

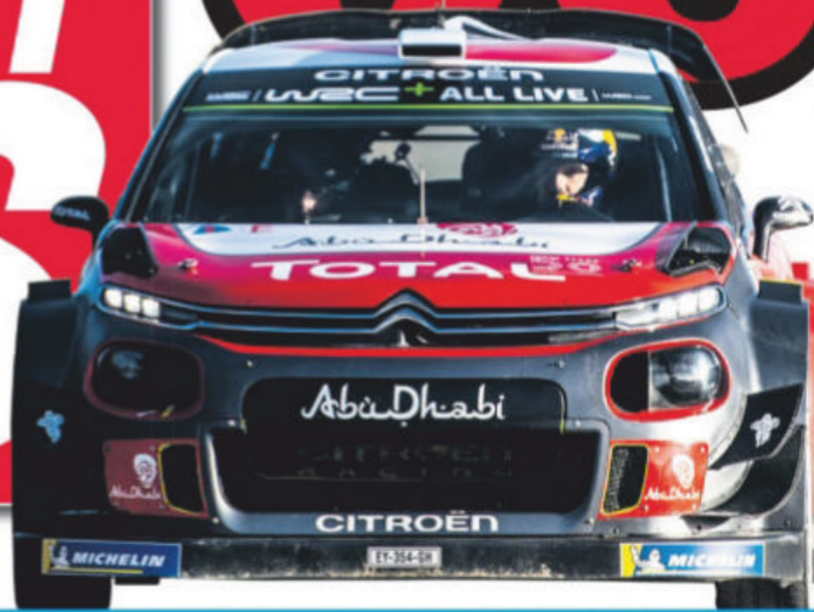
THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

OGIER

SETTLES IN AT CITROEN

HOW THE CHAMP IS PREPARING P26



JANUARY 9 2019 ■ EVERY WEDNESDAY £3.60

REIGNING CHAMPION TARGETS FOURTH TIN-TOP CROWN

TURKINGTON

AIMS TO MAKE BTCC HISTORY



By Matt James

Three-time British Touring Car champion Colin Turkington says earning a fourth crown will be his toughest task yet after confirming he will return to the series for another season in a WSR-run BMW in 2019.

The Northern Irishman sealed his hat-trick of crowns at Brands Hatch in September last year, but he knows that the fight for top honours in the BTCC will be an uphill struggle.

"I am eager to get going because this is the first time I have been able to defend my crown with WSR, but it's never simple," said the 36-year-old.

Another title would draw Turkington level with the most successful BTCC driver in terms of titles, Andy Rouse.

Turkington added: "Every year, life gets tougher in the BTCC and the level is always on the up."

Full story, p2-3

Turkington will remain with WSR for 2019 season

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

AUTOSPORT INTERNATIONAL IS HERE



PREVIEW TO THE NEC SPECTACULAR P20

MIN'S PICKS OF 2019



WHAT WE WANT TO SEE THIS YEAR P18



MOTORSPORT NEWS ISSUE MJ3162 JANUARY 9 2019

THE VOICE OF BRITISH MOTORSPORT

WRITE TO US
Motorsport News
Autosport Media UK Ltd,
1 Eton Street,
Richmond,
TW9 1AG

FACEBOOK
Search for
'Motorsport News'

TWITTER
Updates:
@MNmotorsport

DIGITAL ISSUE
See motorsport-
news.co.uk

EMAIL US
letters@
motorsport-news.
co.uk

YOUR PICS
email: letters@
motorsport-news.
co.uk
Photographs must be of a good
quality and please send no
more than three images

IN THIS ISSUE



Ferrari axes team boss Arrivabene

P4

MINIS POISED TO JOIN BTCC BILL

P6



AUTOSPORT INTERNATIONAL SHOW PREVIEW



P20

CAN OGIER SEAL CITROEN GLORY?

P26



HARRIS TURNS UP THE HEAT AT CHILI BOWL



P28

Racing news	4	Ogier on his Citroen return	26
Historic race and rally news	11	Harris goes giantkilling in the USA	28
Rally news	12	Sporting Scene	29
Rally/racing reports	17	Letters/Comment/What's On	30
Things MN's looking forward to	18	Classifieds	32
Autosport International preview	20	Wanted: Autosport International to start already.	
The path to Formula Ford glory	23		
SUBSCRIBE TO MOTORSPORT NEWS	24		
The Elite Ginetta team on the rise	25		



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

Champion predicts dogfight to retain

TURKINGTON: TO RAISE MY

CONFIRMED ENTRIES SO FAR

BTCC 2019	
DRIVER	CAR
Sam Tordoff	AmDTuning.com Honda Civic Type R
Rory Butcher	AmDTuning.com Honda Civic Type R
Daniel Rowbottom	Ciceley Motorsport Mercedes-Benz A-Class
Rob Smith	Excelr8 Motorsport MG6
Matt Simpson	Simpson Racing Honda Civic Type R
Tom Ingram	Speedworks Motorsport Toyota Corolla
Mike Bushell	Team Hard VW CC
Carl Boardley	Team Hard VW CC
Bobby Thompson	Team Hard VW CC
Michael Crees	Team Hard VW CC
Jake Hill	Trade Price Cars Audi S3
Colin Turkington	WSR BMW 125i M Sport
Tom Oliphant	WSR BMW 125i M Sport
Andrew Jordan	WSR BMW 125i M Sport



The third title triumph at Brands Hatch last year was emotional



Dick Bennetts thinks that Turkington is at the top of his game

By Matt James

British Touring Car champion Colin Turkington will carry the number one on the side of a WSR BMW for the first time this season after securing a deal to remain with the title-winning team for the 2019 campaign.

Turkington has driven for WSR for all but three of his 14 seasons in the BTCC since joining the category in 2002. However, when he won his first crown in a WSR BMW 320si in 2009, he left the BTCC to chase chances on the international scene.

He returned to the team in 2013 and scooped the silverware in 2014 before being tempted by a move to the Team BMR operation driving a VW CC and then a factory-backed Subaru Levorg.

He rejoined WSR in 2017 and lifted the crown last term in the works-backed 125i M Sport. "To come back as the reigning titleholder with the same team is something that I have not been able to do in the past," said Turkington. "I have not had the chance to carry the magic number one on the door of a WSR car so that is going to be a very special thing for both of us."

Battle plan

Turkington claimed the title at Brands Hatch last season in the penultimate round of the 30-race contest after a fight with the Speedworks Toyota Avensis of Tom Ingram.

There were a record-breaking number of race winners in 2019 with 17 different drivers scaling the rostrum's top step. After he claimed the crown, Turkington said that he was going to have to "come up with a new plan" to

HEADLINE NEWS

Photos: Jakob Ebrey

British Touring Car title

"I'LL HAVE GAME IN 2019"



Reigning champion will carry the number one during 2019



Colin Turkington says that hard work will help to keep him at the top of the BTCC

conquer the series again. He said reversed grids, option tyres and, in particular success ballast made the task extremely tough.

Ballast rules have been tweaked next season meaning that the most successful machines will carry 54kg of extra weight into each weekend, rather than the 75kg that was mandated previously.

Despite that, Turkington is wary that the fresh challenge will be harder than ever.

"I haven't quite got around to hatching that battle plan yet – but I am working on it," he admitted. "Last year was such a demanding season that I needed a bit of time out, I needed a break to get away from everything and have some time to put that to bed. I have had a chance to do that, and now I am going to formulate a blueprint to keep me at the top."

Turkington will line-up alongside new recruit Tom Oliphant in the Team BMW in what will be a three-car line-up for WSR (see sidebar).

Going forward

WSR team boss Dick Bennetts believes that Northern Irishman Turkington will come out fighting in 2019.

The two have formed a strong bond over the years working together, and the team principal thinks that the racer is perfect for the demands of the BTCC.

"Colin is Mr Focused, and people don't see the work that he puts in behind the scenes – in terms of

what he does away from the race track, the engineering reports he files, the diet he has and the mental approach he uses," said the New Zealander.

"He had a tough year personally in 2018 and still put it together on track. "It is impossible to say if he will get any better, because he is right at the top of his game. If he can get better, then that is only going to be bad news for his rivals."

"The success ballast situation hurt us in qualifying last year because, for five rounds of the year, we went to each meeting with the top weight. Although that weight has been reduced for 2019, it will be the same for everyone..."

Record chaser

Should Turkington succeed this season, he would draw level with Andy Rouse as the most successful driver in terms of overall crowns with four titles. Turkington is fifth overall in the all-time list number of races won with 46.

Turkington says that landing another crown is his only objective going into the 2019 campaign. "Winning the third [title] was great, but you start every year with the objective to claim it," he said. "As soon as the flag drops at Brands Hatch for the opening round, it is all you care about."

"I am lucky that I still have the hunger and the desire to win titles. The fire burns strong within me and I am as keen on the battle as ever. And to be able to do it again with WSR and Team BMW would mean the world to me – what is special is that we have all three titles to try and retain: the drivers', manufacturer-constructors' crown and the teams' title."

Homework

Turkington said that the fine

margins in the modern-day British Touring Car Championship mean that work done away from the circuit will be key in putting together a programme to eclipse his rivals.

The BMW didn't take a pole position in 2019, mainly due to the level of success ballast it was forced to carry, but the driver says all areas of the attack will come under the microscope.

"I think we just have to look for the small gains wherever we can," said Turkington. "We will go through everything with a fine-toothed comb – and that includes the driver – to try and extract every bit of performance that we can. The championship is so close that it is now down to the fractions that make the difference. We have to investigate all of those avenues. We are still in the very early stages of putting things together for 2019 but we will work very hard."

Going beyond 2019...

WSR boss Bennetts said that the team was already looking ahead and had been engaged in discussions about the new-shape 1 series BMW, which is due to be launched in August 2019.

The car will be a departure for BMW as it will be front-wheel-drive, which is a layout the German marque has avoided in the past.

However, Bennetts said that talks have already taken place regarding the revamped car.

"It is not just a facelift, it is a brand new car all round," said Bennetts. "We are definitely going to stick with the current model that we have for the new season, although we will be looking forwards during the course of this year. Nothing stands still in the BTCC."

JORDAN AIMS TO RETURN TO TOP



Jordan wants a title challenge

Andrew Jordan says a new approach will help him topple champion Colin Turkington this season as he also returns to the WSR team for a fresh attack.

The 2013 champion joined the BMW squad in 2017 alongside Turkington and says that he has enjoyed measuring himself against the Northern Irishman.

Jordan, who was ninth in 2017 and fifth last term, said: "But for some poor luck last year, I should have been third in the points. But, if you look at the lap times between Colin and I, there were thousandths and hundredths between us."

"We push each other on, and I truly believe I can beat him – if I do that, I am going to be somewhere near the top of the championship come the final rounds at Brands Hatch. Beating Colin is a challenge, but I have never been one to shy away from a challenge."

Jordan will stick with experienced title-winning engineer John Waterman for the season ahead, and says that was an important factor in returning to the BMW 125i M Sport squad.

"It is all about the continuity – with WSR and with John as well. He was one of the elements of 2019 that I stipulated," said the 29-year-old.

"I am relaxed in the team now too. When you join, you always feel like you have

something to prove, but I am over that now. I am relaxed in the team and I work well with Colin. I have learned that you can't be fastest all the time – even though it hurts because I want to be – but you have to take what you can from it and use that as an education."

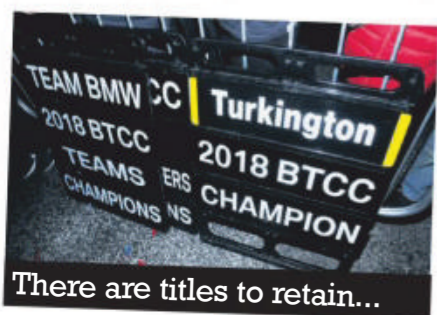
"I am really excited about the 2019 season. I think I have got my enjoyment of the sport back. I had some tough times in 2015, 2016 and 2017, but last year I got the spark back. I realised how much I love the job that I do."

WSR team boss Dick Bennetts said that he believed Jordan was in a position to fight for the overall honours throughout the 2019 campaign.

"We let Andrew down a bit with some reliability issues last year," admitted Bennetts. "That was painful because he should have been in with a shout for the championship overall come the end of the season."

"There is no doubt he has got a handle on rear-wheel-drive now and he is going to be as fast – if not faster – than Turkington throughout the season. It means we are going to have a very strong attack with Turkington, Jordan and Tom Oliphant."

The championship kicks off on the Brands Hatch Indy Circuit on April 6/7.



There are titles to retain...

RACING NEWS

Photos: LAT

F1 ROUND-UP

Silverstone popular

Official attendance figures released by Formula 1 just before Christmas revealed the British Grand Prix had the highest attendance of any race during the 2018 season. The Silverstone race – which still does not have a deal in place beyond 2019 after circuit bosses activated a break clause – had a weekend attendance figure of 340,000, with its race day figure of 140,500 also the highest of the season. The Mexican Grand Prix was a close second on both weekend and Sunday numbers, recording 334,946 and 135,407 respectively.

Toro Rosso crashes

Toro Rosso spent more than €2million because of a number of heavy crashes its drivers suffered during the 2018 F1 season. The Red Bull junior team ended its first year with Honda ninth in the constructors' championship after scoring 33 points, earning a best result of fourth with Pierre Gasly. But Toro Rosso team boss Franz Tost has revealed that the opposite end of its fortunes were several costly shunts, including first-lap accidents for Gasly in Spain and Brendon Hartley in Canada.

Leclerc's challenge

Eleven-time grand prix winner Rubens Barrichello believes Charles Leclerc needs to be 'good in the head' to succeed at Ferrari. Leclerc has landed a dream graduation to the Italian team after just one season at Sauber. "I'm super excited for him," Barrichello said. "He's one of those young guys who really made his way through [impressively]. To get into Ferrari [and be successful], the only thing you need is to be really good in your head. Talent, we know he has. It's going to be a good challenge for Seb."

Lauda in hospital

Mercedes's F1 non-executive chairman Niki Lauda has returned to the AKH Hospital in Vienna after contracting a flu infection during the Christmas break. Lauda was on a family holiday in Ibiza when he became ill. It is understood that the move was made purely as a precaution given his sensitivity to infection following his recent lung operation, and that there is no cause for alarm. The Austrian, who turns 70 on February 22, underwent a lung transplant in August.

Launch dates

McLaren is the latest F1 team to reveal the date it will launch its new 2019 challenger. The squad's new car will be unveiled on February 14, four days before the first pre-season test at Barcelona. The other teams to have revealed dates, when MN closed for press, are Renault (February 12), Racing Point (February 13) and Ferrari (February 15).

ARRIVABENE AXED AS FERRARI BOSS AHEAD OF NEW SEASON

Technical chief Binotto to be promoted



Ferrari has axed another team boss

By Jonathan Noble

Maurizio Arrivabene is to be replaced as team principal of the Ferrari Formula 1 team by technical chief Mattia Binotto.

Ferrari has continually denied that it was considering a major management reshuffle after its failed attempt to win the world championship in 2018.

But on Monday it was revealed Ferrari president John Elkann had decided that Binotto is the right man to lead Ferrari in 2019.

A Ferrari statement read: "The decision was taken together with the company's top management after lengthy discussions related to Maurizio's long term personal interests as well as those of the team itself.

"Ferrari would like to thank Maurizio for his valuable contribution to the team's increasing competitiveness over the past few years, and wish him the best for his future endeavours."

The move to replace Arrivabene has come after a season in which management errors were viewed as one of the key factors for its defeat to Mercedes in 2018, despite having the quickest car at several stages of the year.

The failure to deal with the issue of team orders in a clear manner like Mercedes did triggered

unnecessary flash points between Kimi Raikkonen and Sebastian Vettel at the German and Italian Grands Prix. There were also a number of strategic blunders.

There have long been rumours that Binotto and Arrivabene had disagreements about the direction and approach of the team.

Before the Christmas break, Arrivabene hit out at what he called "fake news" over reports that Binotto was so frustrated with the situation that he could leave Ferrari.

"The rumours about Mattia are a fake news, put around to create instability in the team," Arrivabene said. "It is an attempt to try to create problems where there are no problems, and I do not want to comment on false rumours any more.

"During this season there have been many attempts at destabilisation, sometimes with stories about the drivers, others about the technicians.

"My position? Ask [Ferrari] managing director [Louis] Camilleri."

Ferrari stalwart Binotto has been technical chief since 2016, when he stepped up to the role following the team's split with James Allison. He first joined in 1995, as a test engine engineer.

Additional reporting by Franco Nugnes

FERRARI UNDER...

