiesta RS WRC to a Focus WRC05 for his title bid.

Hugh Hunter is in a similar car and could contest the season, although he is also planning events in Ireland, and starts behind Subaru Impreza WRC driver Bob Fowden who ticks over into

his fourth decade of rallying.

Sebastian Ling has regularly competed in France, but he enters this event in his Citroen DS3 R5 to round out the top five starters. He is the highest seeded R5 – of which there are six – on the entry list. The championship will continue to live-stream events.

● The Manx National organisers will be visiting the Tour of Epynt on March 9 and can be found in the scrutineering and documentation areas. Advice about the event including route, heavily discounted travel and accommodation packages for both volunteers and competitors, is available.



Pritchard will be first on the road

#### SEEDING ENTRY LIST

Tour of Epynt, Motorsport UK Asphalt Championship, March 10

DRIVER/CO-DRIVER	CAR
Jason Pritchard/Phil Clarke	Ford Focus WRC05
Damian Cole/Shelley Rogerson	Ford Focus WRC05
Bob Fowden/Aled Davies	Subaru Impreza WRC S11
Hugh Hunter/Rob Fagg	Ford Focus WRC05
Sebastian Ling/Aled Rees	Citroen DS3 R5
Jamie Jukes/James Morgan	Mitsubishi Mirage
Phil Turner/Simon Anthony	Mitsubishi Lancer E9
Huw Reed/Anthony Hackett	Darrian T90 GTR
Richard Merriman/Kath Curzon	Darrian T90
John Stone/Jack Morton	Ford Fiesta WRC

### Scotland moves another step closer to closed-road motorsport with draft regulations

Closed-road motorsport took another step forward in Scotland last week when draft regulations were set in front of Parliament in Holyrood.

The regulations will be available for discussion for the next 40 days,

after which Scotland will follow England and Wales in devolving power to suspend the Road Traffic Act from government to a local council level.

This Act of Parliament came into effect in England in April 2017 and

was subsequently in place in Wales in February 2018, allowing the organisers of Rally GB to close roads for World Rally Championship action for the first time ever in the UK. It is hoped Scottish Parliament

will be in a position to confirm the same legislation is in place by the end of next month.

Both the Mull Rally and Jim Clark Rally organisers are hoping to utilise that process to run on closed roads this year.

### HISTORICS EDITOR

# PAUL LAWRENCE

**"Rally North Wales has got it spot on"**



**W**hen loading the car for a day's spectating on the Cambrian Rally, I realised it was four long months since I'd last been to a gravel rally. It was a stark reminder of how thin our gravel rallying calendar has become.

As the first event of both the BRC and BTRDA seasons, the quality at the head of the main Cambrian field was outstanding. The event organisers are to be commended for the Llandudno town centre servicing for the BRC field, which must have taken a huge amount of work to make happen. We preferred to head for the forest, however, and had a splendid day.

But, and there was always going to be a but, I'm not convinced everything in the garden is rosy just now. Take the BRC field out of the equation, for this was the only time they'll share the pitch with the BTRDA pack this season, and there were under 100 starters. That's seven down on 2018 and eight down on the snow-bound 2017 rally: rather disappointing numbers.

Were there unusual factors? Did some clubmen stay away rather than run behind the big field of R5 cars? The Elsi stage has a poor reputation and seems to have lived up to expectations. Did some crews stay away in case it snowed again? All of these questions and more will be occupying the minds of event and championship organisers right now.

Meanwhile, from a historic rallying outlook, I've found myself watching with interest as entries build for Rally North Wales. It was half full in a week and full at a 120 maximum in three weeks. There was a time, not too long ago, when a Welsh BTRDA event would have blown RNW out of the water in terms of demand for entries. But times are a-changing and the old order is being shaken up as competitors vote with their feet. Including a 60-strong historic field, RNW has over 100 two-wheel-drive cars on the list.

Without wishing to over-simplify this, I reckon it is a lot to do with who runs where in the field. The Cambrian, in what seems to be a mood setter for BTRDA events, ran 1400s, Rally First and only selected historics in the first group. Everyone else was behind the 4x4s. Rally North Wales is running all 2WD cars first, in reverse order. Will any BTRDA event organisers follow the RNW format, as the very popular 2018 BTRDA-counting Woodpecker Stages did? Only time will tell.

My view is that RNW has got it spot on and is reaping the benefits. The thing that really struck me about the Cambrian was the lack of depth of 2WD quality. There were lots of Fiestas, sure, but where were the rear-wheel drives that usually deliver some of the best action? Some of them are heading for Rally North Wales instead, it seems.

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# Rallying in The North of England ?

## 2019 NORTHERN STAGE RALLY CHAMPIONSHIP

### Forest Challenge

10 Feb	Riponian Stages Rally (Ripon MSC)	North Yorkshire	<a href="http://www.riponian.co.uk">www.riponian.co.uk</a>
7 Jul	Greystoke Stages (West Cumbria MC)	Greystoke	<a href="http://www.greystokestages.co.uk">www.greystokestages.co.uk</a>
27/28 Sep	Trackrod Clubman's Trophy (Trackrod MC)	North Yorkshire	<a href="http://www.rallyyorkshire.co.uk">www.rallyyorkshire.co.uk</a>
3 Nov	Malton Forest Rally (Malton MC)	North Yorkshire	<a href="http://www.maltonmc.co.uk">www.maltonmc.co.uk</a>
7 Dec	Grizedale Stages Rally (Furness DMC)	Grizedale,	<a href="http://www.grizedalestages.co.uk">www.grizedalestages.co.uk</a>

### Tarmacadam Challenge

23 Mar	North West Stages Rally (Motor Sport NW)	Fylde	<a href="http://www.nwstages.co.uk">www.nwstages.co.uk</a>
21 Apr	Warcop Stages	Warcop Ranges	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>
12 May	Cetus Stages (Wigan MC)	3 Sisters	<a href="http://www.wiganmotorclub.org.uk">www.wiganmotorclub.org.uk</a>
25 Aug	Pendragon Stages Rally (Kirkby Lonsdale MC)	Warcop	<a href="http://www.pendragonstages.co.uk">www.pendragonstages.co.uk</a>
23 Nov	Hall Trophy Rally (Clitheroe DMC)	Blyton	<a href="http://www.cdmconline.co.uk">www.cdmconline.co.uk</a>

### Mixed Surface Challenge

17 Feb	Jack Frost Stages (Darlington DMC)	Croft	<a href="http://www.darlington-motor-club.org.uk">www.darlington-motor-club.org.uk</a>
7 Apr	Lookout Stages (Trackrod MC)	Melbourne	<a href="http://www.trackrodmotorclub.co.uk/lookout">www.trackrodmotorclub.co.uk/lookout</a>
21 July	Twyford Wood Stages (Mid Derbyshire MC)	Twyford Wood	<a href="http://www.mid-derbyshiremc.co.uk">www.mid-derbyshiremc.co.uk</a>
22 Sep	Heroes Stages (Pendle DMC)	Weeton Barr.	<a href="http://www.pendledistrictmc.co.uk">www.pendledistrictmc.co.uk</a>
6 Oct	Harold Palin (Eastwood & DMC)	Fulbeck	<a href="http://www.eastwoodmotorclub.co.uk">www.eastwoodmotorclub.co.uk</a>

## 2019 NORTHERN ROAD RALLY 2019

Date	Event	Club
19th/20th January	Malton Laser Ryemoor Trophy Rally	Malton Motor Club
9th/10th February	Vauxcare Bruce Robinson Rally	Lincoln Motor Cycle & Car Club
23rd/24th February	John Robson Rally	Hexham & District Motor Club
27th/28th April	Primrose Trophy Rally	Clitheroe & District Motor Club
15th/16th June	Garstang & Preston Memorial Rally	Garstang & Preston Motor Club
20th/21st July	Maple Garage Beaver Rally	Beverley & District Motor Club
14th/15th September	Mercian Road Rally	Mercia Motor Sports Group
21st/22nd September	Taybridge Clitheronian Rally	Clitheroe & District Motor Club
2nd/3rd November	Dansport Rally	Matlock Motor Club
16th/17th November	Rali Bryniau Clwyd	Broughton-Bretton Motor Club

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## ROAD RALLY CHAMPIONSHIPS

Promoting safer motorsport  
across the North of England

# RALLY NEWS

Photos: LAT, SMJ Photography



Bird finished fifth overall

## Further rally outings for younger Bird

Formula Renault Eurocup regular Frank Bird is set for more MN Circuit Rally Championship outings following an impressive debut in last weekend's Donington Rally.

The son of team owner and banned rally driver Paul Bird was drafted in as a reserve entry in a Ford Focus WRC07, sharing with Jack Morton who normally co-drives for series regular, John Stone.

Despite sustaining cosmetic damage and a broken windscreen from an off on the opening stage, Bird finished fifth overall on his maiden rally in tricky conditions.

"It's a very different feeling," he said.

"The first stage didn't go to plan, but I'm learning already. I was a bit hesitant on the brakes at first, but it's a lot of fun."

Co-driver Morton confirmed the pair will also take part in the next event at Anglesey.

Stone will also focus his attentions to other rallying commitments.

Morton said: "I've got someone young with me now, and we've done well. He's learning already and I've got him for Anglesey too."

"We just outraked ourselves at the chicane and collected the tyres. He's quick though."

## Questmead good test for Bowen

Simon Bowen and Neil Wearden both contested Sunday's Questmead Stages as part of their preparations for the forthcoming North West Stages.

Bowen, who won last weekend's rally in his Subaru Impreza WRC, was able to identify a gearbox issue but he is confident it will be sorted in time for the closed road event, which he won in 2016, had a clutch issue in 2017 and didn't contest last year.

He said: "Today gave us some valuable seat time and the chance to try some settings. If it rains like it did today on the North West Stages we'll be ready!"

Wearden – making a rally comeback for only his fourth rally in 18 years – took top 1600 honours after finishing fifth in his Hyundai i20 and was in equally buoyant mood.

"I feel I can get more speed as the car was faster than me in places," said the 1999 Ulster Rally winner. "But the North West won't be about driving flat out, it will be about driving intelligently."

# EX-EVANS FIESTA R5 TO BE USED BY McCLOSKEY

## Car will be used on Malcolm Wilson Stages

### TOP 10 SEEDED ENTRY LIST

Malcolm Wilson Stages

NO	DRIVER/CO-DRIVER	CAR
1	Euan Thorburn/Paul Beaton	Ford Focus WRC
2	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC
3	Charles Payne/Carl Williamson	Ford Fiesta RS WRC
4	Connor McCloskey/Noel O'Sullivan	Ford Fiesta R5
5	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9
6	Ian Bainbridge/Daniel May	Subaru Impreza
7	Ian Joel/Graeme Wood	Ford Escort Cosworth
8	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9
9	Stephen Simpson/Paula Swinscoe	Ford Fiesta S2000
10	Steven Clark/Mark Fisher	Mitsubishi Lancer E5



Evans used Ford Fiesta R5 in 2016

By Jason Craig

### Connor McCloskey has bought an ex-Elfyn Evans Ford Fiesta R5 for the BTRDA Rally Championship.

McCloskey, the Gold Star runner-up from 2013, will have his first run in the right-hand-drive converted Fiesta on this weekend's Malcolm Wilson Stages

with fellow Irishman Noel O'Sullivan and has registered to score points.

He has also confirmed his attendance at the next three rounds – next month's Rallynuts Stages, May's Plains Rally and July's Nicky Grist Stages. Should results fall kindly for McCloskey he could enter more.

"These next few rounds are ones that I

really enjoy," he told Motorsport News.

"I was happy to miss the Cambrian – I wasn't fussed about it – and the new car wouldn't have been ready in time for it anyway.

"I'm still undecided if I will be in a position to do more than four rounds, but if things go better than planned, and we are in a strong position

mathematically, then I will have to reconsider our next step."

With work on the Evans car having only just been completed, including a rebuild of its suspension and the paddleshifter being fitted to the steering wheel, McCloskey is hoping to give it a shakedown before he heads over to the Lake District.

## McGloin makes history at Donington

Nathalie McGloin made history at Donington Park as the first tetraplegic to take part in a rally in the latest MN Circuit Rally Championship round, also taking advantage of new GT class regulations.

McGloin took part in the modified Porsche Cayman S she regularly races in club events, adapted for rallying, to in turn become the first GT car to venture into the championship under the newly-formed class.

"It feels weird compared to normal actually, especially when we're going the wrong way around Donington," said McGloin, who finished the rally 33rd overall to win

the GT class as a sole entry.

"I'm the first tetraplegic to enter a rally in the world. Motorsport UK helped me, and they did my logbook with me. It's [the car] had extra protectors added, the suspension has been raised and it's had mudguards put on it.

"All of this adds weight, but we've then got to take it all out again for [racing at] Snetterton next."

McGloin shared the Cayman with Andrew Bayliss and said on other potential rally outings: "It's possible. We'll see how it goes here first, but I've been enjoying it. Everyone here is."



Porsche Cayman S was adapted for the Donington Rally last weekend

## MN Rally trials live onboard footage and plans further coverage for future events

MN Circuit Rally Championship organisers were 'delighted' by results after trialling live onboard footage as an addition to its media offering.

With the assistance of the championship's official

media partners, Torque, fans were able to ride onboard with the Peugeot 306 Maxi of series leaders Chris West and Keith Hounslow throughout last weekend's Donington Rally via its Facebook page. Championship coordinator

Darren Spann said the system will continue in the coming events.

"I'm delighted with how it's gone," he said. "It's a very expensive bit of kit, and it's worked a treat. We chose the championship

leader to showcase this, and for me it's just a demonstration of how we're leading the way with our technology.

"We looked at the viewing figures and we're already up by 50% this year."