Jean Todt

1993-2007

Starts: 492 (246 GPs)

Wins: 98 (19.92%)

Poles: 85 (17.28%)

Podiums: 249 (50.61%)

Championships: Six drivers' (2000-2004, 2007) and seven constructors' (1999-2004, 2007)

Stefano Domenicali

2008-2014

Starts: 230 (115 GPs)

Wins: 20 (8.69%)

Poles: 12 (5.28%)

Podiums: 75 (32.61%)

Championships: 2008

constructors' title

Marco Mattiacci

2014

Starts: 32 (16 GPs)

Wins: 0

Poles: 0

Podiums: 2 (6.25%)

Best championship finish: 4th

Maurizio Arrivabene

2014-2018

Starts: 162 (81 GPs)

Wins: 14 (8.64%)

Poles: 12 (7.41%)

Podiums: 71 (43.83%)

Best championship finish: 2nd

Red Bull could depart F1 and join the WEC with Valkyrie

Red Bull could target Le Mans 24 Hours success with an Aston Martin Valkyrie-based hypercar instead of Formula 1, if it does not see a viable post-2020 grand prix future.

The energy drinks company took over Jaguar's works entry for the 2005 F1 season and blossomed into the dominant force from 2010-13, winning four consecutive drivers' and constructors' titles. But Red Bull has been reduced to a sporadic race winner in the post-2014 V6 turbo-hybrid era. It will switch from being a Renault engine customer to having unofficial works Honda status for 2019 in a bid to fight for titles again.

F1 owner Liberty Media is targeting a commercial and

regulatory revolution once the current Concorde Agreement expires after the 2020 season, but has failed to make significant progress.

Red Bull motorsport advisor Dr Helmut Marko says his team is not interested in becoming a customer again and has made it clear that Red Bull will not be held to ransom over planned rule changes.

"We have an agreement until 2020," Marko said. "As long as there is no engine regulation and no Concorde Agreement, neither Red Bull nor Honda will make a decision.

"However, we will certainly not become dependent again, as we have been in the past, when we were begging others and statements and

promises were not kept."

Red Bull's current Honda deal includes the 2019 and 2020 seasons. Beyond then, Red Bull's choices appear limited if there are not favourable terms to continue.

"Stop is the option," said Marko. "Or do something else, other racing series. With the Valkyrie, Le Mans could be an option with hypercar rules.

"The cars were all sold out immediately. That's another good pillar for Red Bull Technologies.

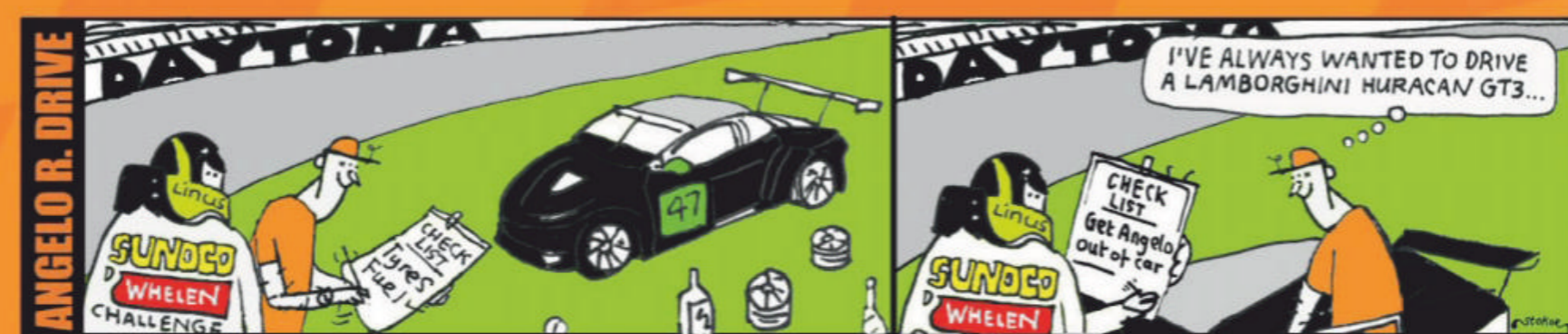
"It looks like you can run in the WEC at a reasonable cost with the base of Valkyrie. Although Red Bull has never been to the 24 Hours, it's something we're thinking about."



Aston Valkyrie squad, backed by Red Bull, could join the WEC

WANT THE LATEST UPDATES? FOLLOW US ON TWITTER

@MNmotorsport



Tel +44(0)1929 551557
racing@aaoil.co.uk www.aaoil.co.uk

Photos: LAT



Last year Alonso raced United Autosports's Ligier at Daytona, but car was off the pace and retired



Alonso returns to Daytona 24 Hours

ALONSO TARGETS DAYTONA SUCCESS

Two-time Formula 1 world champion and Le Mans 24 Hours winner Fernando Alonso says he returns to this month's IMSA SportsCar Championship's Daytona 24 Hours ready to win.

Alonso contested last year's event with the United Autosports team's Ligier, but the car was not a match for the frontrunners

and eventually retired.

This time he has joined the Wayne Taylor Racing team to drive a Cadillac DPi-V.R, which he tried for the first time on Friday as the official 'Roar before the 24' pre-race test began.

"The expectation is higher, but we will see at the end," said Alonso, who shares the WTR machine with Jordan Taylor, Renger van der

Zande and his Toyota World Endurance Championship colleague Kamui Kobayashi.

"I think I'm in a much better position this time than last year.

"This year I take all the experience and learning from last year – traffic management, fuel saving, how the US safety cars work – it's all going to be useful. That changes the approach

of the race. Last year [at Daytona] was about preparation for Le Mans. This year is now about winning."

WTR won Daytona in 2005 and '17, and Alonso's car was second fastest in Friday's opening session then led the way in afternoon practice with Kobayashi.

The Joest-run Mazda team set the pace on the final day of the test,

securing a 1-2 with Harry Tincknell beating team-mate Oliver Jarvis by 0.392 seconds.

In the subsequent 'qualifying' session held to determine pitboxes and pitstalls for the race, on January 26/27, both Mazdas unofficially broke the track's 26-year-old lap record at Daytona's road course.

QUICK LAPS THE FASTEST NEWS ROUND-UP

BMW has ruled out an early entry into the new World Endurance Championship hypercar concept prototype class. The German manufacturer will not be a "prime mover" in the new top class of the WEC from 2020/21, according to BMW Motorsport boss Jens Marquardt. BMW had an involvement in the working

group table that formulated the regulations during the summer in order to "monitor what is going on for the future", said Marquardt...

The new Class One DTM cars for the 2019 season will be "two to three seconds" quicker than their predecessors, according to Audi's Mike Rockenfeller. Audi and BMW have undertaken testing with the

2019 cars and experienced an increase in power of 100bhp due to the new four-cylinder two-litre turbocharged engines. The revised aerodynamics of the 2019 cars have also improved aero efficiency, just a year after the DTM introduced a simplified aero package to reduce downforce... **Drivers in the new FIA Formula 3 Championship will have unlimited DRS uses**

during the 2019 season. Formula 3 cars have never used DRS but, because the new FIA series will replace the GP3 Series on the Formula 1 support package, the overtaking assist will be in unrestricted use in 2019. In GP3, drivers were limited to six uses of DRS in the feature race and four in the sprint

race... Former Brabham and McLaren Formula 1 designer Professor Gordon Murray was awarded a CBE (Commander of the British Empire) in the 2019 Queen's New Year Honours. The legendary designer's accolade is in recognition of his 'services to motoring' – rewarding his lifetime's work in the automotive sector as well as on the racetrack.

Deletraz joins Formula 2 champion Carlin for 2019

Formula 2 teams' champion Carlin has completed its line-up for the 2019 season, with Louis Deletraz joining the team alongside already-announced Honda junior driver Nobuharu Matsushita.

Carlin made the most of a stellar line-up in Lando Norris and Sergio Sette Camara last season, beating ART Grand Prix to the title by 33 points.

Norris has graduated to a McLaren Formula 1 seat, while Sette Camara has joined DAMS for another year of F2, meaning the Farnborough team needed two new drivers.

Deletraz, 21, was 10th in F2 last year with Charouz Racing System, and concluded the year driving a current-F1 car in the Abu Dhabi Pirelli tyre test, before conducting testing with Carlin in F2 at the same venue.

Now he is in what he describes as a "top team", he has targeted a title charge.

"We got in contact with Carlin, I know them from the past and they are the team champions, which is obviously very attractive," said the Swiss driver.

"I'm going for the win, that's what we have to do. Winning, being at the front and fighting for the championship is the aim and I have done that already and I want to do it again."

Deletraz is the son of sometime Larrousse and Pacific F1 driver and Le Mans 24 Hour class winner Jean-Denis.

Also announcing news of an F2 seat this week was British-Korean driver Jack Aitken, who joins Campos Racing for 2019. The 23-year-old finished 11th in the points with ART Grand Prix last year, while his team-mate George Russell won the title.

Renault Formula 1 protege Aitken tested with the Campos team last year.

Rookies prepare for post-Marrakech FE test

Ex-Williams Formula 1 driver Sergey Sirotkin leads the cast of drivers who will take part in the ABB FIA Formula E rookie test in Marrakech this month.

Sirotkin will drive for Mahindra Racing in the test, which takes place this weekend after the Marrakech E-Prix, as he eyes up potential options having left F1.

"Formula E is now one of the most rapidly developing championships," said the Russian. "The competition here is at a very high level.

"More manufacturers are entering the series as they are confident that electric cars have strong future potential.

"More technical solutions appear in these cars and they are progressing rapidly.

"I drove a Formula E car in 2016 but now the car

generation has changed it will be interesting to try the difference."

Arthur Leclerc – younger brother of 2019 Ferrari F1 racer Charles – will drive alongside Norman Nato for Venturi.

Leclerc is a member of Venturi's 'Next Gen' development scheme and was the first driver to sample its VFE-05 Gen2 car during the private manufacturer testing period in early 2018.

DS Techeetah will field Sauber F1 tester Tatiana Calderon and Super GT ace James Rossiter,

while Jaguar will run Pietro Fittipaldi and Harry Tincknell.

Two-time DTM champion Marco Wittmann will get his first run in a Formula

E car driving for BMW, as will fellow DTM driver Jamie Green with Audi.



Drivers will get chance to test Formula E's new second generation car (above)

Sirotkin will test with Mahindra Racing



RACING NEWS

IN BRIEF

Martin back again

Ginetta Junior driver Will Martin will remain in the series with the Richardson Racing squad this year. The 15-year-old made his debut in the category last season and initially competed as a privateer before joining the Richardson team for the final four meetings. He took a best result of eighth place.

Clio scrutineering

The scrutineering in the Renault UK Clio Cup will be bolstered this season by RML commercial director Simon Holloway assisting long-time chief scrutineer Keith Auld. Holloway is already familiar with the Clio Cup cars as he's served as chief data analyst for the category. There were rumours of cheating in 2018, with the top three cars being impounded for extensive checks.



Grid numbers have dropped recently

FR NEC cancelled as organiser slams FIA

The Formula Renault NEC series has been cancelled for 2019 with series organisers slamming FIA changes to the single-seater ladder.

The category, for two-litre-Renault powered Tatuus cars, used to thrive alongside the Eurocup and ALPS series. It had a succession of illustrious champions including Formula 1 drivers Valtteri Bottas, Carlos Sainz Jr and Lando Norris.

But in recent years it has struggled with desperately low grids after Renault decided to put its full weight behind the Eurocup, increasing its number of rounds and visiting more F1 tracks.

The category was set for a boost for 2019 with the Eurocup introducing a new Regional F3-spec car leaving the NEC as the sole series for the older Formula Renault machines.

However, that has not proved enough to save the series.

Its promoter, Mick de Haas, said: "We are very sorry to have to stop the series at this point. The ill-conceived FIA plans for the future of formula racing has meant that over the past three years we have seen a serious decline in the young drivers market. The costs are far too high for individual drivers and the market place is too fragmented.

"There is now no more room for a very effective and competitive single seater concept like Formula Renault 2.0. Yet it has helped many young drivers over the past two decades to the top.

"I would like to thank Renault and their suppliers, the teams that have competed in the NEC, the circuits and all the people that have worked with and for the NEC over the past 13 years."

Photos: Gary Hawkins, Jakob Ebrey

MINI CHALLENGE FAVOURITE TO LAND BTCC SUPPORT SLOT

MSVR category could take Clio Cup's place



Minis could soon be appearing with BTCC

The Mini Challenge has emerged as the leading contender to assume the vacant support slot on British Touring Car Championship race weekends from 2020, *Motorsport News* understands.

With the Renault UK Clio Cup ceasing to run after the 2019 season, BTCC organiser TOCA has been searching for a direct replacement to ensure that a suitable tin-top feeder series continues to form part of the race undercard.

MN's sources have confirmed that the Mini Challenge and TOCA are close to a deal, and an announcement could be made during this week's Autosport International show in Birmingham.

The Mini Challenge has already forged strong links with the BTCC, with many past and current touring car drivers – such as Rob Collard, Paul O'Neill and Matt Neal – having taken part in the 265bhp two-litre turbocharged JCW class in recent years. A range of BTCC teams have also been regular competitors in JCWs, such as Team Dynamics, Eurotech and Power Maxed Racing.

The JCW category – which houses the fastest, top-level Mini machinery – has run as a support to the SRO-promoted British GT Championship since 2017.

Mini Challenge promoter Antony Williams wouldn't be drawn on how close an

announcement was, but did add that running alongside the BTCC would be something of interest for his championship.

"Of course, if we got the chance to race alongside the BTCC, then that's something we'd have to look at very seriously indeed," Williams told *MN*.

"The BTCC weekends are arguably the most popular and well-attended four-wheeled motorsport events in the country, so to have the Mini Challenge be a part of that would be great.

"For the last two years we've had a great slot alongside British GT, which has definitely helped to raise the championship's profile. We'll see what happens over the next few years."

MN's sources also suggest that any deal could have wider-ranging effects for the other Mini Challenge classes. With the JCW Championship currently being run across 17 rounds split over eight race weekends, that format would likely be retained, freeing up two BTCC fixtures upon which the lower-powered naturally aspirated 1.6-litre Cooper Class cars could compete.

Williams added: "We're keen not just to promote the JCW class, but also the Coopers, which have been the foundation of the Mini Challenge since its formation in 2002. We're always looking for opportunities to put the Cooper Class on the best stage possible."

Renault looking at future UK motorsport options beyond Clio Cup

Renault is already assessing different options for future motorsport activity in the UK after it decided to axe the Clio Cup at the end of this season.

It was confirmed just before Christmas that the popular Clio Cup would not continue beyond 2019 with the timing of the series' demise coinciding with the planned introduction of the fifth-generation Clio. That only applies to the UK, with other Clio Cup championships around the world continuing and a new series being

launched in the Middle East.

Despite the decision, Renault Sport Racing sporting manager Tarik Ait Said has revealed that talks about future projects have already begun.

"In the UK the decision has been taken that it would be best to not to continue [the Clio Cup] for 2020," he told *MN*. "It doesn't mean there won't be any motorsport activities in the UK forever. But we had to consider how it would be in 2020.

"We're already working with Renault UK about other things

to do. Renault UK has a lot of activity around Formula 1 and there are other activities that may come in 2020 or 2021. We've just started looking at different options."

Ait Said would not be drawn on any of the ideas but recognises the manufacturer's long history in the UK.

The Clio Cup series began in 1991 but Renault's one-make history dates back to the 1970s with the Renault 5. It also supported the Formula Renault UK series between 1989 and 2011.



Renault has been a mainstay of UK racing scene for decades



HAVERSHAM
CAPITAL

Specialist finance solutions throughout the motorsport industry.
Helping your team build a competitive and successful future.

03333 447488

info@havcap.co.uk

havcap.co.uk

Photos: SRO, LAT, Steve Jones

BARC SE closes but series will continue

Competitors in the Intermarque, Tin Tops and Modified Saloon Car series will continue to race together in 2019 despite the closure of the British Automobile Racing Club South East Centre.

BARC SE organised the three series, but has now been shut as part of a BARC reorganisation. The categories are now set to race under the banner of the Classic and Modern Motorsport Club, featuring at events run by the British Racing and Sports Car Club, MG Car Club and MotorSport Vision Racing this season.

Prime mover and experienced racer Rod Birley said: "What the BARC wants to do is focus on national series, but there are some competitors who don't have the finances or interest in racing nationally.

"What we're doing is trying to keep the competitors together. There are too many series out there, but we're not trying to do anything new, we just want to carry on racing in the south-east."

More than 30 drivers have so far confirmed an interest and Birley has not ruled out combining grids, either across the three series or with other similar classes at certain events.

"We might have to run them together," he added. "We've got to be pragmatic."

TEAM PARKER TO RUN UPGRATED BENTLEY

Improved car will race in British GT and Blancpain GT



Car has been used in Europe

Title-winning British GT Championship outfit Team Parker Racing will run at least one version of the second generation Bentley Continental in the category this season, and could expand to a two-car assault.

The team, which won the overall title with Seb Morris and Rick Parfitt

in a Bentley Continental in 2017, has taken delivery of the upgraded cars from builder M-Sport. It will run one example in the Blancpain GT Series Endurance Cup as well as the domestic campaign. No drivers have yet been signed for the UK assault.

Team boss Stuart Parker said:

"We have had a four-year relationship with Bentley and we are delighted to be able to field the new car. I am impressed with it.

"M-Sport has clearly taken all the lessons it learned from the first generation of the car and improved in those areas. I think it will be a

competitive proposition for the season ahead, and we can't wait to hit the circuit.

"We are still talking to drivers, but I think we will have a really strong chance with this new car. It is also the 100th anniversary of Bentley, which will make this a special season."



New 718 Cayman GT4 Clubsport features 40bhp more than before

Revamped Porsche Cayman GT4 breaks covers with more downforce and power

Porsche has introduced a new version of its Cayman GT4 car after the original machine struggled to match some of its GT4 rivals.

The new 718 Cayman GT4 Clubsport model features an extra 40bhp than its predecessor – which unsuccessfully competed in British GT in 2016 and '17 after suffering production delays, and has more recently been found racing in the GT Cup – with a new 3.8-litre engine.

The new car was developed with a focus on increased driveability but also features the use of sustainable raw materials – the driver and passenger doors and the rear wing are made of an organic fibre mix.

Two versions of the car have been produced with "Trackday" and "Competition" models created, but only the latter will be available in the UK. "The new Porsche 718 Cayman GT4

Clubsport possesses significantly more racing genes than its successful predecessor," said Porsche's head of motorsport Fritz Enzinger. "The power of the engine has increased considerably. At the same time, we were able to increase the downforce and the cockpit is now even better suited to drivers' needs.

"I'm confident that we can build on the excellent sales figures of the predecessor, of which we have delivered 421 cars."

Two-time RGB champion Albone retires as runner-up Wesemael eyes the crown

RGB runner-up Christopher Wesemael will return to fight for the title in his second year in the series, and has been boosted by the retirement of double-champion Billy Albone.

Spire GT3S driver Albone has scored the last two championships in a row, but is stepping back to focus on his business.

"I've got too much going on to race full-time this year," said Albone. "We have a couple of cars in the C1 Challenge now as well. We have eight drivers signed up, four in each car.

"We're running a karting team with full factory support in the British championship this year as well. It's a bit up in the air with what's going on with karting at the minute, so we're keeping our options open."

Wesemael graduated to RGB from karting for 2018, and put his Mittel MC-53 on pole in his first ever session in a car, before the Donington meeting was snowed off.

"We'll be trying to take a championship home," said Wesemael.

"It's very important to know that the field is very strong, I'm sure there'll be some new drivers who are very fast as well, we just need to keep working really hard.

"We had a few mechanicals during the [2018] season that without them a challenge on first [in the championship] definitely would have been possible. With this [2018] season being a bit of a developing season I made a few rookie mistakes that shouldn't happen again."



Albone is stepping away from RGB to focus on his racing business

BTCC racer Price heads TF Sport's British GT4 line-up

Former British Touring Car racer Josh Price has been revealed as part of TF Sport's two-car entry into British GT4.

The team – which will also operate two next generation GT3 Vantages as it attempts to defend its teams' title – will return to GT4 for the first time since 2014 with a pair of new Astons.

Ginetta Junior race winner Patrick Kibble, former Toyota and Mercedes driver Tom Canning and ex-Porsche Carrera Cup GB racer Rory Collingbourne join Price in the GT4 line-up. This is despite Alex Toth-

Jones previously being confirmed.

"We need to hit the ground running on our return to GT4 competition this year," said TF Sport director Tom Ferrier. "We have a clear objective and that is to win races and be in the position to challenge for the title with both cars."

Aston Martin Vantage GT4



Record holder: Lorina McLaughlin

McLaughlin becomes new BWRDC president

The British Women Racing Drivers' Club has announced Lorina McLaughlin as its new president.

She is one of a handful of female drivers to have driven Formula 1 machinery in competition and currently owns an ex-Michael Schumacher Benetton B192 in which she set her ninth "fastest time by a lady driver" at the Goodwood Festival of Speed in 2018.

She has also set women's records on

the Goodwood hill in an ex-James Hunt McLaren M23.

Her previous achievements include a second place in the 1974 British Formula 4 series, which earned her the Lord Wakefield Challenge Trophy for outstanding performance in motorsport by a woman. Later, she won the BARC Formula Ford 2000 championship.

She is now one of the names behind The Force F1 Legends.

Engine Rebuild & Machining Services

Call or drop in to talk Engines!



- Full Engine Builds / Rebuilds & Dyno Testing
- Block, Head & Crank Machining
- All Marques: Pre and Post War, Road & Race

Tel - 01283 566 783
E - info@competitionengineservices.co.uk

CES is a member of



Cross Street,
Burton-On-Trent,
Staffordshire

@CompetitionEngineservices

INHOUSE ENGINE DYNO
up to 1000bhp
follow us for news



TIME TO PLAY ON

ELECTRIC SERIES

PITSTOP BETTING

PLAYS NEVER SEEN BEFORE



Shown odds are not applicable. Motorsport Betting Ltd is a brand managed by MOTORSPORTBETTING.COM LTD (10923570), a company registered in England & Wales whose registered address is 1 Eton Street, Richmond, London, United Kingdom, TW9 1EF. Motorsport Betting Ltd is licensed and regulated in the UK by the Gambling Commission with license number: 000-051155-R-328521-001. E-Mail: support@pitstopbetting.com

GAMBLING COMMISSION

GAM STOP

WHEN THE **FUN** STOPS **STOP**

BeGambleAware.org

18+



Turbo Tin Tops

Turbo and Supercharged front wheel drive race series.



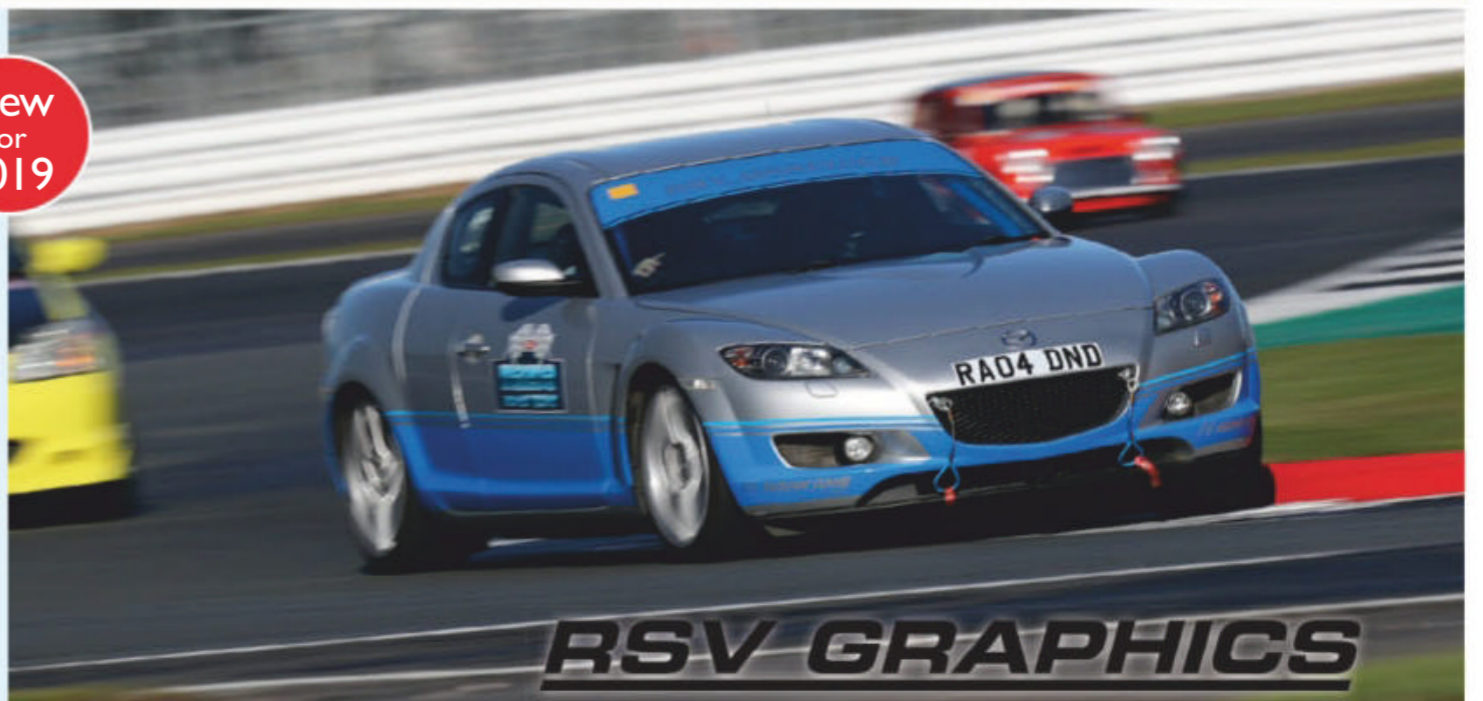
40 minute pit stop races for 1 or 2 drivers
www.classicsportscarclub.co.uk



RX8 Trophy

Ultra low cost, road legal race class for 231bhp Mazda RX8.

New for 2019



RSV GRAPHICS

RACING NEWS

Photos: Gary Hawkins, Steve Jones

NASCAR PRIZE UP FOR GRABS IN NEW SERIES

V6 Euro Pickup Series starts in 2019



Power is 350bhp



Run by Total Motorsport

By Kevin Turner

A fully paid drive in the NASCAR Whelen Euro Series is the prize for the winner of a new championship for 2019.

The V6 Euro Pickup Series will use four-litre, 350bhp machines that were previously used, with Ford Mondeo bodies, in the Benelux Racing League Series. The pickups will be centrally run by Total Motorsport, which has been established by Stephen Young and Hubertus Heyman as a satellite of Racing-Total, which currently runs two cars in the NASCAR Whelen Euro Series.

There will be six race weekends with 27 races across two venues, the half-mile Venray oval in the Netherlands and the Racepark Meppen road circuit in Germany. A full season will cost 55,000 Euros + VAT.

The total prize fund is worth over 175,000 Euros, with the champion getting a 2020 NASCAR Whelen Euro Series seat with Racing-Total. The runner-up will win two race weekends in the same series with the team, while the third-placed driver in the '19 standings will win one race weekend. The top rookie will receive a full day of testing with Racing-Total at one of the current Euro NASCAR tracks.

There will also be a Legends class for drivers over 40. The Legends champion will win an all-expenses-paid race weekend in the South African V8 Masters Series.

A National A licence is required for the new series, though a racing school is available for rookies. Organisers hope to attract a field of up to 22 drivers.

Sometime NASCAR Xfinity, ex-Formula Palmer Audi racer and 2016 V8 Masters champion Young believes it will help European drivers seeking to make a career in America.

"This really is the road to NASCAR, the turn-up-and-drive format makes it

accessible for everyone from career drivers to amateur racers and everyone in-between," he said. "We have an outstanding and unique prize fund that will help further the careers of European drivers wishing to race in the States.

"We are the only series in mainland Europe that combines oval and road course racing so we are already attracting interest from some high-profile drivers who want to hone their oval racing skills, especially after the closure of Rockingham."

Young plans to make further announcements at Autosport International this week.

New Rookie class in National FF1600

A Rookie class has been introduced into the British Racing and Sports Car Club's National Formula Ford Championship for the first time to encourage new drivers to enter.

Only drivers who have never previously raced a Formula Ford car prior to this season will be eligible for the class.

Grids in the national series have grown over the last two seasons, with a number of karters making the jump into single-seaters for the first time which has prompted the new class.

"It was just a no brainer," said James Oldfield, team boss of FF1600 team Oldfield Motorsport (which is featured this week on page 23).

"If you imagine a 16-year-old coming straight in they will have very little experience but it's probably better to allow them to compete against the likes of Niall Murray and Joey Foster but go for a championship that's much more possible to achieve."

Rookie drivers will still earn points for either the Pro or Clubman class—the latter having been streamlined into one category instead of Post-'89 and Pre-'90 chassis.

New GT Trophy offers £1000 to winner

A new-for-2019 GT Challenge Trophy race will be held at the Castle Combe Circuit this year with the overall winner receiving £1000.

Five classes are open to cars, including GT3, GT4, turbo/supercharged, over 3000cc and 2000cc to 3000cc, with 42 spots available for the race which will be held on Bank Holiday Monday, May 27.

A 20-minute qualifying session will be followed by a 30-minute race, with prize money of £250 per class victor also provided by sponsor ME7 Ltd.

"We're hoping if it's successful we will run it each year," said Jo Lewkowicz, co-ordinator of the Castle Combe Racing Club.

"They [drivers] are more than welcome to take part in the [Castle Combe GT Championship] invitational class which is new for this year."

"GT people tend to like the track time, most of them are running with teams and it's more cost-effective."



Former British Touring Car driver Wood finished runner-up in Pickups twice

Wood steps back from Pickups and targets tin tops

Ex-British Touring Car racer Lea Wood could return to tin tops in 2019, leaving the Pickup Truck Racing Championship after three full years of competition.

Wood has finished second to Scott Bourne (2018) and Freddie Lee (2016) in the championship, and is now eyeing a new challenge.

Wood is looking at the Touring Car Trophy, a new series launched by Stewart Lines for 2019 aimed at two-litre turbocharged touring cars.

"I'm looking at my options for this year," said the 2013 BTCC Jack Sears Trophy winner. "There's a few irons in the fire. I'll be going to the Autosport Show to see what's going on there."

"The only thing that strikes me as being quite interesting is the Touring

Car Trophy. It does appeal to me and it's had a lot of interest and I'll certainly be looking at that closely. Stewart Lines has set all of that up and I know him well, we have had a chat about it."

Wood praised the Pickup series, citing reliability issues as the reason why he didn't achieve his goal of taking the series title in 2018.

"It's a great championship and organisation, but I felt like I'd done my three years and we hadn't won the championship like I hoped we would," he added.

"It was disappointing with the Ford engine as that's let us down badly this year. People who are in the Pickup Championship, know that it cost us the championship."

Combe celebrates 50 years for its Formula Ford 1600 championship with gathering of cars and champions

The Castle Combe Circuit will celebrate 50 years since its Formula Ford 1600 championship was created with past champions and cars due to be honoured.

All former champions will be invited to the season-opening

Howard's Day race meeting, named in honour of circuit owner Howard Strawford who created the championship, on Easter Monday, April 22.

The circuit's FF1600 round will be a double-header, with the

aggregate winner from the two races being awarded a commemorative Guards Trophy, sponsors of the very first championship in 1969.

A round of the Classic Formula Ford Championship will also be held during the meeting, where

there will be free circuit entry offered to all Formula Fords to take part in a static display.

The race meeting will also feature a bumper collector's programme, full of history and images from the last 50 years.



Cooper (6) won prestigious Combe FF1600 title

CAR BUILDER SOLUTIONS

FROM ACORN NUTS TO ZINC HOSE CLIPS
WE OFFER A FREE 400 PAGE CATALOGUE
ORDER YOUR COPY OF ISSUE 32 NOW

TEL: 01580 891309 / 01580 448007
www.carbuildersolutions.com



AUTOSPORT INTERNATIONAL



THE RACING CAR SHOW

NEC, BIRMINGHAM, UK

10-13 JANUARY 2019

10-11 STRICTLY TRADE-ONLY DAYS

BUY TICKETS NOW
AUTOSPORTINTERNATIONAL.COM

AUTOSPORT
INTERNATIONAL
IS PART OF:

motorsport
NETWORK

INCORPORATING

**PERFORMANCE & TUNING
CAR SHOW**

HISTORICS

'Historic tourers will be back at Silverstone'
Tin-tops join the Classic, below



Photos: Paul Lawrence

DOWN THE WORKSHOP

1959 ALEXIS HFI TRIALS CAR

Current owner: Stuart Roach

Roach restored it

"Duncan Rabagliati found the car and rescued it from a farm many years ago. I later acquired it from Duncan and restored it over a very long period. When you do it for a living, your personal projects take a bit longer. It had been almost finished for a long time and its first event was a year ago. I decided to enter an event as it would force us to finish it."

Alexis was a well-known marque

"The Alexis trials cars were numbered with Roman numerals and the race cars normal numbers. HF came from Bill Harris and Alex Francis, who founded Alexis. They were best known for building single-seater racing cars, including Formula Juniors and Formula Fords."