## Only 15 spots left for Tendring rally

Rally Tendring and Clacton filled its 110-car entry in a matter of minutes, with only an additional 15 places remaining at the organiser's discretion.

The Chelmsford Motor Club event, based on roads in Essex on April 28, was the first rally to use all closed roads since England passed a law to make getting a road closure permit easier in 2017.

The highest returning driver from last year is Mark Straker in his Darrian T90, who was fourth in 2018, while joining the entry this year is multiple Barbados Rally runner-up Rob Swann.

This year the event features extended mileage – up to 52.65 – and is part of three championships, the English Rally Championship, RAC Historic Asphalt Championship and the jelfmotorsport.com Stage Rally Championship.

# RALLY REPORTS

Photos: pro-rally.co.uk, rallygallery.com



Subaru Impreza crew took the win

## WET WEATHER FAILS TO DAMPEN BOWEN'S CHARGE FOR VICTORY

### Questmead Stages Rally

By Phil James

**Organiser:** Warrington & District MC **Date:** March 3 **Where:** Three Sisters Race Circuit, Wigan. **Championships:** ANWCC; SD34; Gr4.com Three Sisters Rally Challenge; F1000; J1000. **Stages:** 11 **Starters:** 58

**Simon Bowen and Richard Robinson recovered from a stuttering start to set six fastest stage times, bringing their Subaru Impreza S11 WRC home 14 seconds clear of the Ford Escort Mk2 of Eric Roberts and Mervyn Williams.**

Bowen's day didn't start well with a stall on the stage two startline that was soon followed by a spin – something many others experienced in the slippery conditions.

Roberts had been quickest from the off before Peter Jackson edged his Escort Mk2 into the lead following stage two.

He stayed there for four stages before falling foul of a missed split, Jackson admitting to his error, slipping to 25th place at a stroke.

Roberts then regained the lead, reaching the lunch halt with a nine-second gap over Bowen.

As the rain intensified Bowen set about reeling in the Escort and, having edged ahead on stage nine, he continued to set fastest times to seal the victory.

Having completed the opening stage in fifth place, Lee Edwards and Mark Roberts then took sole possession of the final podium place in their Escort G3. Their only worry came with a misfire on stage seven caused by a quickly cured carburettor blockage. John Richardson and Eric Wilcockson had a trouble-free run to finish a solid fourth in their Escort Mk2.

Neil Wearden and Callum Cross

maintained a top 10 placing throughout, eventually finishing fifth overall and claiming the Class C honours in their Hyundai i20. Class rivals Dan Woods and Tony Garrett finished five seconds behind in their Peugeot 106, while Class E winners James and Victoria Swallow were just a further two seconds in arrears in their BMW 328 Compact.

Lee Griffiths and Chris Whittall had been lying in 27th place following stage two but from thereon the Peugeot 106 crew made strides up the standings to finish in eighth place.

Adam Williams and Rachael Atherton suffered a second-stage spin and dropped more time on stage eight when a turbo pipe worked loose before the Impreza crew ended the day in ninth.

Richie Hughes and Martyn Quant survived a series of early half spins before changing tyres and finishing



Wilson was on top in Junior Rally

### ROAD RALLY ROUND-UP

A stunning second-half drive secured victory on the **Rali Bro Caron** for Kevin Davies/Alan James.

They had lost over two minutes after slipping into a ditch towards the end of the first half, which dropped them to 10th position.

However, they clawed their way back, cleaning two sections timed to the minute at which most of their rivals dropped time.

It was a rally of high attrition among the leading runners. By the end of the opening section at Llandewi Brefi, Daniel Jones/Gerwyn Barry, John Davies/Aled Davies, Kevin 'Penclaw' Jones/Lion Williams and Andy Davies/Michael Gilbey were all out. The last was after a power steering pipe burst and caused a small fire.

The result of all this drama was that Mark Lennox/Ian Beamond led at Petrol. They built up a substantial lead until they dropped a minute at one control; they still led but by a now narrow margin, which was lost on the next section. The local crew of Carwyn Davies/Ryan Griffiths, running at Car 27, hit the front briefly, but were quickly overhauled by Davies/James, who stormed through to win.

The **Festival Targa** used 16 tests, many slippery, to make up 36 miles of competition. The event was won in dominant style by Owen Turner/Rachel Vestey (MG ZR).

Ian Mills

#### Results

##### Rali Bro Caron

**Organiser:** Lampeter MC **When:** March 2/3 **Where:** West Wales **Championships:** WAMC **Route:** 90 miles **Starters:** 90

1 Kevin Davies/Alan James (Ford Escort) 12m36s; 2 Carwyn Davies/Ryan Griffiths (Escort) +1m13s; 3 Mark Lennox/Ian Beamond (Escort); 4 Malcolm 'Tar' Jones/Rhys Jones (Peugeot 206 GT); 5 Craig Judd/Lewis Sim (Peugeot 306 GT); 6 George Williams/Dale Bowen (Escort); 7 Tomos Lewis/Daniel Stone (Escort); 8 Dewi Davies/Nathan Davies (Vauxhall Astra); 9 Paul Morgan/Jamie Mills (Honda Civic); 10 Stefan Davies/Reian Rees (Escort). **Class winners:** Davies/Griffiths; Huw Rowcliffe/Owen Rowcliffe (Peugeot 206); Novices: Rhodri Lewis/Dion Phillips (Peugeot 206).

##### The Festival Targa Rally

**Organiser:** Bath MC **When:** March 2 **Where:** Wiltshire **Championships:** ASWMC **Route:** 16 tests **Starters:** 57

1 Owen Turner/Rachel Vestey (MG ZR) 82m30s; 2 Gavin Rogers/Georgina Clark (Ford Escort); 3 Paul Tod/Rich Aston (Proton Satria); 4 Matt Fowle/Pete Johnson (Peugeot 106); 5 Matt Bown/James Whitton (ZR); 6 Mick Valentine/Peter Scott (Escort). **Class winners:** Rogers/Clark; Roger Fletcher/Derek Mines (MG ZR); Chris Woolley/Jamie Woolley (BMW E30); Ed Scott/Mike Thomas (Satria).

### Limerick Forest Rally cut short due to heavy snow

Heavy snowfall forced an early conclusion to the Limerick Forest Rally – round two of the Irish Forest Rally Championship.

With safety of paramount importance, the Limerick Motor Club organisers stopped proceedings after the second stage (Mount Eagle) of the County Cork-based event, when only a few of the 78 crews managed to get through the heavy snowfall before the stage was blocked.

On the opening stage, top seed and series leader Marty McCormack (Skoda Fabia R5) along with late entry Barry McKenna (Ford Fiesta WRC) slid off and out of the rally, albeit with superficial damage. Another late entry Frank Kelly (Ford Escort Mk2) scarcely got through all the gears before he too had a soft landing and got stuck in a ditch.

Keith Power (Mitsubishi Lancer E9) led after SS1, with the Lancer E7 of Michael Carbin just 0.9 seconds behind. Mickey Conlon (Escort Mk2) led the two-wheel-drive challenge and



McCormack slid off and out of rally

also held third overall, 1.1s ahead of David Crossen (Escort Mk2). Patrick O'Brien (Lancer E9) and William Creighton (Peugeot 208 R2) completed the top six as falling snow carpeted the forest tracks.

At the Rockchapel service park after SS2, clerk of the course Anthony Nestor took the decision to call off the remaining four stages and declared a result based on the two stages. A decision on awarding championship points is awaited.

### Vey and Fletcher hold on for Bovington success

#### Bovington Stages Rally

By Ian Harden

**Organiser:** Bournemouth and District MC **When:** March 2/3 **Where:** Bovington Camp, Dorset. **Championships:** ASWMC Sealed Surface; ACSMC Tarmac; RAC Historic Asphalt **Stages:** 12 **Starters:** 64

Andy Vey and Richard Fletcher continued their recent strong form at Bovington with a 34-second victory over Damian Cole/Shelley Rogerson (Ford Focus WRC05), following a tough two-day scrap.

Benefiting from newly-fitted suspension and 'diff on his Mitsubishi Lancer E4, Vey traded fastest stage times with Cole throughout Saturday's dry stages and held a seven-second overnight lead.

Sunday started in different conditions; on rain-soaked tracks, Vey pushed hard on SS7, stretching his lead by a further 15s. The result was effectively settled at the start of SS10: Cole's launch control malfunctioned and the Focus stalled, costing time. Despite this, he fought back, going fastest on the final two tests.

Third-placed Geoff Bennett/John



Mitsubishi Lancer E4 took top spot

Billett survived a misfire and a failing starter motor to finish 1m19s behind Cole. The Ford Escort Mk2 pairing battled fiercely with Josh Payton/Jamie Vaughan's similar car, running neck and neck until SS8 when Payton's oil-pump belt broke and he retired.

New wet weather tyres paid dividends for fourth-placed Kevin and Sue Fossey. The Escort Mk2 pairing mounted a charge in the closing miles to overhaul Rob de St Paer/Steve Hobbs. After de St Paer retired with a broken wiper motor, Jerry Bailey/Graham Lacey inherited fifth – a reward for fixing numerous brake problems. Andrew Phillips/

Chester Elliot finished sixth, their Peugeot 205 using a bog-standard engine bought from a scrapyard.

#### Results

1 Andy Vey/Richard Fletcher (Mitsubishi Lancer E4) 1h9m2s; 2 Damian Cole/Shelley Rogerson (Ford Focus WRC05) +34s; 3 Geoff Bennett/John Billett (Ford Warrior Escort Mk2); 4 Kevin Fossey/Sue Fossey (Escort Mk2); 5 Jerry Bailey/Graham Lacey (Peugeot 205 GT); 6 Andrew Phillips/Chester Elliot (Peugeot 205 GT); 7 Jay Wyatt/Sally Wyatt (Escort Mk2); 8 Roger Moran/Den Golding (BMW M3); 9 Ben Short/Jon Lawes (Mazda MX-5); 10 Chris Wheeler/Shawn Layland (Citroen DS 3 R3T). **Class winners:** Barry Pavey/Steve Hollis (Escort Mk1), Huw Williams/Elie Williams (Peugeot 205), Short/Lawes, Phillips/Elliot, Bennett/Billett, Simon Worley/Michael Stewart (Subaru Impreza), Dessie Nutt/Geraldine McBride (Porsche 911), Wayne Thompson/Matt Duncan (Land Rover Wolf XD), Moran/Golding, Bailey/Lacey, Dick Mauer/Gino Gouveia (Escort Mk2), Dean Fewings/Bob Smith (Triumph TR7 V8).

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**National Hot Rods, England 2018/2019 season**

RD	PLACE	DATE
8	Birmingham	March 2
9	Hednesford	March 24
10	Skegness	April 19
11	Ipswich	April 22
12	Hednesford	May 6
13	Ipswich	May 27
14	Aldershot	June 9

**National Hot Rods, Northern Ireland 2018/2019**

RD	PLACE	DATE
8	Tullyroan	April 13
9	TBA	April 19
10	Aghadowey	April 22
11	Tullyroan	May 4
12	TBA	May 10
13	Aghadowey	May 17
14	TBA	May 31

**National Hot Rods, England 2019/2020**

RD	PLACE	DATE
1	Birmingham	July 20
2	Buxton	Aug 18
3	Ipswich	Aug 26
4	Aldershot	Sept 1
5	Northampton	Sept 29
6	Ipswich	Oct 19
7	Hednesford	Nov 7

**National Hot Rods, Northern Ireland 2019/2020**

RD	PLACE	DATE
1	TBA	July 26
2	Aghadowey	Aug 17
3	TBA	Aug 23
4	Tullyroan	Aug 31
5	TBA	Sept 6
6	TBA	Oct 4
7	TBA	Oct 25

**National Hot Rods, Scotland 2018/2019**

RD	PLACE	DATE
7	Lochgelly	March 2
8	Cowdenbeath	March 16
9	Crimond	April 28
10	Cowdenbeath	May 11
11	Crimond	May 26
12	Lochgelly	June 15

**National Hot Rods, Ireland 2018/2019**

RD	PLACE	DATE
8	Tipperary	March 10
9	Tipperary	April 28
10	Tipperary	May 18
11	Tipperary	May 19
12	Tipperary	June 1

**National Hot Rods, Scotland 2019/2020**

RD	PLACE	DATE
1	Lochgelly	July 20
2	Cowdenbeath	Aug 14
3	Crimond	Aug 31
4	Crimond	Sept 1
5	Cowdenbeath	Sept 14
6	Lochgelly	Nov 2

**National Hot Rods, Ireland 2019/2020**

RD	PLACE	DATE
1	Tipperary	July 21
2	Tipperary	Aug 17
3	Tipperary	Aug 25
4	Tipperary	Sept 8
5	Tipperary	Oct 27
6	Tipperary	Nov 3



**BriSCAF1 World Championship qualifiers 2018/2019**

RD	PLACE	DATE
9	Mildenhall	April 6
10	Sheffield	April 14
11	Stoke	April 20
12	King's Lynn	April 27
13	Birmingham	May 4
14	Skegness	May 11
15	Northampton	May 18
16	Buxton	June 9
17	Ipswich	June 22
18	Belle Vue	June 30

**Semi-finals**

SF1	Sheffield	Aug 4
SF2	Buxton	Aug 10

**Final**

Final	King's Lynn	Sept 14
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**BriSCAF1 World Championship qualifiers 2019/2020**

RD	PLACE	DATE
1	Sheffield	Oct 6
2	Skegness	Oct 12
3	King's Lynn	Oct 19
4	Mildenhall	Oct 26
5	Northampton	Oct 27
6	Stoke	Nov 2
7	Belle Vue	Nov 10