It had been abandoned

"It was in a field near Solihull where it had been left and Duncan went along and rescued it. He'd got in touch with Alex Francis to try and track down the cars. In total, there were about 20 trials cars. Alex had left this car in a shed but the shed had deteriorated and some boys had got at it and played football with it using a JCB, so it did look a bit sad. We've just restored it from a complete mess. We completely stripped it and salvaged the chassis and it is very much as it was in period."

It is the prototype

"This was the original prototype Alexis trials car and is the only HFI. It probably just pre-dates the first Alexis Formula Junior race car. The 1172cc Ford side-valve engine is almost as we found it. Someone had poured a load of concrete over the top of the engine but that sort of encased it and it was in pretty good condition inside. With a clean and a new set of rings, off it went."

Rabagliati tried it out

"Duncan rescued seven of them and over half still survive. Two more of them are in my shed, awaiting rebuild. Duncan drove one of the restored cars for hundreds and hundreds of road miles, and he races a front-engined Formula Junior Alexis, but he'd never done a trial until he passengered for me on the Plum Pudding Historic Trial over Christmas."



Alexis is a real rarity



Ex-Mike Hailwood
Lola will be on show

F5000 STAR MEN REUNITED AT SHOW

Category's heroes to be celebrated at Autosport International

By Paul Lawrence

Former Formula 5000 racers Damien Magee, Teddy Pilette, Tony Trimmer, Mike Wilds and Mike Walker are all due to join the HSCC's celebration of 50 years of Formula 5000 at Autosport International, which starts tomorrow (Thursday) at the National Exhibition Centre in Birmingham.

The club will mark the 50th anniversary of the UK debut of the spectacular category with a showcase six-car display of the mighty five-litre single-seaters. Cars from Lola, Surtees, Gurney and Hepworth will be on show, many as now raced with the HSCC.

Belfast-born Magee raced F5000 in 1974 on his way to a brief spell in F1, while Belgian racer Pilette won the 1973 and

1975 European titles for the standard-setting VDS team.

Drivers of the standing of Trimmer, Wilds and Walker all have Formula 5000 firmly inscribed on their career records and a number of drivers from the period are due at the show on Friday afternoon for an informal gathering.

Former racers Ray Allen, Chris Craft, Dave Berry, Alan Rollinson, Gordon Spice and Cyd Williams are all planning

to attend along with renowned F5000 entrant Sid Taylor and Nick Gethin, son of multiple F5000 champion Peter.

Wilds has fond memories of the category: "Putting your foot down in an F5000 and driving it in anger was sensational. They were a man's motor car. They were very, very heavy with the iron block engine and there was quite a lot of weight management and they were a lot different to an F1 car."



Hawthorn's greatest machines

Hawthorn's career to be celebrated with Race Retro display

British World champion Mike Hawthorn will be celebrated at Race Retro at the end of February with a display of cars and artefacts from his racing career.

Hawthorn's career will be marked in the show's Hall of

Fame by the 1955 Le Mans-winning Jaguar D-type, now owned by Nigel Webb, and a Lotus 11 along with a unique collection of personal racing memorabilia, including a selection of trophies and a steering wheel from one of

his Formula 1 Ferraris.

After winning the 1958 World Championship, Hawthorn announced his retirement from racing but died in a road accident on January 22, 1959, when his Jaguar saloon crashed on the Hog's Back near Guildford.

Revamped Avus to be turned into a 'venue'

The grandstands at the famous Avus circuit in Berlin could now be rebuilt into a bar and event venue.

Avus was one of Germany's leading race tracks of the 20th century and was in use from 1921 right through to 1998, more recently hosting F3, DTM and Group C cars.

The track ran along both sides of a dual carriageway, linked by hairpin bends, but racing reduced after the reunification of Germany.

The grandstands were left to decay for nearly two decades as traffic on the autobahn rushed past but the site was purchased by Hamid Djadda, who now has ambitious plans to preserve the buildings.

His plans centre on rebuilding the commentary box into a glass-walled event venue and bar overlooking the autobahn. Offices will be built underneath the 240m length and areas will be created to display vintage cars.



The classic Mini will get a new rallying competition in '19

New stage rally series for Mini aces

A new stage rally championship for classic Minis has been launched, covering eight asphalt events.

The Classic Mini Challenge will be promoted by Clitheroe and District Motor Club and will run in direct competition to the existing Mini Cup from the Historic Rally Car Register.

The new series will feature a double-header on the Manx National Rally in May, as well as the Down Rally in Northern Ireland in July. Unlike the HRCR series, the Classic Mini Challenge will only feature two rounds in Wales. The season starts on the Jack Neal Memorial at Blyton Park on February 9.

Chris Woodcock is the man behind the championship and can be contacted via chris@classicminichallenge.co.uk.

IN BRIEF

Award for Tordoff

Jack Tordoff, one of Britain's leading rally drivers of the 1970s, has recently been awarded an OBE for services to business and the community in West Yorkshire. Tordoff, now 83, founded the JCT600 garage empire and rallied extensively in Porsche 911s. JCT600 now has 52 dealerships representing 21 marques and it is Yorkshire's biggest privately-owned business.

Hillclimb plan

Plans to celebrate the centenary of the first Holme Moss hillclimb are progressing ahead of the August 2020 event. The 1.25-mile section of the A6024 south-west of Holmfirth in the north of the Peak District will be closed over the weekend of August 8/9, 2020, for two days of demonstration runs from period cars as well as Group B rally cars.

R.A.C. route

Route information for the 2019 Roger Albert Clark Rally will be unveiled on the Roger Albert Clark Rally Motor Club stand at Autosport International this weekend. The club will be on stand 3725 with more information on the November event as well as the 2019 BHRC and Historic Asphalt Rally Championships.

Trial for Rabagliati

Formula Junior guru Duncan Rabagliati made his trials debut over Christmas when he passengered for FJ racer Stuart Roach in the Plum Pudding Trial in Hampshire. Having raced his single-seater Alexis in more than 600 races, Rabagliati hopped into the original Alexis trials cars for the historic sporting trial.

Tin-tops at Classic

The Historic Touring Car Challenge from the Motor Racing Legends team will feature six rounds including a return to the Silverstone Classic. The season starts at the Donington Historic Festival and takes in a one-hour race in May at Oulton Park during an AMOC Racing event. The series will also feature at the Thruxton Motorsport Celebration (June 1/2).

European tour

Two UK dates and races in France and Portugal will make up the schedule for the GT and Sports Car Cup. The race series for pre '66 GT and pre '63 sports-racing cars will run at the Donington Historic Festival and Silverstone International Trophy meetings in May before dates at Albi in June and Portimao in early November.

Trial winners

Andy Gowen and Beth Carroll were the winners of the Historic Plum Pudding Trial on Saturday December 29. From a 50-strong entry, Gowen's Ibx returned a perfect score after cleaning all 18 hills at the Petersfield event.



Gowen and Carroll: Perfect

RALLY NEWS

OGIER: I DON'T NEED ANY HELP TO

Citroen's new star man says he won't rely on team-mate



Sebastien Ogier says that he wants to fight for the championship on his own terms in 2019

By David Evans

Sebastien Ogier has insisted he doesn't want number one status in the Citroen team this year – and he'd rather not rely on his team-mate Esapekka Lappi in his pursuit of a seventh straight world title.

Ogier returns to the French manufacturer having walked away from the Versailles squad following a row with Sebastien Loeb over team hierarchy in 2011. Citroen retained Loeb who won a ninth world title in 2012 before Ogier began his run of six straight championships.

The 35-year-old star told *Motorsport News* he had no interest in any preference among the two factory C3 WRCs.

He said: "I don't want any number one status in the team – for me it has to be equal chance as long as we both have a chance to fight. If one driver has the chance and the other not then it's logical to give some support in this direction, right now we start with the same chance.

"I'm happy to have Esapekka in the team, he's a nice guy and definitely has some talent as well. And he can bring some interesting things from his old team [Toyota]. At the moment, I believe we can do what we

have to do – there's no reason to think this [team] won't be performing well."

For the first time last year, Ogier relied on help from his M-Sport team-mates Elfyn Evans and Teemu Suninen to land the drivers' title. But he's keen to avoid that sort of scenario this time around.

Ogier added: "There was some times when I had some help from team-mates, that's not the way I wanted it and it's not the way I want to start the season thinking like this. My target is that I want to make it on my own and most of my career it was like this. Yes, there was a situation where I benefitted from some support from my colleagues and at least that was a little bit of giving back from what I have done in the same way [in previous years]."

Lappi, who has eight years, six titles and 43 world rally wins less than Ogier, is in no doubt about his place in the team – but also knows his hopes of avoiding team orders remain in his hands.

"It's obvious who is number one and who is number two," he said, before adding with a smile: "At least I'm not number three, which is already better. So far, I don't know how Seb [Ogier] works but what I've discussed so far, he seems

warm and a nice guy, but maybe he's a different person in race mode.

"Later in the season, if it looks like I'm not on the fight for the overall standings, then it's quite clear we will give space for him like M-Sport did for him [last] year. It's part of the game. But, if I'm leading on Monte and he's behind, for sure I will not give him any space – we are on an equal level in the start of the season. It can't be like that. I really believe there won't be team orders."

Both drivers completed their two-day Monte test last month and agreed the C3 WRC has potential.

Ogier's primary concern with the car is a limited window of rally-winning opportunity.

He said: "So far the first test went OK. But, for sure, there is things we need to change better to my taste. It's difficult to estimate how long it's going to take to do that. This car showed great speed in some conditions last year, but if you check the overall result from last year and my first impression from the car is that it needs to be able to be fast in more conditions. It's definitely fast on some conditions, but not on all and that's what we need to improve."

Greensmith to join forces with M-Sport for WRC attack on Rally Portugal

Britain's Gus Greensmith will make his debut in a Ford Fiesta WRC at this year's Rally Portugal.

In addition to partnering Elfyn Evans and Teemu Suninen in the factory team in Matosinhos, he will compete on 10 world championship rounds, spearheading M-Sport's WRC2 Pro effort.

The 22-year-old tested a Fiesta WRC for the first time in November and admitted driving the car Sebastien Ogier used to win last year's world title came as a wake-up call.

Greensmith said: "I'd never tested a World Rally Car, no 2016 car, nothing. So, to get into this car for the first time really was a wake-up call. Put it this way... I don't have many 50s [metres] in my notes

now – they've become 'intos'.

"I'll get a day of testing before Portugal and if that goes well, it's possible I could do another one or two rallies in a World Rally Car. Driving that car's fantastic, but I also have a job to do in WRC2 Pro for M-Sport. I've got to be aiming at podiums early in the year and then pushing for wins towards the end."

The Manchester driver was on the WRC2 podium four times with M-Sport last season – but he has his sights set on finishing higher than fourth in the overall WRC2 standings this time around.

"I want to be fighting for the

championship," he said. "It's a big year, but it's what I've worked for. At the start of 2017, I said I wanted to be in a full factory backed drive in two or three years and I've achieved that."

● *MN* understands Pontus Tidemand has secured funding for a more extensive WRC programme than just the first two rounds in M-Sport's third factory Fiesta WRC. The 28-year-old Swede could contest as many as half of this year's events with the team. Italian driver Lorenzo Bertelli is also expected to return to the WRC with a 2017-spec Fiesta WRC in Sweden next month.

Briton has big ambitions



Greensmith has earned a top-flight opportunity after impressing in WRC2 in 2018

▶ **INSIGHT: HOW OGIER IS FINDING LIFE AT HIS NEW HOME**

▶▶▶ **PAGE 26**



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

'Close-road plan
for Cambrian Rally'
Revamp for UK event, p14

Photos: mcklein-imagedatabase



GROUP RALLYING EDITOR

DAVID EVANS

"Hyundai has
some questions
to answer"



Have you ever had the feeling your boss thinks you might have a moment or two to spare? Andrea Adamo could be forgiven for just such thoughts. Adamo's the cheerful Italian chap in charge of Hyundai's customer racing department.

If you fancy an i20 R5 car or want to go racing in an i30 N TCR, then he's the man on the other end of the telephone. If his line's a bit busy over the next couple of weeks, it's because he's been given an extra duty or two. Like running the Hyundai Shell Mobis World Rally Team.

The communication of Adamo's new role as team director came with the line: "... heading up all WRC activities in addition to his Customer Racing duties."

So, either Hyundai expect something of a downturn in sales, or running a World Rally Championship programme's not quite the involved process it was thought to be.

Either way, he's going in at the deep end, managing the squad's Monte Carlo effort. The French Alps opener has never been kind to the South Korean firm – and, just when Andrea didn't need any additional pressure in the principality, he's got Sebastien Loeb landing in his team.

Nice problem to have though: a nine-time champion flying back from South America with the sole purpose of pleasing you on his first time driving one of your cars with numbers on the doors.

Is it a poisoned chalice? Absolutely not. Hyundai is a well budgeted, well-resourced team which has finished second in the manufacturers' championship for the last three years and won 10 of the 65 WRC rounds it has started with the various incarnations of i20.

Replacing Michel Nandan with our busy-and-soon-to-be-busier-friend Andrea would indicate a management problem. I like Nandan, but it's hard to argue in favour of keeping him when Tommi Makinen and Toyota came in and stole Hyundai's thunder in year two of the Yaris WRC.

And then there's the continued internal strife in Alzenau, where the cars are run from. In his first full season with the squad, Thierry Neuville fell out with the team in spectacular style. Admittedly, the Nandan-Alain Penasse axis brought the Belgian back into line. But the management of Andreas Mikkelsen's arrival as the chosen one, casting one-time chosen one Hayden Paddon into the shadows, while bit-player Dani Sordo stormed the main stage only to cast Mikkelsen into the shadows was far from ideal. And now Loeb's about to land (having cast Paddon from the spotlight to the shadows and ultimately exited him stage left) to further complicate an already overly convoluted structure.

There's potential for Hyundai success this year. But there are also question marks which remain. It will be fascinating to see if Adamo can untangle this one.

If it's more WRC insight you're after, there's only one place for you to be this Saturday. Get to Autosport International and watch the official launch of the WRC. Everybody who's anybody is going to be talking about the season ahead.

And, if his phone stops ringing long enough, we'll even get a word with Andrea as well...

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

CLAIM SEVENTH TITLE



Ogier has got to grips with the Citroen C3

ESAPEKKA LAPPI

What convinced you to sign for Citroen?

"I was impressed with the effort they made to bring me and this team has so much data and so much history – we have the tools to be really successful. I decided after Finland [last year] to come. We discussed early in the season with Mr Budar [Pierre, team principal] and I felt he really wanted me in this team and he convinced me really well. I felt I would get a lot of support over here and these were strong things which are important for me. The car has been really fast on Tarmac all the time, there have been some difficulties on gravel but when Mads [Ostberg] did such a good result [finishing second] in Finland

it was done from my side that this was a good place to go."

What went wrong last year?

"There were a lot of my own mistakes. I think there was some misfortune from the car point of view, nothing crazy but many small things which disturbed me. I don't know whether they come from bad preparation or something [else], but we had lot of issues on Fridays on some of the rallies. It was only me, but many times we had something which wasn't right and that made my life really difficult. Let's say maybe not mistakes, but these [were] things we did something wrong on the

test and then it was wrong from the start of the rally."

How does the C3 compare to the Yaris WRC?

"The view from the inside... on Yaris you can see more. The C3 has a smaller windscreen and there's more [pitch] in the suspension. But, on the other hand, there is a bit of a difference on the engine side. I feel this one [the C3] has a bit more power from the top and maybe Toyota is more driveable, but clearly Citroen's transmission is much better and there is many good things. In Portugal [at the first development test in December] I felt we had

some work to do on gravel. The speed is not bad, we saw this on gravel rallies recently for Citroen – but I say we can be much faster. If we can fix these things, I can tell you, it will be the fastest car."

Can you fight for the title this year?

"My objective for the season is to try and be better than last year. I need to improve my performance in every area and try to learn from Seb, what he does differently and try improve that way. For Monte Carlo, we should be quite familiar with the car, so for sure I want to fight in the top five like last year and I think it's clearly possible. I don't feel the car so difficult, so why not?"

Q&A



Revamped format set to revitalise Asia-Pacific

This year's Asia-Pacific Rally Championship will run with a radically different format for the first time.

In an effort to enhance competition in one of the most geographically diverse championships in the world, a new seven-round APRC calendar will be split into Asia and Pacific regions. The four Pacific Cup rounds are: Rally of Otago and Rally of Whangarei in New Zealand while Australia provides Rally Tasmania and the Eureka Rally. The Asia Cup rounds are Rally of Medan (Indonesia), Rally of Johor (Malaysia), Rally Hokkaido (Japan) and China Rally.

Two groups of drivers from both regions will then qualify for the APRC finale at the India Rally in late November. This event will decide the APRC winner.

FIA APRC Working Group president Vicky Chandhok said: "We're getting there. We've organised a very radical change which is a new and vibrant format for the FIA APRC."

Katsuta ready for fuller WRC attack

Japan's hopes of landing a first World Rally Championship winner in 27 years have taken a step forward with news that Takamoto Katsuta will contest all-but one round of this year's WRC.

The 25-year-old Toyota Gazoo Racing Rally Challenge Program driver will remain in a Ford Fiesta R5 for all WRC rounds except the season-closing Rally Australia. In addition, he will compete on two Finnish Rally Championship rounds – the SM Itaralli (snow, March) and SM Riihimaki ralli (gravel, May) – in a Toyota Yaris WRC.

Briton Dan Barritt will return to Toyota Gazoo to



Katsuta turned heads with his 2018 R5 performances

co-driver Katsuta. The pair last worked together in 2016.

Katsuta said: "The Rally Challenge Program has been strengthened, and so an even more rigorous world awaits me. I am determined to push myself to the limit, and I am confident that I will be able to grow significantly."

Programme supervisor Tommi Makinen said he had been impressed with Katsuta over the last three years, adding that his focus

is now on the step up to a World Rally Car. Makinen said: "The targets for the coming season are for Katsuta to understand the importance of consistency and balanced work in long WRC events, build confidence, learn to deal with the pressure."

Kenjiro Shinozuka was the last Japanese driver to win a WRC round, when he took back-to-back wins at the Ivory Coast Rally with Mitsubishi in 1991-92.

Adamo replaces axed Nandan at the top of the Hyundai tree for 2019 WRC challenge

Hyundai became the third of the World Rally Championship's four factory teams to change its team principal when Andrea Adamo replaced Michel Nandan last week.

Adamo will take on the running of the firm's WRC effort, while continuing in his current position

as head of the firm's customer racing department.

Adamo's step up follows M-Sport's announcement that Rich Millener will move into the role of team principal while Malcolm Wilson takes on a wider

view of his Cumbrian firm. Pierre Budar replaced Yves Matton at the top of Citroen last year.

Nandan's departure had been telegraphed after the squad missed out on both titles last year, his fifth in charge of the i20 Coupe

WRC's progress. Hyundai was beaten by Asian neighbour Toyota, with Tommi Makinen's team lifting the makes' crown in just its second year with the Yaris WRC.

Nandan (*inset*) joined Hyundai Motorsport in 2013, overseeing the development of the team.



RALLY NEWS



Punctures hurt Rally GB bid

Meadows gets R2 for BTRDA attack

BTRDA 1400 frontrunner Tommi Meadows will drive a Ford Fiesta R2 in competition full-time in 2019, with the support of Peter Smith.

Meadows was one of a number of drivers loaned a Fiesta by Smith, who supports many young drivers and his Swift Caravans concern backed Matt Edwards to the BTRDA and British Rally Championship titles last year.

Meadows finished second in class on Wales Rally GB after punctures, and third in class on the Plains Rally in his two R2 outings last season, while also taking fourth in BTRDA 1400S in a Ford Ka.

He will enter the R2 Rallye Cup and BTRDA Silver Star, both won by George Lopley in a similar car in 2018.

"George took the Silver Star win last year and that was a great achievement, and my focus for this year is to get as high up in the Silver Star as I can," said Meadows.

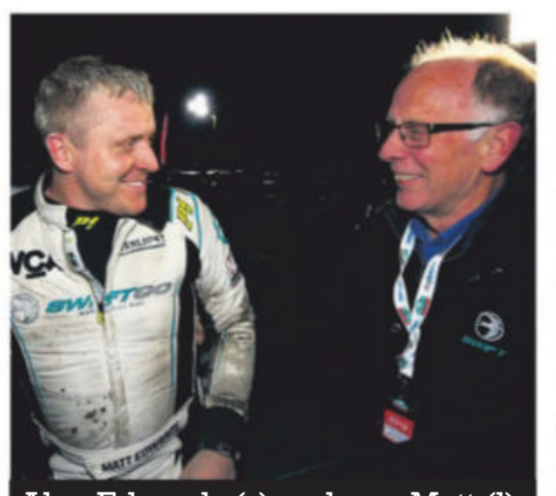
"There should be some good competition to base ourselves against. It's nice to be a known quantity, because with the Ka in the 1400s, we never really knew what we were up against with all the cars being different.

"I've done all of the BTRDA events now. The Cambrian [season opener] is not my favourite event, but it's still good stages. I'm confident going in, knowing what to expect."

Meadows is the son of 2000 BTRDA Gold Star champion Martin, who took the title while driving a Proton.

NIGHT STAGES AND TOWN CENTRE SERVICE FOR CAMBRIAN

Event gets closed-road service area in Llandudno



Alyn Edwards (r) and son, Matt (l)



Rally GB used Llandudno for town centre stage

By Jack Benyon

The Cambrian Rally has secured a city centre service area and the organiser is hoping to create an atmosphere similar to that of the Belgium-based Ypres Rally with night stages also included in the itinerary.

This year's Cambrian – based, as usual, in Llandudno, on February 16 – hosts the British Rally Championship for the first time alongside the BTRDA and Welsh Rally Championship, acting as the first round of each series.

Llandudno has already played host to closed-roads for motorsport having been the venue for a live stage on Wales Rally GB in October 2018.

While no live closed-road stage action will take place on the North Wales Car Club-run event, the idea is to close the town in order to take rallying closer to spectators and the general public.

"We're trying to create an atmosphere and bring everyone together," said Cambrian clerk of the course Alyn Edwards, father of reigning BRC and BTRDA champion Matt.

"The goal is to make it like Ypres: that's what we're trying to achieve. It's been well received and the council and local

businesses are in support of it as it should bring more people to the area.

"It's a challenge for the [organising] team to get something quite unique like this together. But the club is really looking forward to it. It's going to be really good for the sport as well."

The event is sponsored by Visit Conwy, and Conwy County Borough Council and the town council have been key to securing the town centre service area.

"We're delighted to support the Cambrian Rally again this year. It's an event that closely fits the aims of our events strategy by extending the winter tourism offer," said Councillor Louise Emery, Conwy County Borough Council's Cabinet Member for Economic Development.

"Being the first round of the British Rally Championship will bring the event and the county extra profile nationally, and provide a boost to the local economy during a quiet time of the year."

The local council will be providing entertainment on the day, with the cars due to leave Llandudno at 0800hrs and service around noon. They will then return just after 1500hrs, where the national and BTRDA runners will finish before the BRC entrants do

three night stages to conclude the rally, with a ceremonial finish at 1900hrs.

with a ceremonial finish at 1900hrs.

"Instead of hiding our sport away, we should be showing it off," said BRC championship manager Iain Campbell. "It's great to see the ambition that the North Wales Car Club has and that Conwy Council has in creating an event that's not just a rally. They want to take everything into the centre of Llandudno. It's something I think we should be doing anyway."

The event has decided to run BTRDA 1400s and historic first on the road, which should help the transition of the event which has always been predominantly BTRDA and Welsh Championship dominated.

"Alyn was brilliant on that [the seeding], the 1400s go first and the Category 1 and Category 2 historic at the front too," said the BTRDA's Neil Cross.

"The Gold Star frontrunners will mix it with the BRC boys as well.

"Our 1400s – who we are really trying to draw back – they're going to be happy they can attack the stages in prime condition.

"We know the quality of the stages will be there as Rally4Wales are working up there. I can see it being a much better event for everybody."



BRC entries run together



Historics lead road order



Gallacher took SRC title in 2018

Scottish Rally champion Gallacher won't defend title because of 2019 budget woes

Reigning Scottish Rally champion Andrew Gallacher will not defend his title in 2019 after failing to secure sufficient budget.

Gallacher, who also claimed a win on the Wales Rally GB National event in October, will instead look towards the Galloway Hills rally as his only outing this year.

"It's looking like I'll be doing nothing this year which is unfortunate," Gallacher told *Motorsport News*. "It's funding issues again, which we kind of knew was the case before the season finished.

"I'll definitely be targeting the Galloway Hills and a few other local events, maybe even the Scottish, but it's not looking good for a full season."

The 32-year-old, who beat Donnie MacDonald to the Scottish crown by four points last year, has recently sold his ex-Armin Schwarz Ford Focus WRC01, with a full-season drive now unlikely.

"The car's been good to me over the years, but it's always been very expensive to run. I've never had any dramas with it."

Asked whether Gallacher would team up with title-winning co-driver Jane Nicol on selected events this year, the Scotsman admits that is still up for discussion.

"It would be great to have Jane back, but that would all depend on whether she sorts out a full-time drive with someone else."

Entries are open for the first round of the SRC, the Snowman Rally, which has been renamed in honour of its long-term clerk of the course and organiser Iain 'Coogie' Urquhart, who passed away last year.

MN PREVIEWS THE THINGS TO SEE AT AUTOSPORT INTERNATIONAL **PAGE 20**

Comprehensive motorsport insurance products to keep you on track;

- ✓ Rally damage On Event
- ✓ Accident damage On Track
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

RYAN
MOTORSPORT INSURANCE

'Giantkiller Reynolds wins with a Deepcut'
Festive rally reports, p17



Photos: TEG Sport, mcklein-imagedatabase.com, Roy Dempster

TEG LAUNCHES R5/WRC SKODA SUBARU HYBRID



'Skodaru' based on Fabia R5 shell are in build at TEG Sport

Subaru specialists and British Rally Championship winning team TEG Sport has developed a new car for 2019, taking the best parts of a Skoda Fabia R5 and a Subaru Impreza World Rally Car and combining the two.

The car has a Skoda Fabia R5 shell with R5 suspension and dampers, but then has a two-litre turbo engine from an Impreza WRC and a Modena six-speed paddleshift gearbox used regularly in Subarus by TEG. The outfit has nicknamed it the 'Skodaru'.

TEG's Imprezas consistently win rallies all over the country, with mechanic Arron Newby a Manx Rally champion in its

cars, while Jock Armstrong has won two Scottish Rally Championships with the team.

Stuart Newby, TEG boss and father of Arron, dreamed up the concept with some of his Impreza customers.

"Subaru haven't done a lot for a while and they aren't bringing new rally cars out," he said.

"I've had some customers that I've had for years that were ready to move on to something else. We sat down one night and everybody was off to buy an R5, or we built something that was a bit more trick."

The car will be available in right or left-hand-drive, and the company has 10 in build

with eight already sold. Newby is hoping the test and development car will be out in mid-January.

The car will cost around £120,000, at least £20,000 cheaper than most second-hand Ford Fiesta R5s, and will cost less to rebuild as engine and gearbox refreshments can be done at home or at a variety of workshops, whereas R5s have to be returned to their builder.

The Subaru engine is lighter and more powerful than the Skoda R5's 1600cc unit, but Newby believes the real benefit will come with the way the new parts are packaged.

"We've put the Subaru flat-

four engine in, which is aluminium [lighter], we've managed to get it low down and a fair way back, so we don't have a lot of weight in front of the front dampers," added Newby.

"The heaviest part of our car is the gearbox and it's at the centre of the car. Everything we could get down on the floor, we have, to keep the weight low. I think that will be the key to this car working well. We have no overhang in the front or rear, the weight is dead centre."

The car could prove to be popular in Ireland as there is demand for right-hand-drive R5s, none of which are currently homologated.

Allen plans two years in ITRC with Fabia

Philip Allen, the son of the late Northern Ireland Rally champion Glenn, has committed to doing the Irish Tarmac Rally Championship for the next two seasons in an Evo 2-specification Skoda Fabia R5.

Beginning his campaign at the one-day Galway International Rally on February 10, Allen says that 2019 is all about familiarising himself with each of the seven rounds and gradually increasing his speed in the series.

To date, the 26-year-old has entered three closed-road competitions. Allen finished fourth on the Tyrone Stages but retired from both the Tour of the Sperrins Rally and the Ulster International Rally.

"The Tarmac Championship is where many of the top R5 drivers are heading," Allen told *MN*.

"Some people might think this is quite a big jump for someone like me, but you have to remember that my first proper rally was in a Mini World Rally Car. Before every Irish Tarmac round we will test. There's a huge amount of effort going into this by lots of people; we want to do it right."

"At the end of the year we should have a clearer idea of where we stand, and make whatever changes necessary to hit the ground running in 2020."

"I did the Ulster Rally back in August and I learnt so much from it. You might have a bad first day but you can reset for the second one and go again. You just can't do that on one-day rallies," he added.

Allen's Fabia broke cover for the first time at the Turkey Run Rally over Christmas, where he suffered issues and finished 64th. Purchased from Wevers Motorsport in Holland, the Fabia will be prepped by McGeehan Motorsport.

Preparation ace Dawson returns

Andy Dawson's eponymous outfit known for running cars for the likes of Ari Vatanen and Stig Blomqvist will return to give technical assistance to Tom Delaney and the SVP Motorsport operation this year.

Ex-works driver and regular international rally winner Dawson competed successfully in the 1970s and '80s before running cars for some of the most infamous names in rallying, under the Dawson Auto Developments banner.

Delaney's dad Dominic, head of SVP, worked for Dawson in the past, and the trio have united to optimise the Mitsubishi Lancer E6 Tom Delaney will drive in the BTRDA this year.

"Dominic used to work for me many years ago and we



Dawson had a long competition career alongside car prep

stayed in touch, I went out on last year's Nicky Grist stages with them to lend a hand and was immediately impressed with Tom," said Dawson. "He was driving a car that was new to him, clearly it was not right with some 'issues' yet he was still in the top 20 overall. He was

extremely professional with feedback on the car as well as his obvious natural speed."

SVP is also developing a Mini for Delaney to use on Motorsport News Circuit Rally rounds, an R56 Cooper S. Tom has driven a similar car on sprint events.

Donegal dominator Kelly in R5 switch for International Rally return

Irishman Manus Kelly will join a host of drivers switching to R5 power this season in an attempt to successfully defend both his Killarney Rally of the Lakes and Donegal International Rally wins.

Kelly triumphed on both sealed surface events last year driving a S12B Subaru Impreza World Rally Car, winning the biggest event of the Irish calendar in Donegal for the third year in a row.

He joins 2015 and 2013 ITRC champions Donagh Kelly and Declan Boyle in embracing the formula respectively, but hasn't confirmed which model car he will drive.

Manus Kelly became only the third person, after Cahal Curley and Billy Coleman, to win the Donegal Rally for three



Kelly: treble Donegal winner

consecutive years, and now has the chance to become the first driver to do it four times.

"Our intention is to go back and defend both titles in a R5 car," he said.

"We have won Donegal for the last three seasons and we could potentially win it again. There's a

lot of factors that would need to go our way in order for that to happen because our fellow competitors are capable of winning it.

"Can we win it again? Of course we can. Is it [four wins in a row] something we are fixated on? Not really, no. We are simply looking forward to getting back out again and competing in these rallies."

"With family and work pressures we really haven't had the chance to sit down and put a package together to compete in the Irish Tarmac Championship, but we'll definitely be doing some rounds."

Meanwhile, Donagh Kelly got to grips with his new Skoda Fabia R5 prior to the Christmas break when he organised a brief test around a short circuit in the Czech car.

GROUP NATIONAL EDITOR

JACK BENYON

"Irish Tar series ready for a reboot?"



In its 40th anniversary season last year, the Irish Tarmac Rally Championship should have been celebrating, but instead it fell flat.

While disagreements with sponsors and organisers behind the scenes didn't help, a general struggle for R5 entries across Ireland and Britain hurt major championships, with only four R5s competing regularly in the ITRC and the same in the British Championship.

Despite Ireland's relative size, it's still one of the best rallying countries in the world, for roads, event quality, number of entries per its population and definitely in 'fever', a term now often used to describe how cool something is based on its history, look or nostalgia value. These column inches could easily be wasted on ITRC memories starting with Vatanen and finishing up with French bread and Andrew Nesbitt. But, there's no need, as the excitement for this year is at its peak.

With the usual suspects like the Moffetts (Sam and Josh), Jonny Greer and Robert Barrable likely to return, a number of WRC regulars have made the switch to R5 this year.

For 2016 the ITRC voted to outlaw WRC cars from scoring points in its overall championship, and while the likes of Declan Boyle, Garry Jennings and Donagh Kelly continued in WRCs and winning events overall, it was the turn of the R5s to win the championship.

However, with Boyle, Jennings and Kelly all staying in WRCs, the ITRC lacked its previous three champions fighting for the title. While the competition in 2016 and '17 didn't suffer, it could have been a lot better.

But, alas, Kelly and Boyle have both opted to take on R5 cars for the 2019 season, and while Jennings still wants a rule passed to allow right-hand-drive R5 conversions to be eligible, the R5 brigade has added another key member in Manus Kelly.