**BriSCAF1 Shoot-out Series**

RD	PLACE	DATE
1	Birmingham	Aug 24
2	Belle Vue	Aug 26
3	Sheffield	Nov 6
4	Skegness	Oct 12
5	Skegness	Oct 13
6	King's Lynn	Oct 19
7	Mildenhall	Oct 26
8	Northampton	Oct 27
9	Stoke	Nov 2
Final	Belle Vue	Nov 10

**FIA World Rallycross Championship**

RD	PLACE	DATE
1	Yas Marina, Abu Dhabi	April 5
2	Barcelona, Spain	April 27
3	Spa, Belgium	May 11
4	Silverstone, UK	May 25
5	Hell, Norway	June 15
6	Holjes, Sweden	July 6
7	Trois-Rivieres, Canada	Aug 3
8	Loheac, France	Aug 31
9	Riga, Latvia	Sept 14
10	Cape Town, South Africa	Nov 9

**British Rallycross Championship**

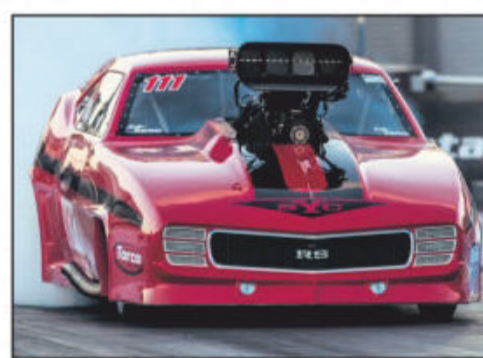
RD	PLACE	DATE
1	Silverstone	March 24
2	Lydden Hill	April 22
3	Pembrey	June 22
4	Pembrey	June 23
5	Lydden Hill	Aug 26
6	Pembrey	Sept 21/2
7	Croft	Oct 26
8	Croft	Oct 27

**BTRDA Rallycross Championship**

RD	PLACE	DATE
1	Blyton Park	March 24
2/3	Pembrey	May 18/19
4	Blyton Park	June 30
5/6	Pembrey	Aug 10/11
7	Lydden Hill	Sept 20
8	Knockhill	Oct 20

**Irish Rallycross Championship**

RD	PLACE	DATE
1	Mondello Park	March 3
2	Tynagh	April 7
3	Mondello Park	May 19
4	Mondello Park	July 20
5	Mondello Park	July 21
6	Mondello Park	Oct 20
7	Mondello Park	Nov 24



**One-off National Hot Rod events**

EVENT	PLACE	DATE
European Championship	Lochgelly	April 6/7
Davy Evans Memorial	Tipperary	May 19
Angie Rowe Thunder 500	Ipswich	June 22
Spedeweekend World Final	Ipswich	July 6/7
National Championship	Hednesford	Aug 2-4
British Championship	Tullyroan	Sept 21/22
Irish Open	Tipperary	Oct 12/13
Ulster Championship	Tullyroan	Oct 19

**One-off BriSCAF1 events**

EVENT	PLACE	DATE
UK Open	Skegness	May 12
British Championship	Hednesford	June 16
European Championship	Northampton	July 28
Gold Cup	Venray, Holland	Aug 18
World Masters	Northampton	Sept 15
Gala Night	Birmingham	Nov 16

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**Motorsport UK British Hillclimb Championship**

RD	PLACE	DATE
1	Loton Park	April 20/21
2	Prescott	April 27/28
3	Craigantlet	May 4
4	Harewood	May 11/12
5	Gurston Down	May 25/26
6	Shelsley Walsh	June 1/2
7	Doone	June 15/16
8	Barbon Manor	July 6
9	Harewood	July 7
10	Bouley Bay, Jersey	July 17
11	Val des Terres, Guernsey	July 20
12	Wiscombe Park	July 27/28
13	Shelsley Walsh	Aug 10/11
14	Gurston Down	Aug 24/25
15	Prescott	Sept 7/8
16	Doone	Sept 14/15
17	Loton Park	Sept 28/29

**Scottish Sprint Championship**

RD	PLACE	DATE
1	Kames	April 6/7
2	Kames	May 11/12
3	Golspie	June 1/2
4	Boyndie	June 29/30
5	Kames	July 27/28
6	Alford	Aug 11
7	Golspie	Sept 7/8
8	Boyndie	Sept 21/22
9	Kames	Oct 5/6

**Scottish Hillclimb Championship**

RD	PLACE	DATE
1	Doone	April 13
2	Doone	April 14
3	Fintray	May 18
4	Fintray	May 19
5	Doone	June 15/16
6	Forrestburn	June 24
7	Forrestburn	June 25
8	Fintray	July 6
9	Fintray	July 7
10	Forrestburn	Aug 24
11	Forrestburn	Aug 25
12	Doone	Sept 14/15



**Motorsport UK British Sprint Championship**

RD	PLACE	DATE
1	Castle Combe	March 23
2	Anglesey	April 6/7
3	Croft	April 22
4	Blyton Park	May 18/19
5	Pembrey	June 1/2
6	Aintree	June 29
7	Lydden Hill	July 13
8	Kirkistown	Aug 3/4
9	Knockhill	Sept 7/8
10	MIRA	Sept 14
11	Anglesey	Oct 5/6



**BTRDA Sporting Trials**

RD	EVENT	DATE
1	Geoff Taylor, Bristol (BTRDA)	February 24
2	Walsingham, Hampshire (750MC)	March 3
3	Peter Blankstone, Worcestershire (MAC)	March 10
4	Stuart Butterfield, Cumbria (Northern Phoenix TCC)	March 16
5	Stone Trough, Cumbria (Northern Phoenix TCC)	March 17
6	Presidents Trial (Southsea MC)	March 24
7	JB Taylor, Crewkerne (Kentish Border CC)	April 14
8	Pennine, Derbyshire (Airedale and Pennine CC)	April 28
9	Jiggers Jug, Cumbria (Northern Phoenix TCC)	May 5
10	Raymond Baxter, Cumbria (Northern Phoenix TCC)	May 6
11	Four Turnings, Cornwall (Camel Vale MC)	May 12
12	Spring Trial, Oxfordshire (Midlands TCC)	May 19
Summer break		
13	Robin Jager, Cumbria (Northern Phoenix TCC)	September 8
14	Robin Alexander, Cornwall (Camel Vale MC)	September 14
15	David Ayers, Cornwall (North Cornwall and Launceston CC)	September 15
16	Peter Fear Pauntley, Gloucestershire (Ross and District MC)	September 22
17	Charles Pollard, Northamptonshire (Peterborough MC)	September 29
18	John Southern, Cumbria (Northern Phoenix TCC)	October 6
19	Mercian, Oxfordshire (Midlands TCC)	October 20
20	Tulleys Farm, Sussex (Kentish Border CC)	November 3
21	Roy Fedden, Avon (Bristol MC)	November 10
22	Loughborough (Loughborough CC)	November 17
23	Gloucester (Midlands TCC)	December 1

**BTRDA Autosolo Championship**

RD	VENUE	DATE
1	Mitcheldean (Ross and District MC)	March 17
2	Brooklands (CMSA SE London)	March 17
3	Kemble (Devizes and District MC)	March 24
4	Kemble (Bath MC)	April 7
5	Finmere (Oxford MC)	April 28
6	Cheltenham (Sixty and Worcestershire MC)	May 5
7	Lymm Services (CSMA NW Motorsport Group)	May 19
8	Westonzoyland (Bristol MC)	May 19
9	Dalton Barracks (Dolphin MC)	June 8
10	Lymm Services (CSMA NW Motorsport Group)	June 23
11	Borden (Farnborough District MC)	July 14
12	M65, Junction 4 Services (Under 17 Motor Club NW)	August 4
13	Kemble (Bath MC)	August 4
14	Mitcheldean (Ross and District MC)	September 8
15	Borden (Farnborough District MC)	September 8
16	M65, Junction 4 Services (Under 17 Motor Club NW)	September 17
17	Westonzoyland (Bristol MC)	September 15
18	Finmere (Oxford MC)	October 6
19	Cheltenham (Sixty and Worcestershire MC)	October 13
20	Booths Hall (Knutsford and District MC)	October 27
21	Curborough (double points) (BTRDA)	November 17

**BTRDA Autotest**

RD	VENUE	DATE
1	Curborough (Hagley and District MC)	March 10
2	Mansel Lacey (Hereford MC)	March 31
3	Juniper, Silverstone (CSMA SE London)	April 14
4	Mostyn (Rhyl and District MC)	April 28
5	Halfpenny Green Airfield (Wolverhampton and South Staffs MC)	May 12
6	Coventry Motofest (Loughborough CC)	June 1
7	Sherburn (Alwoodley MC)	June 23
8	Demon Tweeks Wrexham (Knutsford and District MC)	July 7
9	TBA (South of Scotland CC)	July 20
10	Anglesey (Caernarfonshire and Anglesey MC)	August 4
11	Hartlepool (Hartlepool and District CC)	Sept 15
12	Demon Tweeks Wrexham (Whitchurch Motor Club)	Sept 29

**British Autograss Championship**

RD	EVENT	DATE
1	Mallow, County Cork	May 18/19
2	Stroud	June 22/23
3	Gloucester League, Gloucestershire	July 14/15
4	Yorkshire Dales, Bedale	August 17/18
5	North Wales, Chester	September 28/29

Reserve date: September 28/29

**Motorsport UK British Drag Racing (all at Santa Pod) (Pro Modified)**

RD	EVENT	DATE
1	Festival of Speed	April 19-21
2	FIA Main Event	May 24-27
3	Summer Nationals	June 22/23
4	Mopar Euro Nationals	August 2-4
5	FIA Euro Finals	September 5-8
6	National Finals	September 21/22

**FIA European championship (Top Fuel Dragster, Pro Modified, Pro Stock, Top Methanol)**

RD	EVENT	DATE
1	FIA Main Event, Santa Pod, UK	May 24-27
2	Tierp Internationals, Tierp Arena, Sweden	June 6-9
3	FHRA Nitro Nationals, Kauhava, Finland	July 5-7
4	NitrOlympX, Hockenheimring, Germany	August 16-18
5	Scandinavian Internationals, Tierp Arena Sweden	August 22-25
6	FIA Euro Finals, Santa Pod, UK	September 5-8

**ONE-OFF EVENTS**

EVENT	DATE
Motorsport at the Palace, Crystal Palace, London	May 26/27
Pikes Peak International Hillclimb, Colorado, USA	June 30
Goodwood Festival of Speed, Goodwood	July 4-7
Chateau Impney Hillclimb, Droitwich	July 13/14
London to Brighton Veteran Car Run	November 3

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# INSIGHT

Photos: WSR, Jakob Ebrey

WSR is taking another bold step this year by returning the BMW 3 Series to the grid. By **Matt James**



The initial renderings of how the WSR cars will look

## THE RETURN OF A BTCC BMW FAVOURITE

**W**inning a British Touring Car Championship is a turbulent time for WSR team boss

Dick Bennetts. It is not just the drama on the pitwall that can cause frayed nerves.

Back in 2009, when Colin Turkington had claimed WSR's maiden BTCC crown at Brands Hatch, backer RAC quit the programme. Lightning struck twice in 2014 when, after another victory in the category for Turkington, sponsor eBay Motors decided to depart.

So when BMW came calling following Turkington's third triumph in 2018, Bennetts had a reason to be concerned, but this time it was good news – it was the green light for the team to switch from the 125i M Sport to a new 330i M Sport machine for 2019.

"We didn't get the verbal go-ahead until the Monday afternoon after winning the championship. We were straight into it!" explains the New Zealander. "The 3 Series road car is being launched on March 9 in the UK, and that was quite a way ahead of where we were at that stage."

Designing a new car is not the work of a moment and it has already taken up thousands of man hours. The inevitable delay in getting its hands on the bodysells meant that the WSR crew has been flat out since the green light for the project was given – and it has led the team to alter some of its methods.

"There are two ways you can design a new car," explains Bennetts. "You can do it by Computer Aided Design – CAD – or you can do it the old-fashioned way where you have a bodysell and you draw it, and do it all that way. We got the bodysells at the end of November: the only

way we could hit the ground with the project was to use CAD.

"In an ideal world you would need five months to do a new car build properly, so we are squeezing it all in. The biggest thing will be the bodywork because none of us have seen it yet. That has all been done on CAD, whereas the previous 1 Series was all done the old-fashioned way by designers with clay. We will have to go straight in with that."

In a championship where so many of the parts are mandated, the flexibility for the designers can be limited, but there is still a huge checklist of things that need to be brought together to get an NGTC-spec car on the grid. It also helps that WSR has one of the best brains trusts in the paddock to call upon.

"We design the layout of the car," explains Bennetts. "We design the rollcage, we design the layout on the floor, where the seat goes, where the pedal box goes, where the electronics go, where the battery goes, where the fuel tank goes – although that is fairly restricted."

"The biggest design area and the most crucial part of it is the front of the subframe forward. We design the ducting, we design the crash bar, we design the mounting of the bodywork. We were able to get on with that, but we couldn't have done this project without the CAD system we were using."

"We had three designers. John Waterman, Kevin Berry and Simon Cumberpatch all worked on it. Simon [a former Triple Eight Racing and Arena International engineer] did the internal layout, Kevin [who was Turkington's engineer] did the rollcage and John's done the front end [Waterman is Andrew Jordan's engineer].

"We have got another outside company doing all the bodywork," adds Bennetts. "It was not the



Bennetts: big prospects

cheapest way, but we didn't have an option because we didn't have a bodysell. We had no option, but they have designed the bodywork from the BMW CAD.

"That is all finished now, then that goes to another technical partner who then machines the molds and it then goes to another company to make the bodywork. We are sitting back at base at the moment with our fingers crossed hoping everything will just bolt on and it will all come together."