Arguably one of the most surprising and impressive drivers in Ireland in recent years, Kelly has steered away from regular ITRC competition, but has won three Donegal International rallies in a row, and winning that event is as big as winning the championship in some drivers' opinion. Think winning Le Mans and the World Endurance Championship. Similar kind of thing.

Kelly has been so impressive because he only does an event or two in warm-up, and then he's bang on the pace come June in Letterkenny. That will be tested even further this year as he matches up with the likes of the Moffetts, who have thousands of miles in R5s under their belts.

Going back to the lack of R5 entries, a kind calendar matchup between the ITRC and BRC may help. Desi Henry and David Bogie will at least start both championships, opening in Galway and the Cambrian respectively, and hopefully more will follow that lead as the calendars share the West Cork Rally and Ulster Rally. The Galloway Hills is usually attended by many Irish crews too.

Lets hope one of the most fever rally championships in existence is resurgence-ready.

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

RALLY NEWS

Photos: Songasport, pro-rally.co.uk, mcklein-imagedatabase.com, LAT

MULL ORGANISERS PLANNING 2019 ROUTE

Event is pressing on in anticipation of new laws



John MacCrone won Mull in 2016

By Jack Benyon

Mull Rally organisers are proceeding with a route for the 2019 event, in anticipation that new laws will be passed in time to facilitate road-closures on the island.

The event on the Isle of Mull hasn't run since 2016, when a loophole in existing legislation was discovered and meant it was nigh-on impossible to secure event insurance.

The Scottish Government is attempting to pass new legislation similar to that of England and Wales, which would devolve the power to

grant road-closure permits to the relevant local authority and Motorsport UK, responsible for governing the sport in Britain.

A consultation launched by the Scottish government is open until the end of January, which allows people to read the suggested wording of the law and contact MPs in support or opposition. The government will then decide whether to proceed with the new law.

"We are working on a 2019 route," said Iain Campbell, the Wales Rally GB clerk of the course who helps to organise the event. "When you're working on a Mull route you go in

with a load of ideas but after 49 years and given the limited roads on the island there really are only tweaks to the format that you can achieve.

"The team has been put together. We're working on the assumption that the weekend of October 13 is the date and there will be a Mull Rally.

"But obviously we're relying on the consultation going well and legislation will be put in the statute books in time. We're going forward with the positivity that it will all happen. We have letters of support from the council and police and the island is crying out for it to return."

While support from the rallying

community is united behind Mull's comeback, the island also appears eager to have it return. Aside from the Mull Music Festival, the rally is the biggest event of the year and has a financial impact on the island, which has under 3000 residents.

"There's the atmosphere and excitement, but you can be quite cold-hearted about it as well and say the lack of the event has a massive financial impact," added Campbell.

"Not only from the week of the rally but the reconnaissance visits through the year as well. It's the kind of cash flow that can keep people going until Easter."

Over 200 sign-up for Peugeot Challenge event

Almost 200 people have signed up to the Peugeot Challenge 30th anniversary event being held alongside Race Retro at Stoneleigh Park.

The series – in various guises – helped launch the careers of Richard Burns, Jonny Milner, Kevin Furber, Mark and David Higgins and Kris Meeke, and began with the 309 and 205-based Challenge in 1989.

Due to over subscription, the event has had to move, now taking part at the Kenilworth Ramada on February 23.

As well as the evening meal – which will hold a number of tables dedicated to the likes of Burns and many of its champions – cars will be displayed in the halls at Race Retro, while the rally stage run by Rallying with Group B will feature period machinery.

Already confirmed for the event is Colin McRae's 309, which he used in 1988 as the Challenge format was trialled, Furber's RAC Rally 205 Group A car and Justin Dale's British Junior Championship-winning 106 Super 1600. Original championship co-ordinator Keith Baud and his successor Stella Boyles also join the event. MN is expecting to reveal a number of the key attendees in next week's issue.

For further information on the event, contact Kevin Furber on 07850 732867.



McRae/Ringer 309 to Stoneleigh



Event launched with John Stone (c) last week at Myerscough College

North West Stages gets 35 closed-road stage miles

The North West Stages was launched last week, confirming the event will feature 35-miles of closed-road stages in its new format.

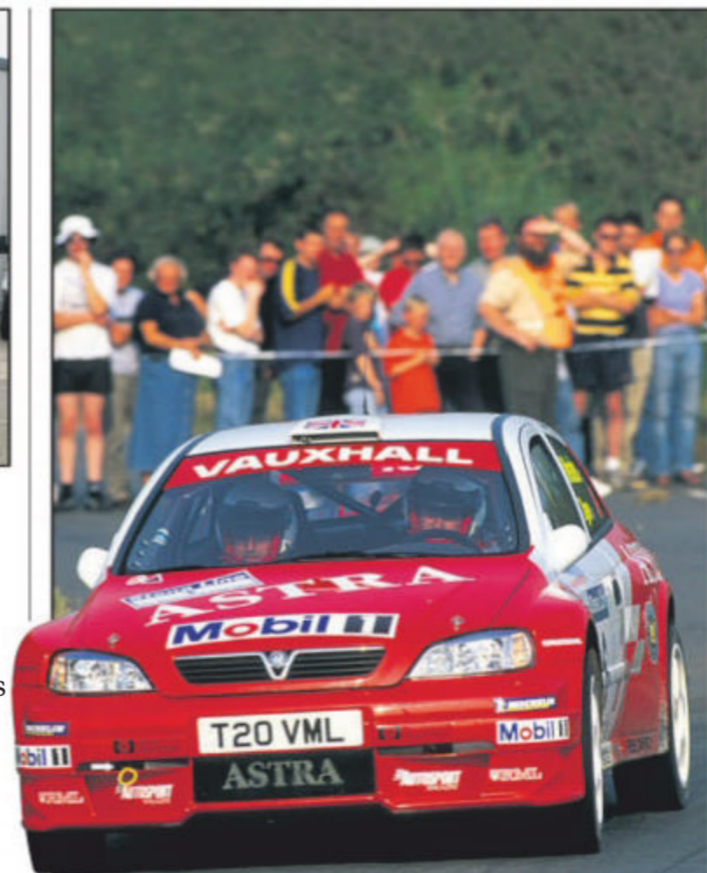
The popular event, previously based in Blackpool, has taken advantage of new laws making it easier to obtain closed-road permits to compete on public roads.

Now based out of Myerscough College near Garstang, which will host service and scrutineering, the event will feature 50 stage miles in the Borough of Wyre to the east and west of the event base. Event sponsor and Ford Fiesta RS

WRC driver John Stone was among those offering passenger rides at the media day, with motorbike legend John McGuinness on hand to provide his thoughts on the March 23 event's new format.

"We have worked closely with Wyre Council having previously run Special Stages on the council-owned Fleetwood Waterfront," said event director Dave Read.

"We are confident the rally will bring significant levels of income to the area at what is a relatively quiet time in tourism terms."



Wearden/Agnew won the Ulster Rally in 1999

Wearden to make rally return in a Hyundai

Former British Rally Championship frontrunner Neil Wearden will compete in his second rally in 10 years for the revamped North West Stages, which includes closed-road tests this year.

Wearden, most famous for his exploits in a Vauxhall Astra in the BRC's infamous F2 era, will drive a one-off Hyundai built for Wales Rally GB in 2014.

The North West Stages – slated for March 23 – launched with a media day at Myerscough College last week, and has taken advantage of new laws which make it easier for events to obtain road-closure permits.

"One of the stages is two miles from my front door, so I couldn't let it happen without being a part of it," explained Wearden, who stopped competing full-time at the end of the 2001 WRC season.

"I still have itchy feet. This has

relit the fire. We've bought a car and we'll see how we get on. We're just so busy with our little family business."

The Hyundai Wearden will use was built by notorious F2-preparation ace Steve Black's 586 Sport for Oliver Marriage to use on Wales Rally GB. It features a 1.6-litre engine producing around 180bhp, with power going to the front wheels.

"It probably looks a lot faster than it is, it's only got 180bhp, but we've done a few tests in it now and I'm really happy with it," added Wearden.

"I finished my career in WRC stuff and then went back to Mk2 Escorts, but deep down, from my career, it is front-wheel-drive I've had the most success in."

Wearden will be co-driven on the event by Callum Cross, while period F2 co-driver Trevor Agnew will help with logistics.

MN ASSESSES SEBASTIEN OGIER'S CHANCES OF CITROEN WRC GLORY

PAGE 26

NG
nickygrist.com
01981 241040

NEW
LIMITED EDITION
COLOUR
WRC DES
HELMETS



AVAILABLE TO BUY NOW!

Public Launch:
Autosport Show
Stand: 1462 - Hall 1

Stilo

RALLY REPORTS

Photos: William Neill, rallygallery.co.uk

TURNER IS THE MASTER WITH JAFFA WINS

Second triumph in a row for Turner and Anthony at the Gareth Roberts memorial event at Pembrey

Jaffa Stages Rally

By Simon Gronow

Organiser: Carmarthen MC When: December 30, 2018 Where: Welsh Motorsports Centre, Pembrey Stages: 5 Starters: 68

On a day of mixed weather conditions, Phil Turner/Simon Anthony adapted best of the full entry to win the Jaffa Stages in their Mitsubishi Lancer E9 for the second year running.

After making a steady start, the pair upped their pace as the day wore on – getting used to a new paddleshift gearbox – and won the event by 32 seconds.

Forest regulars Gavin Edwards and Caron Tomlinson pushed Turner hard on a rare Tarmac outing before settling for the runners-up spot in their Ford Escort Mk2. William Mains/Arfon Griffiths put in the drive of the day

to finish third in their Vauxhall Nova.

Fastest on the first stage were Jamie Jukes/James Morgan, who were quickest by 21 seconds in their Mitsubishi Mirage, but their joy was short-lived as a stage two puncture dropped them out of contention. Jukes carried on, before gearbox issues curtailed his day on SS4.

Mains/Griffiths jumped to third after a host of retirements on stage four,

including gearbox failure for Roger Thomas/James Williams.

Tom Barber/Ioan Lloyd lost time with a stage three spin and went off on SS4 in their BMW Compact but took fourth, ahead of Peter Barrett/Robert Thomas in their Escort Mk2 after a long lay-off. Rounding out the top six was first-time pairing of road rally class winners Rhodri Evans/Ian Taylor.

Results

1 Phil Turner/Simon Anthony (Mitsubishi Lancer E9) 51m 45s; 2 Gavin Edwards/Caron Tomlinson (Ford Escort Mk2) +32s; 3 William Mains/Arfon Griffiths (Vauxhall Nova); 4 Tom Barber/Ioan Lloyd (BMW Compact); 5 Peter Barrett/Robert Thomas (Escort Mk2); 6 Rhodri Evans/Ian Taylor (Escort Mk2); 7 Mike Roberts/Hefin Jenkins (Escort Mk2); 8 Jim Munden/Danny Hutchins (Subaru Impreza); 9 Ellis Belton/Michael Jones (Escort Mk2); 10 Josh Jones/Craig Jones (Peugeot 205).
Class winners: Mains/Griffiths; Sean Jones/Elliott Roberts (Mazda MX-5); Roberts/Jenkins; Edwards/Tomlinson; Barber/Lloyd; Munden/Hutchins; Evans/Taylor.

Incredible overall win for Reynolds

Mini Tempest Deepcut

By Ian Harden

Organisers: Sutton and Cheam MC/ Craven MC When: December 29 Where: Deepcut Barracks, Surrey Stages: 8 Starters: 38

Jordan Reynolds and co-driver Peredur Davies put their Ford Fiesta R2T's nimble handling to good use to win the Mini Tempest Rally against a host of higher-powered machinery.

Deepcut's asphalt surface was dry but with muddy patches, which soon caught out frontrunner Pete Rayner; he hugely overshot a hairpin left on SS1. This handed the lead to Reynolds and the Fiesta driver worked hard to extend his advantage. He went fastest on six stages in a row and marshals reported he looked noticeably quicker than anyone else, particularly exiting tight corners.

By contrast, Rayner often had to



Reynolds beat faster cars

fight his Escort's wayward back end and lost further time. By SS5 the stage surface had cleared properly and speeds rose. But Reynolds cemented victory with a flourish on SS8, setting his seventh fastest time of the day.

Rayner suffered further minor overshoots but was rewarded with the runner-up spot and the Shawn Rayner Trophy as the top Ford Escort driver. Guy Wigley, third, drove sensibly throughout but had grip problems, particularly on a downhill section to a mid-stage hairpin-right. He remained ahead of a massive scrap for Class B honours between

Matthew Ockendon/Vicky Barry (Peugeot 205) and Neville Hudd/Adam Quinn (Vauxhall Nova). Never more than five seconds apart, Ockendon overhauled his rival on SS5 and took fourth place by four seconds.

Results

1 Jordan Reynolds/Peredur Davies (Ford Fiesta R2T) 36m10s; 2 Pete Rayner/Aron Rayner (Ford Escort Mk2) +18s; 3 Guy Wigley/Shawn Layland (Escort Mk2); 4 Matthew Ockendon/Vicky Barry (Peugeot 205); 5 Neville Hudd/Adam Quinn (Vauxhall Nova); 6 Darrell Taylor/Steve McNulty (Mitsubishi Lancer E10); 7 Anthony Green/Mike Wilcox (Escort Mk2); 8 David Edmunds/Dom Jeans (Lancer E5); 9 Wayne Lorbalester/Sarah Parrish (Lancer E3); 10 Ian Mundell/Dale Gordon (Citroen C2).
Class winners: Matt Edean/Suze Edean (Nissan Micra); Ockendon/Barry; Kevin Hall/Nick Taylor (Escort Mk2); Green/Wilcox; Taylor/McLulty.

Flu-ridden McGonigle wins Turkey Run

Turkey Run

By William Neill

Organisers: Maiden City MC When: December 29, 2018 Where: Ballykelly, County Londonderry Stages: 5 Starters: 75

Leading from the start but with a narrow three-second margin at the finish, Joseph McGonigle, who was suffering with flu, won the Turkey Run for the second time in a row in a Mini John Cooper Works WRC.

For Galway co-driver Sean Hassett, it was his first win. From the off the duo set the pace, winning the 6.6-mile opener by 2s.

On the repeat both Alan Carmichael and Desi Henry set equal fastest times, moving Carmichael's Hyundai i20 R5 into the joint lead with McGonigle.

On the 6.2-mile long SS3, McGonigle broke away by 4s. The gap remained after SS4 and then Carmichael took a second back on the 2.9-mile SS5 to finish

second, keeping the Skoda Fabia R5 of Henry from runners-up spot.

Barry Morris had won the Dogleap Rally at the same venue in August in his father's Darrin T90 GTR. Back to his more familiar Ford Escort Mk2, a top-three finish was a minute away. He was, though, the first two-wheel-drive home.

Conor McCrossan jumped from 12th on SS1 to fifth, ahead of Trevor McConnell. McCrossan was 3s from matching Morris but 9s up on McConnell at the end. Amy Cox was seventh and Scottish visitor Nigel Feeney overcame spins in eighth.

Results

1 Joseph McGonigle/Sean Hassett (Mini John Cooper Works WRC) 31m31s; 2 Alan Carmichael/Jordan McCav (Hyundai i20 R5) +3s; 3 Desi Henry/Mark Henry (Skoda Fabia R5); 4 Barry Morris/Declan Campbell (Ford Escort Mk2); 5 Conor McCrossan/Niall O'Kane (Fabia S2000); 6 Trevor McConnell/Dean O'Sullivan (Mitsubishi Lancer E6); 7 Amy Cox/Caron McCormack (Fabia S2000); 8 Nigel Feeney/Paula Swinscoe (Mini WRC); 9 James Leckey/David Kerr (Subaru Impreza); 10 Niall Henry/Damien Duffin (Lancer E9).



Mighty Mini man McGonigle

Class winners: Joel Eakin/Eathan McColgan (Peugeot 106); Henry/Duffin; Ronnie McConnell/Rachel McConnell (Nissan Micra); Marty Gallagher/Rosalynn Patton (Peugeot 208 R2); Janice Magee/Harry Johnston (Escort Mk2); Morris/Campbell; Thomas Maxwell/Harry White (Ford Focus); Carmichael/McCav; McGonigle/Hassett; Cox/McCormack; Stephen McFerran/James McKeefry (Escort Mk2); Martin McCormack/Laura Conlon (Escort Mk2).

RACING REPORT

MALLORY PARK: BRSCC BY IAN SOWMAN

Photo: Steve Jones

DECEMBER 26

SUPER SPENCER'S LATE ENTRY REWARDED



Spencer (4) was distracted at the start but still won

Double North West Sports/Saloon champion Joe Spencer gained some useful experience ahead of his 2019 750 Motor Club Bikesports campaign by winning both of the Sports Car races at Mallory Park on the British Racing and Sports Car Club Boxing Day meeting in a newly-acquired Radical PR6.