Although there is an xDrive version in the 3 Series road range, which would have opened up the drivetrain options for WSR, it has decided to stick with rear-wheel drive for the new saloon, which will be fitted with the B48 motor, the same that was used in the 125i M Sport.

Bennetts is sure of his decision when it comes to the layout of the drivetrain. "Possibly we could have had front-wheel drive but the way we look at it is: as long as we aren't hobbled too much on regs, we think rear-wheel drive is better because



The 125i M Sport was a two-time title winner

most racing cars are built that way," he says. "If it was so good, why hasn't F1 with all of its money gone front-wheel drive? Why don't sportscars do it?"

There will be no margin for error in this programme with the beginning of the season looming fast. "The target for the car is to have two cars running for the media day at Brands Hatch on March 27, then a third will be shaken down," says Bennetts. "On the media day, Colin and Tom [Oliphant] will share the Team BMW car and Andrew will hopefully have his own Pirtek one."

"We have got it mapped out here on a chart exactly what everyone is doing – and it is almost down to the hour, we know exactly what is going on where. We are happy [with] where we are at to get two cars ready, but if an outside supplier lets us down, we could be in trouble."

WSR has form when it comes to new cars. The original BMW that it ran, the 3 Series E90, was a flat-pack assembly kit from Germany ("which took us longer to put together than it should have

because all the instructions were in German," chuckles Bennetts) and it was a race winner in its fourth meeting in 2007.

The new 125i M Sport, which was introduced in 2013, was even better: it was a winner in the second meeting at Donington. The new-shape 3 Series has lofty tyre tracks to follow.

"It won't be easy in year one. If we had started two or three months earlier, we could have been out testing and developing but we are going in cold," acknowledges Bennetts. "We can't change that, so we just have to get on with it. Having three cars at Brands and being reliable would be the biggest win for us. We want miles and we want data and we can work from there."

"No one has won the title in the NGTC era with a brand new car. It is quite interesting looking back – and it wasn't planned – but we ran the 3 Series E90 for six years, we ran the 125i M Sport F21 for six years: I hope this one is here for a while too!" ■

# F1 TESTING

Technical expert **Gary Anderson** runs the rule over the Formula 1 field

# HOW THE BIG PLAYERS ARE



## FERRARI

**Car:** Ferrari SF90 **Power unit:** Ferrari **Drivers:** Charles Leclerc (MCO), Sebastian Vettel (DEU)

Ferrari has looked strong since pre-season testing began. The car looks very stable and gives the drivers lots of confidence and on all of the tyre compounds it has looked well balanced.

Its front wing package is a nice and very simple concept that doesn't ask the airflow to do anything too critically, so it should be fairly benign to other downforce-producing components further downstream.

Reliability hasn't been all that fantastic, so this is the one thing that could let

Ferrari down in the early races. The team must make sure that it doesn't repeat the mistakes of last year as the season progresses.

As far as drivers are concerned, Vettel did a 1m16.221s and Charles Leclerc did a 1m16.231s, so it's game on. Hopefully, the battle between these two will only help Ferrari's championship campaign and not interfere with it. But I'm afraid we may be hearing some lively radio traffic between the drivers and the pitwall at times.



## RED BULL

**Car:** Red Bull RB15 **Engine:** Honda **Drivers:** Pierre Gasly (FRA), Max Verstappen (NLD)

Red Bull will come away from pre-season testing a little disappointed. Not only did it have a couple of crashes with Pierre Gasly, but it wasn't really able to show its true potential. But the car looks like a Red Bull, meaning it has lots of grip and the drivers can commit to the corner as aggressively as any other car.

It brought updates daily to the second part of the test so, as these are all things that would have been in the pipeline before the car actually sat on the ground, I'm pretty sure more parts will change before the cars run in Melbourne.

It's a new era for Red Bull. After being with Renault since 2007, it has now teamed up with Honda. There is big

commitment from Honda to get it right and being with Red Bull leaves no place to hide. Red Bull expects wins, perhaps not on a regular basis this year, but a few victories are necessary otherwise Max Verstappen might just start to see which other teams have a seat going spare.

In Verstappen, Red Bull has a driver that just has the raw speed. He does things with the car that others can only dream of. Gasly is the new boy in the mothership. Yes, he drove for Toro Rosso last year, but the pressures are very different. He blotted his copy book in testing with a couple of crashes and personally I haven't yet seen anything that really excites me about him.

## RENAULT

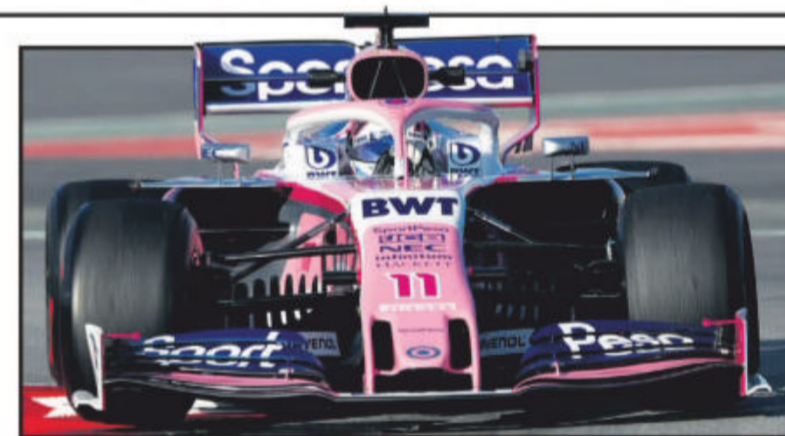
**Car:** Renault R.S.19 **Engine:** Renault **Drivers:** Nico Hulkenberg (DEU), Daniel Ricciardo (AUS)

Renault has gone about testing in a very business-like way, not trying to impress but delivering a time when going for it.

The car is definitely a step forward from last year and looks consistent on the track. With the team built back up to where it needs to be in terms of facilities and resources, this is exactly what was required from this test. Renault is now the third full works team and has to be compared to Ferrari and Mercedes. Engine-wise, Renault

claims to have moved forward this year more than any other since the hybrid power units were introduced. It has to show that on track.

Driver-wise, it has a strong line-up. In Nico Hulkenberg, Renault has the consistency to be able to understand where it has come from and in new signing Daniel Ricciardo it has a proven race winner. I'm pretty sure they will work together for the good of the team, and both will have smiles on their faces along the way.



## RACING POINT

**Car:** Racing Point RP19 **Engine:** Mercedes **Drivers:** Sergio Perez (MEX), Lance Stroll (CAN)

As Force India, this has always been a team that has given a very good bang for your buck. Now, having been taken over by a consortium led by Lawrence Stroll, it has the finances to show its true worth. This won't happen overnight, but at least now it can plan for future developments and carry them out.

This team has always come to the pre-season tests aiming to get the reliability sorted for the start of the season and, knowing that an update would be available before

the first race, the ultimate performance was not the main objective. Now, with its new owners, Racing Point seems to be heading the same way.

The difference this year is it will definitely be able to manufacture the update parts and, looking at the performance, that's needed if it is going to be at the pointy end of that midfield battle.

That area is going to be tougher than it has been for many years; blink in the wrong place on a qualifying lap and you could lose half a dozen places.

## HAAS

**Car:** Haas VF-19 **Engine:** Ferrari **Drivers:** Romain Grosjean (FRA), Kevin Magnussen (DEN)



During the first week of testing, the car looked very good; stable with good grip and the drivers could commit to the corner with confidence. But from that as a base I expected slightly faster times from it during the second week.

Perhaps Haas just kept its powder dry and knows what it's capable of so will let it show in Melbourne.

The team threw away a lot

of points last year, so that is an area it must improve on. It doesn't matter how fast the car is, if you can't get it to the chequered flag without problems then it is all wasted.

Driver-wise, Haas has a reasonable pairing in Romain Grosjean and Kevin Magnussen. Both of them could do with staying out of trouble more regularly.

## McLAREN

**Car:** McLaren MCL34 **Engine:** Renault **Drivers:** Lando Norris (GBR), Carlos Sainz (ESP)

Over the last few years, I have been fairly critical of McLaren but from what I have seen during pre-season testing I believe it has turned the corner.

The car looks good when on new tyres and pushing for a time, so I think it is being run on fairly low fuel. That said, qualifying in Melbourne is critical so it's better to go there well prepared.

When the car is on the longer runs, which require higher fuel, it is not as consistent and it looks like the rears start to go away fairly early.

New technical chief James Key joining just after the first race of the season should bring McLaren some knowledge from the outside world of how Red Bull and Toro Rosso went about their business.



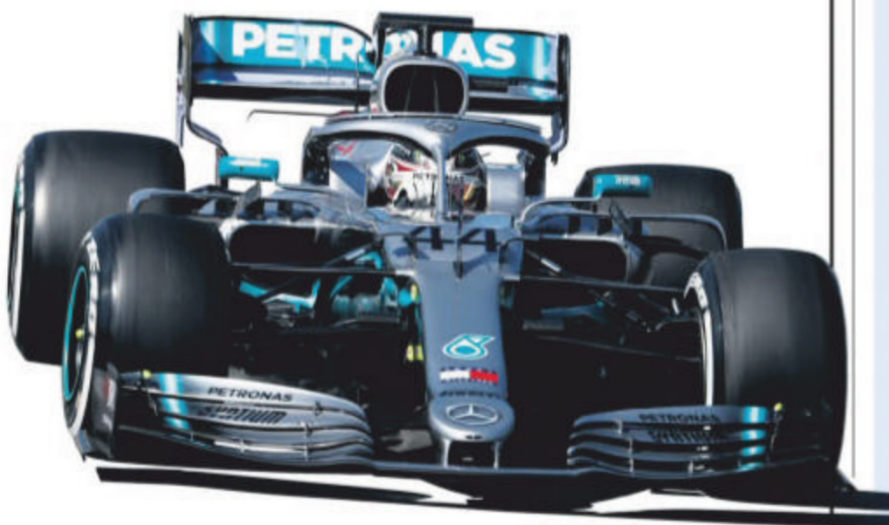
# LINING UP AHEAD OF MELBOURNE

## MERCEDES

Car: Mercedes F1 W10 Power unit: Mercedes Drivers: Valtteri Bottas (FIN), Lewis Hamilton (GBR)

Formula 1's dominant force had a slow start to pre-season testing but, as you'd expect, got into the battle at the front after bringing a major upgrade package to the second test. But to achieve good times required digging deep, and on the last day of the test Mercedes wasn't shy about throwing on another set or two of the softest tyres at the car. On track, it looks a bit like the Ferrari. It's stable and has a lot of grip but doesn't seem to have as consistent a balance through the range

of different corner speeds that Barcelona throws at you. I'm sure Mercedes will fine-tune it before Melbourne and from the times we have already seen it will be battle royale. Driver-wise, no-one can doubt that Lewis Hamilton is at the top of his game but can he maintain the pressure in another title fight? And as far as Valtteri Bottas is concerned, he must perform from race one. This is his last chance to hold onto a very coveted seat and there are others out there lined up to take it.



## ALFA ROMEO

Car: Alfa Romeo C38 Engine: Ferrari Drivers: Antonio Giovinazzi (ITA), Kimi Raikkonen (FIN)

This is the team that probably progressed more than anyone else over the 2018 season. This was also due to Leclerc getting up to speed with F1, which he certainly did impressively and he was rewarded with a seat with Ferrari. Kimi Raikkonen went the other way and is now driving for the team where it all started for him. With a closer relationship with Ferrari than it had last year, and taking a leaf out of how Haas uses as much as possible bought in from Ferrari, 2019 should be another season of moving up the ladder for what is now Alfa Romeo. The car started

pre-season testing looking fairly well balanced, if a little short of ultimate downforce. But as the test has gone on, the car seems to have deteriorated. As the times have started to tumble, probably because the track is getting more and more rubbered in and offering a bit more grip, the rear looks nervous – forcing the drivers to work a little harder. With the car now a fully Alfa entry, Ferrari is not going to stand back and allow it to flounder so in the end I think it will be a best of the rest contender. But it might just take a few races before that materialises.

## TORO ROSSO

Car: Toro Rosso STR14 Engine: Honda Drivers: Alexander Albon (THA), Daniil Kvyat (RUS)

This could actually be a big year for Toro Rosso. It is now working more closely with sister team Red Bull and, using the same Honda engines, the car characteristics will be similar. This is Toro Rosso's second year with Honda and everything always runs a lot smoother as you build a relationship with your partners. The car again looks well balanced but perhaps might just lack a little

bit of downforce. Driver-wise, it looks like Alex Albon has been a real find. When you consider he never drove an F1 car until Toro Rosso did the shakedown, he's been impressive throughout testing. Daniil Kvyat has the speed if he can control his aggression. He had a pretty bad deal last time, but he will have learned and can deliver the results given the tools.



## WILLIAMS

Car: Williams FW42 Engine: Mercedes Drivers: Robert Kubica (POL), George Russell (GBR)

Williams had only five and a half days to get through about a month's worth of work. Paddy Lowe has stated that it was no individual component that created this situation, it was just that these cars are so much more complicated than they were a few years ago.

Williams just messed up its planning. If this had been Red Bull, Mercedes or Ferrari you could live with it because their new car performance hit ratio over the last few years has been pretty good.



But Williams is a team that needed track time to get to the performance sweet spot of the car – if, that is, there is a sweet spot in there somewhere. No pressure, but for the sake of the future of Williams this car

needs to work. I don't mean it needs to go out and win races but it needs to be able to qualify and finish races in the top 10. If Williams can do that it will have moved forward but from initial testing it looks like that might not be easy. It is a better car than last year though.

## F1 TESTING

Circuit: Barcelona, Spain When: February 26-March 1 Weather: Cool and dry

P	DRIVER	TEAM	DAY 1	DAY 2	DAY 3	DAY 4
1	Sebastian Vettel	Ferrari SF90	1m17.925s	1m18.195s	-	<b>1m16.221s</b>
2	Lewis Hamilton	Mercedes F1 W10 EQ Power+	1m20.332s	1m18.943s	1m18.097s	<b>1m16.224s</b>
3	Charles Leclerc	Ferrari SF90	1m18.651s	no time	-	<b>1m16.231s</b>
4	Valtteri Bottas	Mercedes F1 W10 EQ Power+	1m20.167s	1m18.941s	1m18.862s	<b>1m16.561s</b>
5	Nico Hulkenberg	Renault R.S.19	1m20.348s	1m19.056s	1m17.496s	<b>1m16.843s</b>
6	Alexander Albon	Toro Rosso-Honda STR14	1m18.649s	-	-	<b>1m16.882s</b>
7	Daniil Kvyat	Toro Rosso-Honda STR14	-	1m18.682s	-	<b>1m16.898s</b>
8	Carlos Sainz	McLaren-Renault MCL34	-	1m17.144s	-	<b>1m16.913s</b>
9	Romain Grosjean	Haas-Ferrari VF-19	-	1m18.330s	1m17.854s	<b>1m17.076s</b>
10	Lando Norris	McLaren-Renault MCL34	1m17.709s	-	-	<b>1m17.084s</b>
11	Pierre Gasly	Red Bull-Honda RB15	1m17.715s	-	-	<b>1m17.091s</b>
12	Daniel Ricciardo	Renault R.S.19	1m20.107s	1m22.597s	1m17.204s	<b>1m17.114s</b>
13	Kimi Raikkonen	Alfa Romeo-Ferrari C38	-	1m18.209s	-	<b>1m17.239s</b>
14	Lance Stroll	Racing Point-Mercedes RP19	1m17.824s	-	-	<b>1m17.556s</b>
15	Kevin Magnussen	Haas-Ferrari VF-19	1m18.769s	-	1m18.199s	<b>1m17.565s</b>
16	Antonio Giovinazzi	Alfa Romeo-Ferrari C38	1m18.589s	-	-	<b>1m17.639s</b>
17	Max Verstappen	Red Bull-Honda RB15	-	1m18.395s	-	<b>1m17.709s</b>
18	Sergio Perez	Racing Point-Mercedes RP19	-	1m17.842s	-	<b>1m17.791s</b>
19	George Russell	Williams-Mercedes FW42	1m19.662s	-	-	<b>1m18.130s</b>
20	Robert Kubica	Williams-Mercedes FW42	-	1m19.367s	-	<b>1m18.993s</b>

Times in bold are each driver's fastest

## LAPS COMPLETED BY DRIVER

1	HAMILTON	331
2	MAGNUSSEN	278
3	RICCIARDO	266
4	SAINZ	264
5	HULKENBERG	262
6	RUSSELL	259
7	BOTTAS	249
8	RAIKKONEN	245
9	KVYAT	232
10	VETTEL	231
11	ALBON	221
12	KUBICA	220
13	GROSJEAN	209
14	GASLY	201
15	PEREZ	192
16	STROLL	185
17	GIOVINAZZI	170
18	LECLERC	168
19	NORRIS	164
20	VERSTAPPEN	157



## LAPS COMPLETED BY TEAM

1	MERCEDES	580
2	RENAULT	528
3	HAAS	487
4	WILLIAMS	479
5	TORO ROSSO	453
6	McLAREN	428
7	ALFA ROMEO	415
8	FERRARI	399
9	RACING POINT	377
10	RED BULL	358



## LAPS COMPLETED BY ENGINE

MERCEDES	1436	FERRARI	1301	RENAULT	956	HONDA	811
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# MN CIRCUIT RALLY

Photos: SMJ Photography

## CLASS ROUND-UP

A flurry of late drama in **Class B** went in favour of Mark Clayton and Nic Clayton in their spectacular Austin Mini.

Their joy came at the expense of late heartbreak for Bob Vardy, who led the class from the start until a final stage slip-up under braking for Coppice sent him skittering into the gravel.

"It was a typical front-wheel drive off in conditions like these," said rival Paul Sheard, who was following the Ford Fiesta on the road at the time.

Vardy's retirement promoted Sheard's Mazda MX-5 to third in class to collect maximum MN points once again, despite an early misfire costing him in his lengthy battle for second with Ken Sturdy's Suzuki Swift.

Dale Lawson moved to within four points of Craig Aston's **Class A** championship lead after sealing MN spoils for the second consecutive rally in his MG ZR.

Third place was the best he could muster in class, finishing 1 m 10s adrift of the similar car of overall class winners Mark Jones and Anthony Windle.

Previously a navigator for his father, Jones enjoyed success in the driver's seat on this occasion in an MG ZR benefiting from a rebuild after suffering a blown engine last year.

His winning margin was 57s thanks to six stage wins from the seven contested, with Tom Bishop's Vauxhall Nova trailing in what was only the third rally for the car. "It has been running well all day," said Bishop. "It was slippery out there. It was starting to make a weird noise as it went on, but otherwise it's gone well."

Overall and MN success in **Class C** went to Josh Davey for the second consecutive rally, backing up the Darrian T90's triumphant return at Snetterton.

"It's been a handful, but we haven't spun," he said of the conditions, reliability woes now finally appearing a thing of the past. "It feels much better than it did at Snetterton, and problems look to be going – touch wood."

Robin Adams (Ford Escort Mk2) was over three minutes adrift, while Mike English battled the conditions in his often-sideways Escort Mk2, recovering from engine dramas at Snetterton that left the car "needing more strength".

Chris West and Keith Hounslow maintained an unbeaten record in **Class D**, as they aim to wrap up the overall title at Anglesey after winning the battle to be best of the 2WD machines.

Overall winner Guy Smith also claimed **Class E**. The top three finishers in class were all not registered for MN points, meaning that accolade instead went to the flying Subaru Impreza of John Griffiths and Nigel Wetton.

Nathalie McGloin made history as the first **GT Class** winner, on her rally debut, after making a late switch to the Porsche Cayman she uses in circuit racing.



Davey won again in Darrian

# YOUNGER SMITH WINS FAMILY AFFAIR

Le Mans winner beats father to Donington Rally spoils. By **Dan Mason**



Guy Smith won by 16 seconds

**F**ather and son went head-to-head in the Donington Rally last weekend, with Guy Smith pipping his elder for a second MN Circuit Rally Championship victory of the season.

The 2003 Le Mans 24 Hours winner battled a spring storm and the constant threat from father Peter Smith throughout the day, only taking the advantage after the interval as the Ford Fiesta pairs dominated to end Chris West's rampant winning streak.

"I stupidly gave away all my secrets," joked valiant runner-up Peter Smith after he and co-driver John Millington missed out by 16 seconds.

Rain was expected and duly arrived as clear morning skies were soon punctuated by showers, which immediately switched advantage to the four-wheel-drive Fiestas.

More unexpected, though, was the leaderboard after a hesitant opening stage. Buoyed on by recent Jack Frost Stages Rally success, initial bragging rights went the way of Peter Smith as he went 5s quicker than Cadwell Park victor Guy Smith to throw a curveball into the family dice.

The latter quickly hit back, but was first to be caught out by the conditions when he spun away 11s on stage three of the seven.

"It's slippery around the Melbourne loop and out the back," said the younger Smith. "People have been saying fuel spray from passing planes is causing a bit of that."

He wasn't the only frontrunner to be caught out. Mother Nature made wrapping up a second consecutive MN title an arduous task for series leader West. Stage one conditions were "not quite wet enough" for wet Michelins according to co-driver Keith Hounslow after an uncharacteristically tentative start for the two-wheel-drive Peugeot 306 Maxi crew.

Losing 29s on the opening stage alone, spins on stages four and six kept the 306 pair too far adrift despite fighting to a brace of stage wins of their own in between.

The storm proved unrelenting in the afternoon but Guy Smith showed his circuit racing experience as the lead finally changed hands in his favour on stage five.

Although Peter Smith improved his time by eight seconds on the repeat run of the stage, he still surrendered the lead to his son as the younger Smith took his third stage victory of the day with a rapid run 6s faster than his previous best.

"I knew he could pull it out," said Peter Smith after conceding the lead and being unable to prevent the inevitable, as Smith Jr and Patrick Walsh grabbed a second win of the season with a blistering final run.

"The weather's been wild, but it's been a really good day for us," said the winner afterwards. "[Peter]'s been amazing for his age; remember he's nearly 70 now."

West had to settle for best of the rest in third to extend his series lead to a gaping 90 points, unable to seal the title early but setting himself up to complete the job next time out at Anglesey.

"Overall, I'm still really pleased to have only been beaten by two mega cars with very good drivers in them," said West afterwards. "We were the best 2WD car by miles today, and it amazes me every time we go out just how good this car is, and it's getting quicker."

Another reliable outing for the Darrian T90 was rewarded with fourth place for the rapid Josh Davey, making considerable gains from a measured return last month at Snetterton.

Formula Renault Eurocup racer Frank Bird – son of banned rally driver Paul – came home a very respectable fifth on his first ever rally after being called up as a late replacement from the reserve entries.



West will have to wait until Anglesey before being able to wrap-up title

## RESULTS

Donington Rally, MN Circuit Rally Championship, round 6/8, March 3

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Guy Smith/Patrick Walsh	Ford Fiesta R5	49m32s
2	Peter Smith/John Millington	Ford Fiesta WRC	+16s
3	Chris West/Keith Hounslow	Peugeot 306 Maxi	+36s
4	Joshua Davey/Tamsyn Davey	Darrian T90	+1 m 11 s
5	Frank Bird/Jack Morton	Ford Focus	+1 m 45 s
6	Paul Swift/Jessica Swift	Ford Escort Mk2	+2 m 32 s
7	Steve Tilburn/Jack Tilburn	Ford Escort RS2500	+2 m 55 s
8	John Griffiths/Nigel Wetton	Subaru Impreza	+3 m 07 s
9	Philip Hopkins/David Jenkins	Mitsubishi Evo	+3 m 23 s
10	Craig Fleming/Alex Fleming	Subaru Impreza	+3 m 34 s

Event class winners: Smith/Walsh; West/Hounslow; Davey/Davey; Mark Jones/Anthony Windle (MG ZR); Mark Clayton/Nic Clayton (Austin Mini); Nathalie McGloin/Andrew Bayliss (Porsche Cayman S); Paul Gorge/Daniel Hurst (Mazda MX-5).

MN class winners: Dale Lawson/Andrew Lawson (MG ZR); Paul Sheard/Bruce Lindsay (MX-5); Davey/Davey; West/Hounslow; Griffiths/Wetton.

After one day of testing at Teesside, the battle-scarred Ford Focus was comfortably in the top five – despite having a windscreen replacement following an altercation with a chicane tyre wall.

Sixth place went the way of another series returnee, Paul Swift, joined by wife Jessica Swift in the same Ford Escort Mk2 he narrowly missed out on the title with two years ago.

Unlike that season when he retired

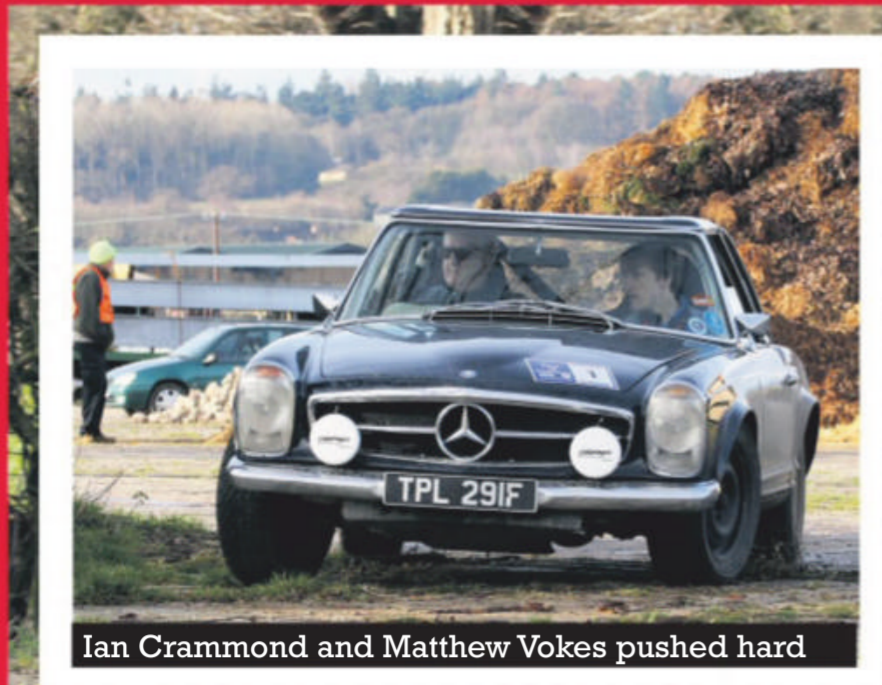
in similar conditions on stage one of the Donington Rally, Swift made the finish to keep Steve Tilburn's RS2500 at bay. The latter moved up to second in the points as a result, helped in the afternoon by advice from fellow competitor West to "push harder".

John Griffiths and Nigel Wetton were best of the Subaru Imprezas, theirs and the similar car of Craig Fleming sandwiching ninth-placed Philip Hopkins in his Mitsubishi Evo.