The Leicestershire driver won the regional title in 2015 and 2017, and a campaign in the 750MC competition – aboard a Spire – was mooted for 2018. “We’ve still got the Spire in build,” explained the 23-year-old. “We’ve got this car [the ex-Phil Cooper race-winning PR6] as a bit of a benchmark. I have never driven a car with downforce before so I thought if I got the Radical I would know roughly what it should feel like so we could set the Spire up. Then we can work out which one to go with.”

With only one trackday under his belt before Mallory, Spencer entered the Plum Pudding races late and thus lined up on the back of the grid for the opener. However, he gave himself an additional penalty. “I wasn’t even ready,” he said. “I was still fiddling about with the lap timer when the lights went out.”

In spite of starting his race several seconds late, Spencer was up to seventh by the end of the opening lap and second by lap three. He then set about diminishing the advantage of the other Radical on the grid, Dave Porter’s SR3 RS, which had started from pole position.

What had been a seven-second gap was virtually nothing five laps later, and the two Radicals went either side of the slower

Caterham of Tristan Judge on Kirkby Straight. At the entrance to Gerard’s they touched – each driver pointing the finger at the other – and while Spencer continued, Porter traversed the grass. Such was his advantage that he retained second, and only the Lotus Exige-bodied, Radical-chassis car of Paul Woolfitt also finished on the lead lap.

A late spin for the Ariel Atom of Darren Edmonds at Lake Esses handed fourth to Woolfitt’s brother Jon, in a Hayabusa-engined MK Indy. The top five finished in the same order in race two, minus Paul Woolfitt, who didn’t take the start.

Andy Thompson did the double in the Saloon Car contests, which boasted a healthy 26-car entry. Steve Barnard, who won one of the races a year ago in his spaceframe Audi TT, took the lead from Rich Hockley’s Honda Civic at Gerard’s Bend at the start, with Thompson’s SEAT Toledo soon following. Barnard was still ahead when he spun at the exit of the Esses on lap five, rejoining in eighth and providing Thompson with a straightforward passage to victory. Barnard recovered to second – taking Hockley again at the Esses on lap 11 – and was initially shown the chequered flag and, with no timing in operation, classified first before the result was amended. Behind Hockley came Tony Haberman’s Volkswagen Beetle and Jacob Carter’s Civic.

Later, the race finished with the same top two but Adam Chamberlain’s Vauxhall Astra VXR – which had started on pole position due to a partially reversed grid – completed the podium.

WINNERS

Sports Cars
Races 1 & 2: Joe Spencer
(Radical PR6)

Saloon Cars
Races 1 & 2: Andy
Thompson (SEAT Toledo)

FEATURE

MN's writers pick out the series, events and results they'd most like to see this year

WHAT WE'RE LOOKING FORWARD TO IN 2019

ALONSO WINNING THE INDY 500



There is only one thing left on Fernando Alonso's tick list. The two-time F1 champion has conquered Le Mans, tasted the champagne at the Monaco Grand Prix and now there is just the Brickyard to vanquish.

He came agonisingly close on his first attempt in 2017 with the Andretti Autosport-run, McLaren-entered machine. He led for 27 laps, and was in the leading pack with 21 laps to run when the Honda engine went pop.

This year he will be back for another shot. It will be a big ask because the Indycar he will drive will be a different beast from the previous car he has handled. Less aero means the cars are more tricky to contend with and even some of the experienced US racers were caught out in 2018.

If the Spaniard can conquer the Indy 500, he will cement his place among the motorsport legends that he so craves (and deserves). **MJ**

LESS RACE WINNERS IN THE BTCC

Sure, the cream always rises to the top in the British Touring Car Championship. It would be hard to argue against any of the recent contests, including last year's, when Colin Turkington claimed the spoils despite only taking one victory from the 30 races.

Last year, there was a dizzying roulette of race victors, which resulted in 17 individuals who scaled the top step of the rostrum.

It meant it was hard to find a story line through the weekends and even more so from meeting to meeting. Each episode of the championship struggled to bear relation to the previous.

The BTCC has several factors designed to keep the action close



and the points situation even closer. Reversed grids, option tyres and success ballast all mean the topsy-turvy series was sometimes too unpredictable. Things have changed in terms of the ballast for this season in an effort to make the picture a lot clearer. **MJ**

MONTE CARLO RALLY



There's so much to look forward to in the World Rally Championship this season, so many firsts. First time in Chile. Sebastien Ogier's first time in a Citroen C3 WRC. Kris Meeke's first time competing for Toyota. Kris Meeke's first time driving a Yaris WRC in anger. Kris Meeke's first time competing with

Seb Marshall. Seb Marshall's first time co-driving for Kris Meeke. Kris Meeke's first time driving in a white, black and red racesuit... but it's not all about Kris Meeke.

Year after year I count the days until events like Sweden, Finland, Wales and Monte Carlo's often overlooked. And that's wrong.

The Monte's one of my absolute favourites. I love the winter (great jumper-wearing potential) and I love the mountains (you're lost without a jumper at altitude) and this year there are so many questions to be answered and so many gambles to be taken on round one. Jumpers packed, can't wait. **DE**



THRILLING CLIO CUP FINALE

It was not the early Christmas present anyone was wanting. The news that 2019 will be the final season of the Renault UK Clio Cup was met with disappointment.

There have been some brilliant races over the years and wouldn't it be great if things could end with a bang and we have a memorable final season?

Being realistic, there are concerns over entry levels as a number of top

drivers from last year progress on to new series. But it would be great if some stars of the past return to help give the championship a fitting send-off.

Regardless of grid size, one event I'm particularly looking forward to is Knockhill. Not since 2015 have the Clios visited the Scottish venue and with it often providing spectacular racing it should be a special event. **SL**

MORE COMMON SENSE FROM MOTORSPORT UK

Last year was a great start for the new regime at Motorsport UK led by David Richards and latterly joined by Hugh Chambers. The body became much more fleet-of-foot, able to make quick decisions based on common sense, something which **hasn't always been the case with the organisation.**

A rebrand – **changing the name and logo – may have been costly, but what it stands for is an organisation which wants to stimulate grassroots participation**

and become more customer-focused.

We've already seen examples of the removal of burdening regulations, and the introduction of a discount scheme for many retailers as part of signing up for a Motorsport UK licence. An ongoing **review into safety** and a look at bustling rally and racing calendars which **are spreading** entries too thin are **among points** on the 2019 agenda. **Now Richards (left)** has his feet **under the table**, 2019 could be a **great year** for UK grassroots motorsport. **JB**



Photos: LAT, Jakob Ebrey, Songasport, Paul Lawrence, Gary Hawkins

MULL RALLY

I'm taking a bit of a punt here, but if the stars align over Holyrood we'll be back making the best possible use of the inner Hebrides' second largest island this October. Mull. Love it.

The last two years have been pretty painful for fans of rallying on the Scottish island. Yes, there's been the

Targa event and that's all been very interesting. But it's nothing, *nothing*, like watching a Calum Duffy barking his way through Calgary Bay or a Paul MacKinnon tearing up the Lochs in a space age Mk2.

But Mull's about more than just man and machine against some of

the gnarliest black top in the known universe. It's about scallops from the fish and chip van on Main Street or keeping out the cold with a wee dram in the Mish on a damp, autumn evening.

Mull's all about... well, Mull. So, politicians of Scotland, sort yourselves out and make it happen. **DE**

HSCC AT ANGLESEY

I've long thought the spectacular Anglesey circuit in North Wales deserved a good historic race meeting on its calendar, so the news that the Historic Sports Car Club will be visiting in July is excellent.

I don't get to Anglesey often enough but it is worth the trip. The fantastic backdrop of sea and mountains, a smooth and wide track, flowing corners and more than ample run-off make it ideal for historic cars and the announcement of the July 13/14 HSCC date has been met with widespread approval.

Sure, for those based in the south-east, it is quite a haul, but probably no longer than a trip to Croft.

Two days of racing will feature many of the HSCC's categories including Historic Formula Ford and the Derek Bell Trophy. The club is working on plans to make it a special occasion and, if the weather gods are onside, it should be a cracking weekend. **PL**

**FORMULA FORD FESTIVAL**

Writing this, it seems like last year's Formula Ford Festival has only just finished and it's a depressing thought that it's another nine months until the 48th running of the world-famous event.

But it will be worth the wait as it almost never fails to entertain, producing some of the best and closest racing national motorsport has to offer.

Last year's race was decided on the very last lap as three drivers – Niall Murray, Ollie White and eventual winner Josh Smith – battled for the lead in a terrific scrap. Up to that point the racing had been frenetic as usual in the heats and semi-finals.

As if that October weekend isn't going to produce enough Formula Ford 1600 action, just a week later there's the Walter Hayes Trophy on the Silverstone National layout.

Put simply, Autumn can't come soon enough. **SM**

ROGER ALBERT CLARK RALLY

Many rally fans will have to wait until late November for the highlight event of the season, the 2019 Roger Albert Clark Rally. Five days across England, Wales and Scotland for the biggest ever entry and 300 stage miles make this an absolute must-do rally for anyone who likes forest action.

I can safely predict that it will be the highlight of my year as the entry list already contains over 160 crews. Sure, there will be a fair dropout rate over the

next 11 months, but a start list of around 130 crews seems entirely probable.

There is quality to match the quantity.

It all kicks off at Brightwells in Leominster on the Thursday (November 21) and the elated finishers will cross the line near Carlisle on Monday afternoon. In between will be epic stages, fantastic action and an unrivalled atmosphere for competitors, service crews, marshals and spectators. My hotels are already booked. **PL**

**CELEBRATION OF THE PEUGEOT CHALLENGE**

There's not a single series that can lay claim to nurturing as much talent in British rallying as the Peugeot Challenge, admittedly in its many forms, and in 2019 it is 30 years since the first.

The year before it was inaugurated, legendary Peugeot team boss Des O'Dell tested the formula on three drivers, one of them being Colin McRae, while Richard Burns, Jonny Milner, David and Mark Higgins, Kevin Furber, Mark Fisher and Kris Meeke all won or competed in the challenge in various forms.

Static and moving displays will run alongside Race Retro at Stoneleigh Park on February 23 – a former Peugeot favourite for testing – while an evening meal will take place at the Woodside Hotel where the likes of Henri Toivonen inked their Peugeot contracts.

I'm sure *MN* will be celebrating the history of this great series through the year, and I can't wait to hear some of the stories unearthed. A welcome spadeful of nostalgia. **JB**

**BRITISH F4 AT THRUXTON**

Some of the best races I've seen in recent years have been the British Formula 4 slipstreamers around Thruxton. Single-seater contests at the Hampshire speedbowl are a sure-fire recipe for excitement, with the high-speed nature of the track mixed with heavy braking zones giving plenty of opportunities for excitement. And, as one of the few slicks and wings categories that get chance to compete at the venue, the

British F4 races are usually special.

And this year we're in for a real treat. A side effect of the demise of Rockingham was the British Touring Car Championship's decision to visit Thruxton twice in 2019. And that means there will be six British F4 contests at the venue. Given the close nature of the races, and the propensity for collisions, that may leave series bosses a little worried but for the spectators, it should be brilliant. **SL**

W SERIES

Much was made of the new-for-2019 all-female W Series when it was announced last year and even now opinions remain divided.

Is it creating more opportunity for females in motorsport or just widening the divide that already exists between men and women in the sport? Personally, I feel it's the former (at least in the short-term) and I'm looking forward to seeing how it fares in its inaugural season.

The series isn't short of support, with ex-Formula 1 driver David Coulthard and F1 designer Adrian Newey both

giving it their backing. A total prize fund of \$1.5 million [£1.1 million] with the winner of the category earning \$500,000 [£390,000] isn't to be sniffed at either. All six rounds will support the high-profile DTM championship, with its final meeting taking place at Brands Hatch in August. It could be the perfect opportunity to inspire the next generation of female drivers in the UK. **SM**



AUTOSPORT SHOW

IT'S SHOW

It is time to point the car towards Birmingham to go and fire up the enthusiasm levels ahead of the



Billy Monger was one of the stars of the Live Action Arena in 2018, and he will be in the spotlight again



Get up close and personal to some spectacular F1 race cars

There are so many opportunities at the start of a fresh motorsport season, and those chances are never more apparent

than in the halls of the National Exhibition Centre in Birmingham. Autosport International is where it all kicks off, and this week the prospects start to become a reality.

As fans walk around the show, all the promise of the season ahead comes into sharp focus, and the promises are many: just remember, no one has been beaten in the first week of January so the hyperbole can go into overdrive.

The stars will be out in force in Birmingham. Formula 1 driver Lando Norris, one of Britain's latest grand prix prospects, will be out to meet the fans along with McLaren team-mate Carlos Sainz. Sky Sports F1 presenters Simon Lazenby, Johnny Herbert and Karun Chandhok will also be on hand, all to be grilled by central stage presenter Alan Hyde.

Stars from all disciplines will be grilled, along with myriad stands and vendors to explore. The opening two days, Thursday and Friday, are

designated trade days while Saturday and Sunday will be open to the general public and autograph hunters alike.

WRC on centre stage

Perhaps one of the most exciting parts of the show will be the Super Saturday launch of the World Rally Championship.

The wraps came off the top-flight rallying campaign at Autosport International in 2018 during the opening day, the trade day on Thursday. However, in an effort to reach out to the fans, the reveal has been switched to Saturday this time around.

All of the WRC's main players will be there: defending teams' champion Toyota will attend with its driver line-up of Ott Tanak and Jari-Matti Latvala, along with new recruit Kris Meeke. Meeke is likely to be a huge draw for the home crowd.

But Meeke is not alone as M-Sport will be represented with Ford Fiesta driver Elfyn Evans, while world champion Sebastien Ogier will be on hand to talk about his prospects on his return to the Citroen fold.

Hyundai completes the line-up of marques that will officially launch their attacks before heading out to

Monte Carlo for the beginning of the new campaign.

F1 Racing's on parade

Thanks to *MN's* sister title *F1 Racing*, Autosport International offers fans the chance to get closer to modern day grand prix cars than even at the British Grand Prix at Silverstone.

Situated in Hall 2, the machines will spark the excitement for the season ahead, and a special dedicated stage will deliver some of F1's inside stories to the audience.

There are further F1 delights as part of the Motorsport Images display in Hall 1, where Jackie Stewart's March 701, which the Scot took to victory in the 1970 Spanish Grand Prix, can be found.

That will help highlight the vast 23-million strong image archive that Motorsport Images has, and 25 limited edition prints will be on show to the fans – all of which can be purchased.

Rumblers assemble

Members of the Historic Sport Car Club will doff their collective caps to 50 years of Formula 5000 at Autosport International.

Some of the most iconic cars from the category's history will be gathered

at the NEC and plenty of stars from F5000's history will be on hand to offer recollections of some of the most fearsome cars to take to the circuits.

Among the cars on show include the 1970 ex-Mike Hailwood Surtees TS8 and a former Peter Gethin McLaren M10B from 1971.

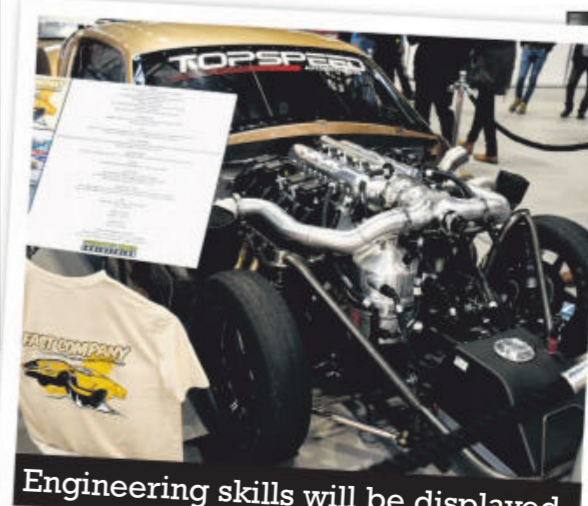
The championship first came to the UK in 1969 and featured a number of works cars from leading manufacturers. The age range of chassis on display at Autosport International ranges from a 1969 Lola to a 1975 Lola.

More iconic cars will be going under the hammer at the Silverstone Auctions

in-house sale. Among them will be a rare MG Metro 6R4, which was originally owned by Williams Grand Prix Engineering and spent much of the time at the Williams Conference Centre, and is expected to fetch in the region of £200,000. The Group B-spec car has only covered 175 miles and it is one of only 200 cars built at the time.

Virtual is real

Esports is one of the fastest growing areas of motor racing, and round four of the Le Mans Esports Series will be a feature of Sunday afternoon in Birmingham.