# INSIGHT

Photos: Ben Lawrence, Paul Lawrence, mkpics.net

**Paul Lawrence** went to the first round of the MN Historic Road Rally Championship



Ian Crammond and Matthew Vokes pushed hard



Winners Tom and Roger Bricknell

## CORNISH CREAM IN CHESHIRE

**MOTORSPORT NEWS** HISTORIC ROAD RALLY CHAMPIONSHIP



An eclectic mix of 80 historic cars took to the test

### RESULTS

**Tour of Cheshire**  
1 Tom Bricknell/Roger Bricknell (VW Golf GTi) 1061 marks; 2 Ian Crammond/Matthew Vokes (Mercedes 280SL) 1063; 3 Howard Warren/Iain Tullie (Porsche 911) 1066; 4 Darell Staniforth/Nicky Staniforth (Mini Cooper S) 1118; 5 Richard Isherwood/Ian Canavan (VW Golf GTi) 1123; 6 Martyn Taylor/Amy Henchoz (Vauxhall Astra) 1132; 7 Andrew Buzzard/Robb Lyne (Ford Escort Mk1); 8 Mark Turner/Gary Evans (Talbot Sunbeam) 1224; 9 Clive Martin/Anji Martin (Ford Escort Mk1) 1225; 10 Brian Whyte/Elise Whyte (Datsun Stanza) 1239.

**A** near capacity field, a fiercely competitive event and a very successful format made Saturday's Tour of Cheshire the perfect opener for the Motorsport News/HRCR Historic Road Rally Championship.

After a relentless day of rallying in the Cheshire lanes and at Oulton Park, the key spoils went all the way back to Cornwall when son-and-father crew Tom and Roger Bricknell took victory in their VW Golf GTi. In a tense finish, the Bodmin crew just pipped 2018 winner Ian Crammond and 2017 winner Howard Warren for a memorable victory.

The Knutsford and District Motor Club event marked the return of MN backing for a road-based rally championship. Not since the end of the much-loved Motoring News Road Rally Championship in 1987 has this paper backed such a competition. The backing helps mark the 25th anniversary of the Historic Rally Car Register championship and the clubmans road rally scene is in remarkably good health.

Lined up in the car park of the Bickerton

Poacher on Saturday morning were 80 pre-'86 rally cars, ranging from Elliott Dale's 1937 Bentley Derby Special (the lone pre-war car) to the 1984 Datsun Stanza of Simon Mellings. In between were Porsche 911s, Mini Coopers, Ford Escorts, Golf GTis, Volvo Amazons and even the humble Morris Minor of Brian and Janette Dwelly.

Ahead of them lay 100 miles of regularity sections in a total route of 165 miles and 10 timed special tests in the grounds of Bolesworth Castle and on the low-grip rally stage at Oulton Park. The sting in the tail was a deciding 19-mile regularity test using more of the Bolesworth estate and demanding strict adherence to average speeds and pin-point navigation.

The pace on the public roads, with suitably low average speeds, may have been rather tamer than in the good old days of road rallying, but the competition was no less intense and the top of the field was packed with seasoned campaigners.

New championship secretary Martin Phaff said: "We've got people competing who go back to the good old days of the Motoring News Championship including Peter Valentine, who won the championship with Kevin Videan, Roger Powley, Brian Goff and Peter Rushforth.

The first time I won a Motoring News point Peter was the clerk of the course on the Targa Rusticana.

"Nick Bloxham, son of John, is competing and John won the MN championship 50 years ago, using a Lancia Fulvia, so we'll get him out in my car at some point this year." On Saturday, Phaff's chauffeur was former WRC co-driver Fred Gallagher.

Across the special tests, Bricknell, Crammond/Matthew Vokes (Mercedes 280SL) and Warren and Iain Tullie (Porsche 911) were virtually inseparable and just one second covered the three cars. However, Crammond spent much of the day chasing back from a couple of costly regularity errors and a blistering performance on the final section catapulted the Merc into second, two seconds down on Bricknell and three up on Warren.

"That was a good day," said Bricknell after his first ToC victory. "It's a long haul from Bodmin and I really enjoyed the sections in Bolesworth." Crammond was equally pleased despite admitting to two massive overshoots in the final section. Warren just missed out on a fourth ToC win but was full of praise for the event. "The last regularity was amazing," he said. "That's a really good start to the championship." ■

## NATIONAL HOT RODS REPORT

### Haird's first blood as Hot Rods roll again

#### National Hot Rods

By Graham Brown

Organiser: Incarace When: March 2 Where: Birmingham Wheels Raceway Starters: 26

**As the National Hot Rods restarted their World Series campaign, it was Chris Haird who drew first blood at the back-to-work event in Birmingham.**

Despite no top-five finish in either heat it was still a typical workmanlike job by Haird throughout the meeting, turning up the heat to win the feature race and fending off a tough challenge from Billy Wood along the way.

The 26-car entry was quite sufficient for an evening of difficult driving conditions, continuous squally showers meaning that the track changed almost minute by minute. That entry also included three welcome debutants in the shape of Mark Shelper, Stefan Lloyd and Lance Bowen,

as well as the brand new Peugeot 205 Evo III of Lee Carlin.

With drizzle in the air, the first heat took place on a more or less dry track, the field storming away with Ivan Grayson at the head of it.

Grayson swiftly lost the advantage to Shaun Taylor, who was soon building on his lead, leaving Grayson in a lonely second while Russ Wilcox, Alistair Lowe, Colin Hitch and Andy Lane disputed the places.

Moving beyond half distance, Taylor looked to have matters sewn up, only occasional clumps of backmarkers threatening to unseat him. But he handled the traffic nicely to remain unchallenged, Grayson taking second well clear of third man Lane.

The rain had made the track really slick for the second heat. Taylor and Grayson were again the first to show and swiftly settled into the top two places. But Lane

has shown in the past that he's pretty good in the wet and his red Ginetta was soon hunting down the leaders. He forged past Grayson and on into the lead, continuing to pull clear for the duration.

In fact, the main talking point in this race came after the flag when Terry Hunn, having suffered a spin after contact with Billy Wood, drove into the back of Wood's car at full tilt. The steward sent Hunn for an early bath, while Wood was able to get his initial disqualification overturned following a protest.

Taylor looked to be on for another good result in the final. But, with the rain halted again and a dry line appearing, tyre choice was critical – and Taylor's wasn't the right one. He still led away and left fellow front row man Lane behind as the Ginetta also struggled badly on the changed track. It soon became clear, however, that the men normally occupying the upper reaches



Chris Haird was tracked down in the Birmingham final by Billy Wood

of the points chart were the ones handling the conditions best.

Haird was on a real charge and rapidly hit the front, with Wood chasing him. Following a first heat non-start with technical issues, Shane Bland wasn't long in moving up to third in this one ahead of Kym Weaver, Jack Blood, Carl Waller-Barrett and Gavin Murray.

Wood was just starting to look as though he might be able to get on terms with the leader in any case when the yellows came out for a couple of stranded cars. That brought Wood right onto Haird's tail and produced the prospect of a real fight to the finish. The world

champion had the pressure on right from the green flag too but Haird kept his cool and the lead in masterful fashion, Bland crossing the line a quarter of a lap behind them to claim third.

#### Results

**Heat one:** 1 Shaun Taylor (Vauxhall Tigra); 2 Ivan Grayson (Vauxhall Tigra); 3 Andy Lane (Ginetta G40R); 4 Alistair Lowe (Vauxhall Tigra); 5 Colin Hitch (Peugeot 206); 6 David York (Vauxhall Tigra); 7 Aaron Dew (Ginetta G40R); 8 Carl Waller-Barrett (Vauxhall Tigra). **Heat two:** 1 Lane; 2 Taylor; 3 Grayson; 4 York; 5 Dew; 6 Chris Haird (Vauxhall Tigra); 7 Paul Gomm (Vauxhall Tigra); 8 Lowe. **Final:** 1 Haird; 2 Billy Wood (Vauxhall Tigra); 3 Shane Bland (Vauxhall Tigra); 4 Gavin Murray (Vauxhall Tigra); 5 Waller-Barrett; 6 Jack Blood (Vauxhall Tigra); 7 Grayson; 8 Chris Crane (Vauxhall Tigra); 9 Taylor; 10 Dew. **Standings (after 8/14 rounds):** 1 Haird 312; 2 Jason Kew 287; 3 Rob McDonald 285; 5 Murray 276; 5 Wood 272; 6 Kym Weaver 249.

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\*Donington Park 20 cars

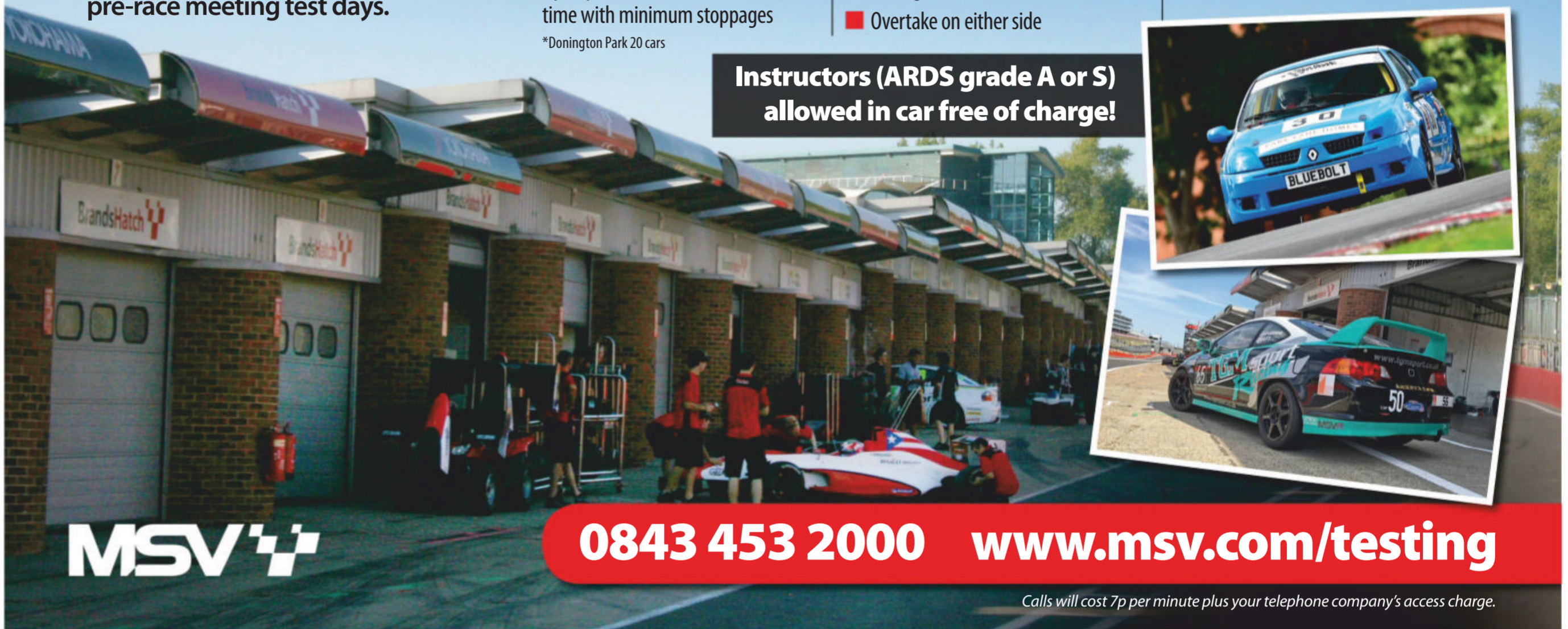
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# 2019

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**NOTHING BEATS EXPERIENCING THE THRILL AND ATMOSPHERE OF LIVE MOTOR RACING. OUR 2019 SEASON HIGHLIGHTS ARE LISTED BELOW BUT FOR A FULL CALENDAR AND IN-DEPTH INFORMATION VISIT OUR WEBSITE [WWW.MSV.COM](http://WWW.MSV.COM). DISCOUNTED ADVANCE TICKETS AND GRANDSTAND SEATS ARE ALSO AVAILABLE ONLINE.**

6/7 April Kwik Fit British Touring Car Championship  
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 21/22 April British Truck Racing  
 27/28 April Kwik Fit British Touring Car Championship  
 3 - 5 May Donington Historic Festival  
 4/5 May Blancpain GT World Challenge Europe  
 4 - 6 May Bennetts British Superbike Championship  
 18/19 May British GT and BRDC British F3 Championships  
 24 - 26 May Bennetts British Superbike Championship  
 25/26 May Masters Historic Festival  
 1/2 June American SpeedFest 7  
 8/9 June Masters Historic Weekend  
 14 - 16 June Bennetts British Superbike Championship  
 22/23 June British GT and BRDC British F3 Championships  
 29 June Vintage Motorsport Festival  
 29/30 June Kwik Fit British Touring Car Championship

Brands Hatch  
 Oulton Park  
 Brands Hatch  
 Donington Park  
 Donington Park  
 Brands Hatch (GP)  
 Oulton Park  
 Snetterton (300)  
 Donington Park  
 Brands Hatch (GP)  
 Brands Hatch  
 Donington Park  
 Brands Hatch (GP)  
 Donington Park (GP)  
 Donington Park  
 Oulton Park

5 - 7 July  
 19 - 21 July  
 3/4 August  
 3/4 August  
 10/11 August  
 10/11 August  
 16 - 18 August  
 18 August  
 24 - 26 August  
 6 - 8 September  
 7/8 September  
 14/15 September  
 4 - 6 October  
 12/13 October  
 18 - 20 October  
 2/3 November

MOTUL FIM Superbike World Championship  
 Bennetts British Superbike Championship  
 British GT and BRDC British F3 Championships  
 Kwik Fit British Touring Car Championship  
 DTM (German Touring Cars)  
 Convoy in the Park featuring British Truck Racing  
 Bennetts British Superbike Championship  
 Festival Italia  
 The Historic Oulton Park Gold Cup  
 Bennetts British Superbike Championship  
 British Truck Racing  
 British GT and BRDC British F3 Championships  
 Bennetts British Superbike Championship  
 Kwik Fit British Touring Car Championship  
 Bennetts British Superbike Championship  
 British Truck Racing and Fireworks

Donington Park (GP)  
 Snetterton (300)  
 Brands Hatch (GP)  
 Snetterton (300)  
 Brands Hatch (GP)  
 Donington Park  
 Cadwell Park  
 Brands Hatch  
 Oulton Park  
 Oulton Park  
 Snetterton (300)  
 Donington Park (GP)  
 Donington Park (GP)  
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 Brands Hatch (GP)  
 Brands Hatch



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# SPORTING SCENE

Photos: Ken Reay, fiaworldrallycross.com

## ROUND-UP

Simon Kingsley made the long trip to Hampshire from Yorkshire worthwhile to lead the **Walsingham Sporting Trial** all day and win in a convincing manner from reigning MSA champion Ian Wright, who slipped up a couple of times during the second round of sections, as conditions dried slightly.

The podium was completed by Richard Sharp on nearly double Kingsley's winning score. Andy Wilks won the blue independent class in fourth, with BTRDA chairman Stuart Beare just behind. George Watson faded as the day went on, to finish in sixth overall.

Mark Howse in his post-historic Facksimile finished a brilliant seventh overall and best red live-axle, just three points ahead of top clubman Phil Haines and Andy Gowen who tied. Gowen is normally found in the passenger seat and made a rare change of position.

Five-time **Northern Ireland Autotest** champion Steven Ferguson took a narrow win over another quintuple title-holder Peter Grimes in this year's opening round in County Tyrone.

Despite a pylon penalty on the first test, Grimes was just 0.8s behind at the end, with James Wilson close behind in third place. Nova driver David Thompson was next, with other class wins for Ashley Lamont and Sam Bowden.

**Duncan Stephens, Paul Phelan**

### Walsingham Sporting Trial

Organiser: 750MC. When: March 3. Where: Queen Elizabeth Park, Petersfield. Starters: 33.

1 Simon Kingsley (Crosstle); 2 Ian Wright (Sherpa Indy) +10 points; 3 Richard Sharp (Cartwright); 4 Andy Wilks (Crosstle); 5 Stuart Beare (Sherpa Indy); 6 George Watson (Hamilton); 7 Mark Howse (Facksimile); 8 Phil Haines (Facksimile); 9 Andy Gowen (Facksimile); 10 Sam Beare (Sherpa).

### Northern Ireland Autotest

Organisers: Autotest Drivers' Club. When: March 2. Where: Loughry College Campus, Cookstown, County Tyrone. Starters: 34.

1 Steven Ferguson (Mini-Nova Special); 2 Peter Grimes (Mini-Nova Special) +0.8s; 3 James Wilson (Mini Special); 4 David Thompson (Nova); 5 Chris Grimes (Mini-Nova Special); 6 Ashley Lamont (Westfield); 7 Mark King (Nova); 8 Sam Bowden (Mini); 9 Paul Mooney (Nova); 10 Jonni McDaid (Mini).

# CURTAIN COMES DOWN ON RACING AT BALLYMENA

## Short oval to shut down as promoter decides to stand down



The circuit surrounds a football ground

**By Matt James**

**Ballymena Raceway in Northern Ireland will shut down as the promoter Aubrey Arbuthnot has decided to leave the venue.**

The circuit, which first opened in 1969, has hosted a variety of categories over its years of operation and was a central venue for the Northern

Ireland Hot Rod scene. Arbuthnot has been in charge of the short oval, which is based on the perimeter of Northern Ireland Premier League club Ballymena FC, since 1990.

The site is council-owned, but racing will now cease as no new promoter will take over and there have been various disputes between the football club, the racing scene and the council.

In a statement, Arbuthnot said: "It has not been an easy decision to make. I feel I have served my time, having been involved with stockcar racing since 1972 and currently being the longest standing member of the Oval Racing Council.

"The promotion apologise to their registered drivers and also to raceway supporters for this late notice of

intentions. Thanks go to all drivers, family and friends who have supported the raceway. I also wish to thank all the fans for their support over my 30 years and also all staff, workers and loyal supporters together with St John's Ambulance crews."

A rescheduled roster of short oval races in Northern Ireland is currently being devised.

## Ekstrom's team returns with Szabo in an Audi

Despite owner Mattias Ekstrom announcing in December that his EKS World Rallycross squad would not be present in the series in 2019, the team will run a 2018-specification Audi S1 for Krisztian Szabo this year.

Following back-to-back titles in the Euro RX Super1600 championship with Volland Racing, Szabo graduated to Supercar last year with EKS for the final two rounds of the Euro RX season and finished on the podium in France, driving a year-old S1.

Szabo, 29, said "Since the beginning of my career, I have been dreaming about racing in World RX. Mattias announced last year that he will stop racing in 2019, which means he has more time to focus on managing the team. My goal is to win the World Championship and to finish in the top three in as many races as I can. This is a 'now or never' opportunity."



Szabo will handle an EKS Audi S1

## IRISH RALLYCROSS

**Points situation unclear as poor weather halts play at Mondello Park opener**

### Irish Rallycross

By Paul Phelan

Organiser: Carlow Car Club. When: March 3. Where: Mondello Park, County Kildare. Starters: 61.

Triple Irish champion Derek Tohill started the day as firm favourite to open the new Irish Rallycross season with another win, but his hopes were thwarted by the weather which forced a halt to the proceedings after two of the six semi-finals in the interests of safety.

Heavy rain showers gradually turned into sleet, which in turn became heavy snow as the afternoon wore on.

This same weekend last year

featured a total cancellation of Irish motorsport for the same reason, except that it started a day earlier before any car had turned a wheel in anger.

In the heats, Tohill's Ford Fiesta had clinched pole for the Supercar Final, while his main rival Noel Greene's Mitsubishi Mirage was a mechanical casualty.

That left the Morris brothers, Darragh and Michael (Subaru Imprezas), as the champion's potential closest challengers before things were halted.

In the Modified division, former overall title holder Willie Coyne claimed pole in his Vauxhall Corsa

on a tie-break from Peter McGarry in Tohill's two-wheel-drive Ford Fiesta (as his own VX220 wasn't ready in time). The Vauxhall Corsa of Dick Sheenan headed the Rally Cars after the three heats, ahead of the Peugeot 205 of Patrick Donoghue, while David Maher topped the table for the Ford Fiestas.

Jack Byrne led the Junior class from Christopher Grimes and Loughan Farrell, with Ronan Mackle heading Martin McAteer in the Buggy section.

The next championship round will be at Tynagh, in County Galway, on April 7, with the series organisers now faced with the task of how to allocate points for Sunday's curtailed outing.

## Hansens reunited with refreshed attack on World Rallycross Championship

Kenneth Hansen has succeeded in reviving his own World Rallycross team for the 2019 season.

The squad, which will be called Hansen Motorsport MJP, will field Peugeot 208 WRX Supercars for the Swede's sons Timmy and Kevin.

Hansen ran a works-backed World RX programme as Team Peugeot-Hansen from 2014-2017 until Peugeot Sport took the rallycross team in house and continued to employ the Hansen family. But Peugeot withdrew from the

category at the end of last year after the switch to using electric cars in the series was delayed.

Hansen's team has acquired 2018-specification 208s, the same car that Sebastian Loeb used to win the Belgian round last year before Peugeot introduced a new version of the car for the second half of the season.

Hansen, a 14-time European Rallycross champion, said: "As a family, rallycross has been a big part of our lives for as long as I can remember and, after our setback towards the end of 2018, we worked

harder than ever to put together a deal to secure our place this year.

"It was a real last-minute agreement, but we are here and ready to race with a small but efficient team made up of some of the most talented people in this sport. In the Peugeot 208 WRX, we know we have a car with race-winning pedigree, and both Timmy and Kevin have repeatedly proven their potential on the World Championship stage."

Both Hansen brothers will also compete in the new GRC Europe series this year.



Timmy Hansen will have a busy year in World RX and in GRC Europe in 2019

# HAVE YOUR SAY

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*MN does not always agree with opinions expressed in letters*

### MN SAYS...

# Now there can be no more F1 excuses

## The grand prix teams will be heading to Melbourne and 2019 looks very open

Watching the onboard footage of Sebastian Vettel's fastest lap during testing in Barcelona last week, it looked so simple and unflustered. The Scuderia, according to most of the experts trackside, has stolen a march on the rest in the early stages of the year at least. That should set up a tantalising season.

World champion Lewis Hamilton has admitted that the red cars are likely to be the big rivals to Mercedes domination. Toto Wolff has pointed it out too, and so has Valtteri Bottas. There are some furrowed brows in Brackley, and genuine optimism elsewhere. Looking deeper into what we've learned, Charles Leclerc looks like the real deal alongside Vettel, and the Honda partnership with Red Bull seems like it will reap some strong rewards.

Then there's rookies Alex Albon, Lando Norris and George Russell to assess, and there is a spring in the step of Kimi Raikkonen in the rebranded Alfa Romeo machine. We don't know all the answers yet, but the prospects are certainly intriguing.

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



### YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

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



Duncan Stephens's photograph of a BMW from the recent Chairman's Car Trial



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

Stunt Fest at Santa Pod Raceway, taken by Peter Atkins. Thankfully, this ended well



Cambrian fun, taken by Nigel Bland



Snetterton Stages, by David Harbey



Race Retro live action, by Paul Trueman



Aiden Moffat, from Martin Cooper



Gerallt Price snapped David Bogie



Iain Trice also visited Snetterton Stages



Donington Park reverberated to the sound of this gorgeous Osella. By Rich Cranston



John Gorton braved the cold on a visit to Rally Sweden and papped Gus Greensmith

**GOT AN OPINION?**

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

## TV GUIDE



McLaughlin was man to beat

Head Down Under for the first round of the **Australian Supercars Championship** from the streets of Adelaide. Scott McLaughlin came into the season as the man to beat having won his first Supercars title last season. At the wheel of the new Ford Mustang, would he be able to

carry on where he left off? Find out on Friday (1400-1600hrs, BT Sport 1). And catch highlights from the opening event of the Irish National Rally Championship on the **Birr Stages**. All the best thrills and spills will be shown on Saturday (0930-1000hrs, BT Sport 2).

## LIVE WRC

### Rally Mexico, BT Sport Friday

■ **SS1:** 0200-0300hrs, BT Sport 3

### Saturday

■ **End of day 1 review:** 0500-0530hrs, BT Sport 2

■ **SS15:** 1700-1800hrs, BT Sport ESPN

### Sunday

■ **End of day 2 review:** 0500-0530hrs, BT Sport 3  
 ■ **SS21:** 1800-1930hrs, BT Sport ESPN

### Monday

■ **End of day 3 review:** 0530-0600hrs, BT Sport 3

### Red Bull TV

■ **End of day 1 review:** Saturday, 0400-0430hrs  
 ■ **SS15:** Saturday, 1650hrs

■ **End of day 2 review:** Sunday, 0400-0430hrs  
 ■ **End of day 3 review:** Monday, 0400-0430hrs

### 5 Spike

■ **Highlights:** Monday, 1900-2000hrs



Tanak leads points

## LIVE TV

### Jaguar I-Pace eTrophy: Hong Kong

■ **Race:** Sunday, 0545-0645hrs, BT Sport 3

### Formula E: Hong Kong

■ **Race:** Sunday, 0730-0930hrs, BBC Two/0730-0930hrs, BT Sport 3/Eurosport 2

### IndyCar: St Petersburg

■ **Race:** Sunday, 1630-2030hrs, Sky Sports F1

### NASCAR: Phoenix

■ **Race:** Sunday, 1900hrs, Premier Sports 2



Di Grassi

## LISTINGS

### RALLY SATURDAY

#### ■ **Bishops court Circuit**

McGrady Insurance Stages

Starts 0930hrs

Admission TBC

Web [bishops court.org](http://bishops court.org)

#### ■ **Cockermouth, Cumbria**

Malcolm Wilson Rally

Starts 0700hrs

Admission TBC

Web [malcolmwilson.co.uk](http://malcolmwilson.co.uk)

### SUNDAY

#### ■ **Epynt Ranges, Powys**

Tour of Epynt

Starts 0840hrs

Admission free

Web [ptmconline.com](http://ptmconline.com)

Details correct at time of press but please check before travelling

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

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## FAVOURITE LIVERIES 1990s STEFAN MACKLEY'S TOP THREE PICKS



### Mazda 787B

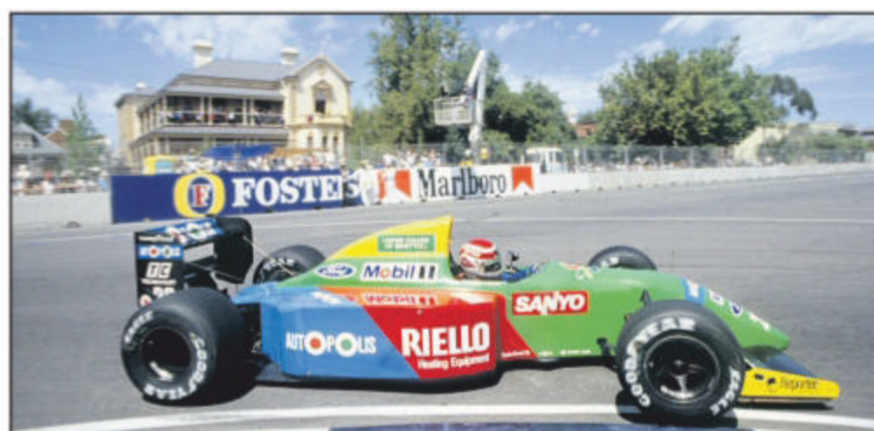
More cars should have orange in their liveries and the 1991 Le Mans 24 Hour-winning Mazda 787B is a perfect example of a racing machine that looks quick and was quick. If the bright orange and green didn't grab your attention, the rotary 26B Wankel engine wailing in the back certainly would have.

### Williams Renault Laguna

While the 1997 Williams Renault Laguna may have had a more distinctive livery, playing video game TOCA 2 meant I grew up battling the Blend 37 liveried cars driven by Alain Menu and Jason Plato. A simple design, mostly a dark green with flashes of yellow, it was one of the more memorable liveries from the British Touring Car Championship's Super Touring era.

### Benetton B190

The Benetton team was known for its eccentric liveries in the late 1980s and early '90s. And the one used in 1990 on the team's B190 was no exception. You either loved or hated the livery which was made up of blotches of yellow, red, green and blue. It really was a unique spectrum of colours and stood out in a packed field.



## NEXT WEEK

## OUT WEDNESDAY, MARCH 13



# WRC RALLY MEXICO REPORT

## FORMULA E HITS THE STREETS OF HONG KONG

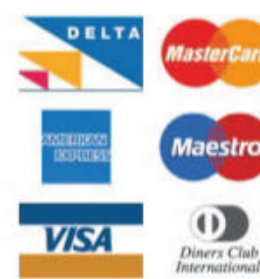
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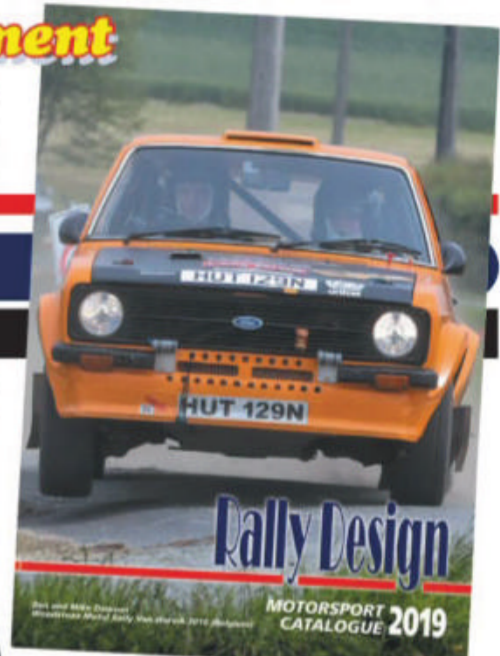
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 Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

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**SPARES**  
 Spare side gears, 18 tooth each **£32.50** £39.00  
 Motorsport plate kit **£83.90** £100.68  
 Wavy plate each **£16.30** £19.56  
 Atlas CWP, 3.4, 3.7, 4.6, 5.1 **£251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather Pig's head only **£198.60** £238.32  
**£165.00** £198.00

Axle end stubs, R/H & L/H thread pair **£49.90** £59.88  
 Axle locking rings, R/H & L/H thread pair **£21.90** £26.28  
 Locking ring adjustment tool **£25.50** £30.60  
 Caliper mount brackets, suit AP pair **£29.50** £35.40

**Fully-floating axle kit**  
**£328.60** **£394.38**

Fully floating hub assembly without shafts pair **£218.60** £262.32  
 Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length) **£328.60** £394.38  
 Flange to suit F/F hub kit **£49.50** £59.40

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 Studs each **£5.90** £7.08  
 Seal pack pack **£13.90** £16.68  
 Bearing, top quality each **£38.90** £46.68  
 770mm '4340' halfshaft, 18 tooth each **£77.50** £93.00  
 820mm '4340' halfshaft, 18 tooth each **£82.50** £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs pair **£159.00** £190.80  
 FBL 002 disc bells pair **£51.00** £61.20  
 Halfshaft flange, not F/F, suit std. axle each **£59.50** £71.40

### ENGLISH AXLE PARTS, BLACKLINE

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 Available 22 tooth (mates with std. halfshaft) **£395.80** £474.96  
 Spare plate kit **£39.50** £47.40  
 Spare side gears, 18 or 22 tooth (please state) **£32.50** £39.00  
 English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 **£231.50** £277.80  
 Spare side bearing, top quality **£19.90** £23.88  
 Crush washer **£5.90** £7.08  
 Crown wheel bearing **£9.90** £11.88  
 Pinion bearing **£14.90** £17.88

Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth **£443.80** £532.56  
 English axle weld-on brace ring **£39.90** £47.88  
 Special 10mm axle brace, English axle **£99.50** £119.40

**SPARES**  
 Semi-floating hub assembly (less bearing) each **£144.40** £173.28  
 Bearing '4340' **£48.90** £59.76  
 Halfshaft, suit semi-floating kit **£77.50** £93.00  
 Flange, not semi-floating, suit std. axle **£59.50** £71.40  
 Flange, Group 1 type **£59.50** £71.40  
 Brake disc, 265 x 10 each **£34.50** £41.40

### HELICAL LSDs (ATBs), BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80  
 Atlas axle, 16 spline **£354.00** £424.80  
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 Sierra 7", Caterham **£399.00** £478.80  
 Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80  
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 5-speed quickshift conversion kit **£13.50** £16.20  
 M10 ally 'Pro' gearknob **£14.90** £17.88  
 M10 white or black nylon gearknob **£12.50** £15.00  
 Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40

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Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41  
 Wilwood brakes kit, 247x20, Midilite caliper **£468.49** £562.19  
 Wilwood brakes kit, 285x21, Midilite caliper **£571.40** £685.68  
 Balance bar pedal box, cable clutch **£189.50** £227.40  
 Balance bar pedal box, hydraulic clutch **£215.00** £258.00  
 RMD master cylinders from **£21.50** £25.80  
 from **£29.50** £35.40  
 Wilwood master cylinders **£42.50** £51.00  
 Wilwood proportioning valve, knob **£57.50** £69.00  
 Wilwood proportioning valve, lever **£29.74** £35.69  
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 8x13 **£99.00** £118.80  
 8x15

**Classic Ford wheels from**  
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Poly' bump stops, top axle mounting pair **£8.12** £9.75  
 Escort 11/1300 front springs, 145-220lbs pair **£33.80** £40.56  
 Escort RS front springs, 145-220lbs pair **£33.80** £40.56  
 1.9" & 2.25" coil springs, 20,000 in stock! from **£15.90** £19.08  
 Adjustable spring seat kit **£24.50** £29.40  
 Helper spring adaptor, 2.25"-2.25" **£10.50** £12.60  
 Gaz, adjustable front shocks each **£67.60** £81.12  
 Gaz, adjustable (3-way) front shocks each **£299.50** £359.40  
 Gaz, adjustable rate rear shocks each **£65.00** £78.00  
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 RH 2:4 ratio **£139.50** £167.40  
 LH 2:4 ratio **£149.50** £179.40  
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H/duty quick steering racks RH 2:4 ratio **£174.50** £209.40  
 RH 2:2 ratio **£204.50** £245.40  
 LH 2:4 ratio **£184.50** £225.40  
 LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts pair **£16.80** £20.16  
 Roller bearing top mount - spherical bearing, each **£49.50** £59.40  
 Roller bearing top mount - roller bearing, each **£49.50** £59.40  
 Roller bearing plastic dust covers pair **£9.50** £11.40  
 Spherical bearing race type top mounts pair **£49.60** £59.52

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 TCA's 'OEM' style pair **£63.50** £76.20  
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 World cup mounts pair **£28.50** £34.20  
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 Group 4 spec. front RS struts **£19.80** £23.76  
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 Heavy duty 4-link kit **£185.00** £222.00  
 Group 4 round turret kit **£65.00** £78.00  
 Mk1 spring shackles car set **£17.00** £20.40  
 Mk2 spring shackles car set **£23.50** £28.20  
 OEM Escort RS struts each **£96.95** £116.34  
 Group 4 spec. front RS struts each **£128.00** £153.60  
 Escort RS stub axles pair **£130.00** £156.00  
 RS steering arms pair **£69.50** £83.40  
 Heavy duty steering arms, gusseted pair **£79.50** £95.40  
 Quick fit steering arm kit pair **£9.60** £11.52  
 Ally hubs - standard or Group 4 pair **£49.50** £59.40  
 Stub axle hardware kit **£10.90** £13.08  
 Watts linkage kit **£199.50** £239.40  
 Taper leaf springs, 146lb rate each **£49.50** £59.40  
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 Work style 60mm oval tube strut brace **£51.50** £61.80  
 Rear lamp protectors pair **£12.90** £15.48  
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 Kaylan mudflaps, 4mm (500x300) pair **£16.50** £19.80  
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X-Flow ally radiator **£179.60** £215.52  
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 M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20  
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 Escort Mk2 front heated laminated screen (inc. rubber) **£198.60** £238.32  
 Escort Mk1 front screen rubber **£24.92** £29.90  
 Escort Mk1 rear screen rubber **£23.92** £28.70  
 Escort Mk2 front screen rubber **£29.08** £34.90  
 Escort Mk2 rear screen rubber **£29.08** £34.90  
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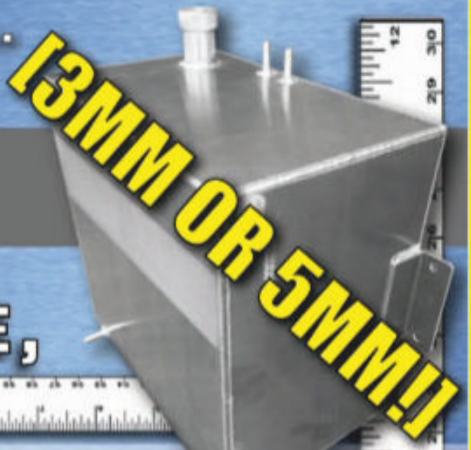
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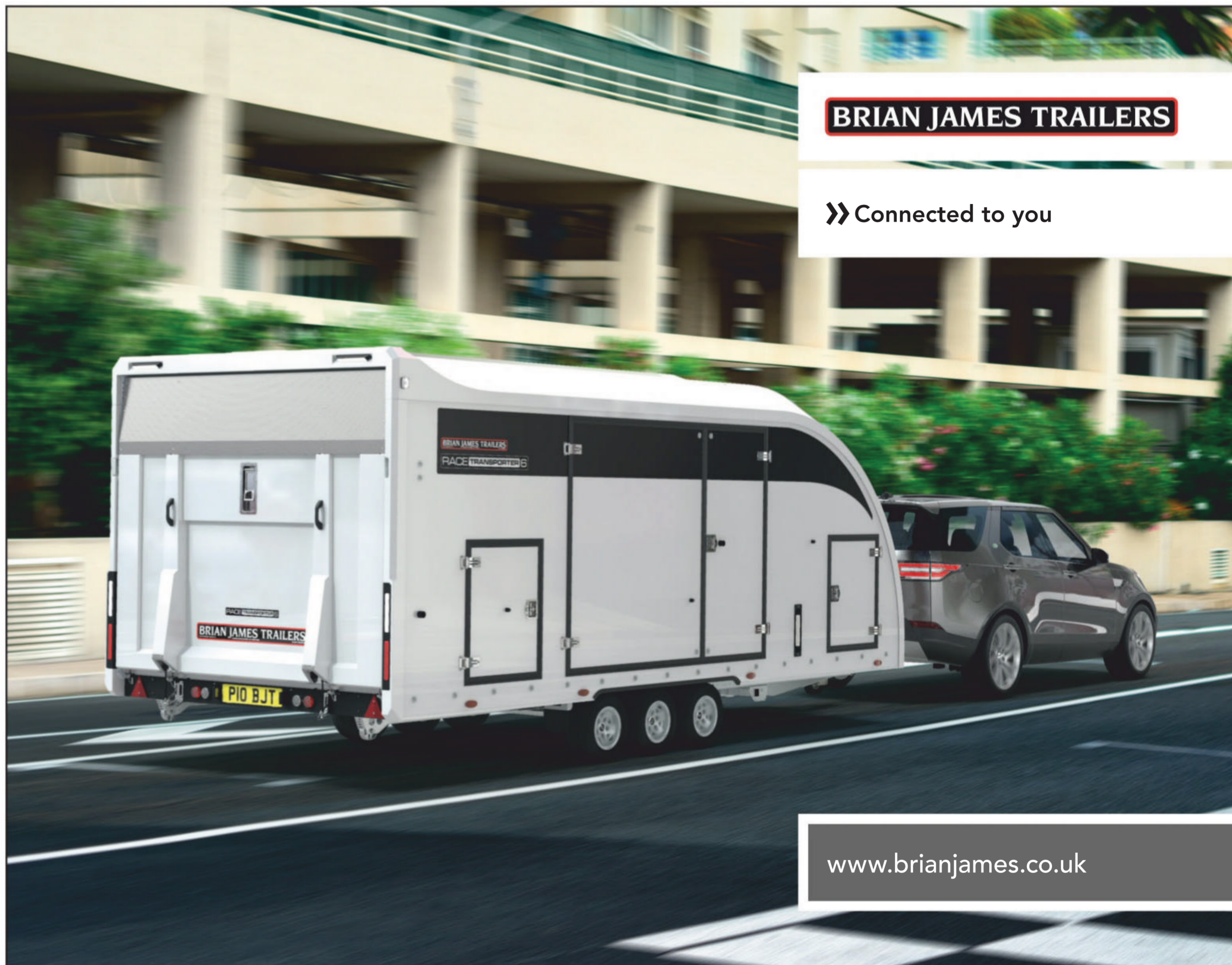
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