Engineering skills will be displayed



Sixty years of the iconic Mini will be a

PREVIEW

Photos: LAT

TIME



A rare Williams-owned MG Metro 6R4 will be going under the hammer at the NEC this weekend

The new motor racing season at Autosport International. **Matt James** looks ahead to the event



The wraps will come off the World Rally Championship season at Autosport, and fans will be able to meet all of the stars

Ten of the participants have been selected with pre-qualifying before the weekend, but two final spots will be determined at the show before the big showdown on Sunday. In a 12-simulator line-up, next to the dedicated World Endurance Championship stand at the NEC, the two-hour final on Sunday will be the climax of the event. Winners will go through to the final, which will take place at Le Mans in the summer.



main features of the Live Action Arena

60 years in 2019, and the party gets started at the Live Action Arena at the Autosport Show. The diminutive car will be put through its paces while Sky Sports F1 commentator David Croft and vloggers Shmee150 and Miss Emma Walsh call the action. As well as a selection of cars from across motorsport, inspirational racer Billy Monger, who lost his legs after a single-seater accident at Donington Park in 2017, will take part in the fun. He will perform a demonstration in his Carlin-run BRDC F3 car, which he took to four podiums in the 2018 campaign.



Gaming fans will be well catered for at Autosport International with the LMES

Engineering is key
One of the most fascinating parts of Autosport International is the Engineering show, which will take place on Thursday and Friday. More than 250 specialist companies will showcase the latest technological products with awards to be collected for the most stand-out performers. Alongside that, the Performance and Tuning Car show will feature an array of supercars and exotic performance machines. It is also a must-see destination for those who enjoy taking car modification seriously. ■

UK tin-top cars and stars to headline Kwikfit display

One of the major attractions at Autosport International will be the Kwikfit British Touring Car Championship feature, which is presented by *Motorsport News*. The special will be in Hall 2 (stand number 2580) with a number of cars ready for combat in 2019 on display and numerous stars of the category will be available. Autograph sessions and selfie sessions with various racers will be held on the public days on Saturday and Sunday. Champions Andrew Jordan, Matt Neal, Ash Sutton, Colin Turkington and 2018 Independents title holder Tom Ingram will all be popping by to look ahead to the new season. Ingram and Speedworks Motorsport team boss Christian Dick will be on hand to discuss the potential for the new Team Toyota GB Corolla, which will make its debut in the category at Brands Hatch in April this year. AmDTuning.com will reveal its new livery for 2019 for the two Honda Civic Type Rs it will run for Sam Tordoff and Rory Butcher on Thursday, and Ciceley Motorsport will take the wraps off the colour scheme of Daniel Rowbottom's Mercedes-Benz A-Class, along with the first glimpse of the 2019 Power Maxed Racing Vauxhall Astra.



BTCC cars will headline



SVP

MOTORSPORT

Race and rally preparation and support
 Engine/transmission building
 Dyno set up
 Geometry and corner weighting
 Fabrication and roll cage installation
 Bespoke wiring looms
 On event support race, rally, testing
 Service van
 Auxilliary and mechanic hire
 Over 30 years experience including F1,
 WRC, Dakar series etc

Join our ever expanding
 list of happy customers

Dominic@svpmotorsport.co.uk
 01386 793 138
 svp-motorsport.co.uk
 Inkberrow Worcestershire



BURTON

Fast mail order worldwide.
 Order online.
www.burtonpower.com

Follow us on Facebook 



Europe's Leading Classic & Performance Ford Specialist



Order Online
 Mobile and tablet
 friendly website

www.burtonpower.com

- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue



Easy Mail Order.
 Just call us!

Tel: 0208 518 9126

- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced staff

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN



Come and see us!

- Close to London's M25 & M11
- FREE parking outside door
- Extensive showroom

Free!
 Burton's
 Catalogue

Telephone,
 visit website
 or call in at
 our store for
 your copy!



INSIGHT

Photos: Jakob Ebrey, Gary Hawkins, Rachel Bourne

Oldfield Motorsport has become one of the leading teams in Formula Ford, as **Stefan Mackley** found out

THE HARD PATH TO FESTIVAL GLORY



Oldfield Motorsport's first two cars, Van Diemen RF92s



Smith claims Festival victory, but only just

Speak to almost anyone in the UK's Formula Ford paddocks and they'll state that to win the Festival you need the perfect combination of car and driver on the day, as well as a little bit of luck.

After seven years of trying Oldfield Motorsport finally put all three together in 2018 as it became the newest team to win arguably the most coveted prize in FF1600 racing.

It's an ambition that founder James Oldfield has been striving towards since he created his team in 2012, during which time hard work and perseverance has allowed Oldfield Motorsport to already become one of the leading outfits in the FF1600 paddock.

It's come a long way since a Van Diemen RF92 was used as its first car.

Oldfield, who was still working at Formula 3 frontrunners Team West-Tec as a number one mechanic, acquired the blue car from Medina Sport in 2011 after being inspired by watching Michael Vergers drive one at the Walter Hayes Trophy.

"Vergers was running in the top three and I didn't understand how he could stick it up there against Gavin Wills and Peter Dempsey [in newer machinery]," says Oldfield, who last

season also worked for Arden's Formula 4 team as a mechanic to Dennis Hauger. "So I decided when I got the money my first car was going to be a Van Diemen RF92 to find out why it was such a good car."

Car acquired, he enlisted the help of Formula Ford stalwart Stuart Gough whose dad, Andy, and grandad had competed against Oldfield's dad, Peter, and grandad for several decades in rallying.

The team's first race was a Champion of Brands meeting in 2012, where Gough took a promising third.

"I jumped in the car at the Champion of Brands and that was just a shakedown," recalls Gough.

"The cars don't come with a guide on how to make them quick and the RF92 was obviously an older car but James went in with the ambition to do the Festival."

The team ended the year with a sensational runner-up spot in that year's Festival, but problems attracting drivers for the following season threatened to halt what had been a promising start for Oldfield Motorsport.

Oldfield says: "When I wasn't able to get customer drivers because they think 'who the hell is Oldfield Motorsport?' That's been the hardest time for me over the last six years.

"Now we have become a bit more established but I would say the



Team boss: James Oldfield

winter of 2013 and a little bit of 2014 [was the hardest time]."

Gough returned to race for the squad in 2014, which soon acquired a black RF92 to run a two-car operation. Success quickly followed as they took the British Racing and Sports Car Club's Triple Crown and Northern title, with the National crown going down to the wire.

Despite a collision with title rival James Raven at the final round at Anglesey, Gough and Oldfield Motorsport came through to win the title by just five points.

"I really wanted to have a crack at the championship so I said 'let's start the season and see how it goes,'" recalls Gough.

"He [Oldfield] got these cars working so they were quick everywhere. He did something that was unexpected.

"I think we probably did catch people, maybe not off guard

because they knew what I was capable of, but the fact we were so fast I think.

"Our reliability and consistency were key. The car was faultless and the team was faultless. It was definitely the best season I've had."

In just the team's second full season of racing it had taken National honours, beating FF1600 veteran teams and drivers.

More wins followed over the following seasons but the coveted Festival victory still eluded the team, despite securing two third places (2014, '15), fourth with Josh Smith (2017) and a fifth (2016) during that time.

It wasn't for a lack of trying though as at the end of 2015 both RF92s were put up for sale and in their place eventually came the more modern Van Diemen JL16 and JL13.

"At the Festival in 2015 Stuart said the car is the best it's ever been, and we were just running around off the front of the pack. If we had this car two or three years ago we would be winning," remembers Oldfield.

"We both agreed the rate of development on the modern cars had moved on so much and we had pushed the RF92 to get as much as we could get out of it."

Former Formula 4 race winner Smith also joined the squad in 2017,

taking victories and the Northern title in his FF1600 rookie season, but the beginning of 2018 (when he bought Jack Wolfenden's ex-JL13), was 'terrible' according to Oldfield as reliability problems plagued the car.

By Croft in September, though, those issues had been solved as Smith and the team took a brace of wins before heading to Brands Hatch a month later.

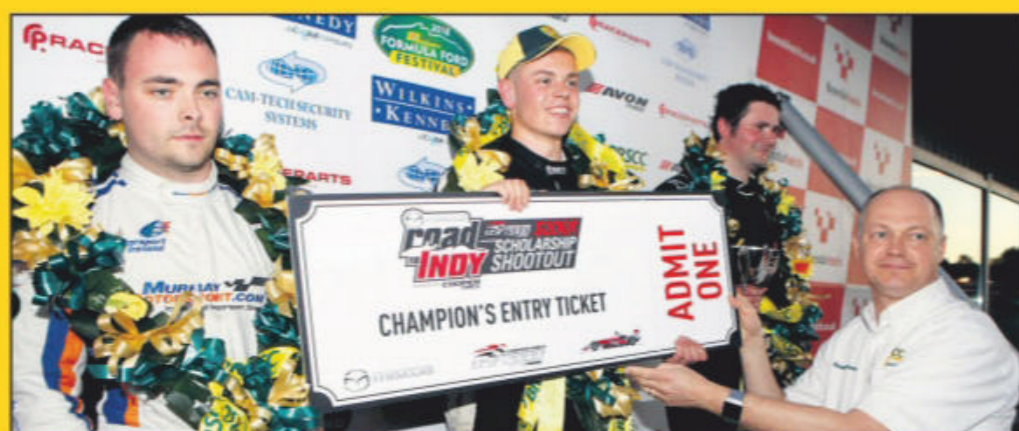
"We'd proven a point that the car was quick and we went into the Festival weekend, Josh's level of confidence was so high and the level of the car was so high," says Oldfield.

Despite two stoppages in the final, Smith battled for the lead throughout and past Ollie White and Niall Murray on the final lap to take an emotional victory.

It was Festival (and lucky) number seven for Oldfield Motorsport, but despite reaching the pinnacle of FF1600 racing Oldfield isn't resting on his laurels as he looks to continue the team's winning ways this season.

"Respect always has to be earned and now I have got the respect and appreciation of the other team owners," admits Oldfield, when asked if he felt more respected in the paddock.

"That's the main thing for me, they have 20 or 30 years [of experience] and we only have seven as a team, so I know there's still a long way to go." ■



Smith (centre) has moved into GTs after learning a lot in Formula Ford

Smith secures McLaren Automotive development drive thanks to FF1600

The success of Josh Smith with Oldfield Motorsport is proof once again that the Formula Ford category can still be relevant in a driver's career.

A race winner in British Formula 4 during 2015, Smith suffered from a lack of budget and made the move into Formula Ford in '16.

But he's now joined McLaren Automotive's driver development

programme, and considers his time in FF1600 with help from James Oldfield as making him a better driver.

"In Formula 4 you have obviously got big slick tyres and a bit of aero, but with Formula Ford there's no room for that," says the 19-year-old.

"There's nothing to mask it [your driving]. Your car set-up skills have to be massive to hit

the nail on the head because there's so little power, every ounce counts.

"The biggest thing was car set-up between me and James, we put our heads together to nail it.

"It was a massive learning curve and I didn't see it as a step back. I learnt a hell of a lot as a driver and I don't regret doing it for one second."

JANUARY

S

A

L

E



IN EVERY ISSUE

LATEST

news from the race and rally scene

UNRIVALLED

Coverage of high-profile events

IN-DEPTH

race and rally reports

SUBSCRIBE ONLINE

WWW.AUTOSPORTMEDIA.COM/OFFER/MSNJS19

OR CALL

0344 848 8834

QUOTE PROMO CODE

PMSN19JNS

FOR OVERSEAS RATES CALL

+44 (0)1604 251 457

WHY SUBSCRIBE?

SAVE 66%

on the cover price

ACCESS CONTENT

anywhere, anytime

FREE DELIVERY

direct to your door

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. Pay £6 for your first 6 issues. After your first 6 weeks, your subscription will continue at £25.99 every 13 issues for the print and digital bundle. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK cover price. Offer ends 6 February 2019.

INSIGHT

Photos: Jakob Ebrey, Steve Jones, Mick Walker

How Eddie Ives's squad has established itself as a national racing frontrunner. By **Stephen Lickorish**



Elite is a frontrunning Ginetta Junior team



Ives (l) guided Smalley to the 2018 Ginetta title

JOINING THE MOTORSPORT ELITE

Four years ago, Elite Motorsport team boss Eddie Ives was preparing for a maiden Ginetta Junior campaign with just a single car. Last season his squad took a clean sweep in the category with its drivers winning the overall and rookie titles and Elite taking the teams' honours too after running six cars. It's a rapid turnaround for the team – one that Ives himself is surprised by.

"It was probably the dream [to have a six-car title-winning squad in a couple of years] but I didn't think it at the time," admits Ives. "At the time we were just trying to build the blocks and make sure we were here for the long run."

He's made sure of that with the yellow and black cars now firmly established as frontrunners. But the team has been on quite an unusual journey to get to this point.

Elite was initially founded when Ives himself was racing in a number of 750 Motor Club categories. And the team built its own car too – with Ives winning the Sport Specials Class C title in 2014 in an Elite Pulse, a Caterham-style machine.

"We had a really successful year in Sport Specials – the car we built was really good but it was possibly too expensive for the market,"

recalls Ives. "Although people liked it and were interested in it we didn't see that there was a future in it – from a commercial perspective it didn't really take off."

That led to a change of direction for the team ahead of the 2015 season. "At the end of 2014 we looked at joining a [national] series," Ives continues. "We went to the British Formula 4 launch and that was what we were looking at. But that expanded rather quickly with F3 teams joining. We then had a meeting with Ginetta and bought a Ginetta Junior car."

"Working with the junior kids was possibly the main attraction. I was relatively young, I was 22, and thought it would be a bit easier to build bonds and relationships with the kids. We did see it as the entry level into national racing and could then progress into big Ginettas or other BTCC support categories."

It was at this point that another key figure in the team's success became involved with the project. Two-time British Touring Car champion Chris Hodgetts heard about the operation from his good friend Jonathan Lewis and met with Ives to find out more. And a bizarre coincidence helped encourage Hodgetts to get on board.

"I went to a show and there was a stand there all black and yellow and I went to talk this very young lad [Ives]," explains Hodgetts. "He had a car there and I looked under the bonnet and saw its chassis



Team started in Sport Specials with Ives winning in Elite Pulse car

number was 16 and that was Jody Fannin's car from 2010. I was coaching Fannin in 2010 and there was an instant link there. I took Geri Nicosia from Fiestas to be the first driver from Eddie's team. It just got bigger from that point onwards."

That first year was very much a learning season as Fiesta Junior champion Nicosia battled against well-established multi-car operations in the competitive series. But for 2016, the team signed Harry King – having run him in the Ginetta Junior scholarship – and karting graduate Tom Wood, with success starting to follow. The pair took a 1-2 at Rockingham and the team's reputation was growing.

This meant it was ideally placed to profit when the frontrunning JHR Developments squad was suspended from the series towards the end of 2017. A number of drivers were rehomed with Elite and, along with other signings, it meant the team ended the year with an

incredible seven racers.

One of those JHR refugees was Tom Gamble and – after winning four of the eight races he contested with Elite – he went on to take the title.

And then this year, Elite ran two of the three main title protagonists with Adam Smalley eventually just beating Louis Foster to the crown.

"The first couple of years were really hard – trying to find a driver when you had just one car was tricky," says Ives. "There was a bit of luck with JHR and HHC [another leading squad] leaving, that helped us. But there was a lot of hard work to be in that position [to capitalise]. It's a case of working with the right people, the right driver coaches and mechanics and we are a friendly, family team."

Hodgetts agrees: "It's a happy team, a fun team but also a bloody serious one. I'm surprised it's grown incredibly quickly and we must be doing something right for it to do that."

Hodgetts, who has been joined at



Nicosia was first Ginetta driver

the team by his son and 2007 Renault UK Clio Cup runner-up Stefan, puts that down to attention to detail.

"External people, who are not familiar with them, think they're relatively simple cars but it's probably the hardest championship to be successful in in the UK because there are that many little parts that have to be to perfection," he says.

Last year was also a significant season for the team as it moved into a second series: the Ginetta GT4 Super Cup (see below). But Ives doesn't have any definitive targets in mind for the future.

"I'm not someone to have a set goal in five years' time," says Ives. "We've got to see what opportunities appear. I would quite like to get into GT racing but will wait for the right opportunity and time."

With people like the Hodgetts' keeping Ives "on the straight and level" it's likely success will follow whichever direction the team takes. ■



Smalley has tested a Ginetta G55 ahead of possible GT4 Supercup move

Elite has made a mark in GT4 Supercup too, with Smalley seeking further success

It wasn't just a hat-trick of Ginetta Junior titles that made last year significant for Elite. It also marked the team's progression up the racing ladder.

Having taken three wins in Ginetta Junior, Harry King was ready to graduate into senior racing. And he wanted to remain with Elite. So it was decided that the team would expand into the Ginetta GT4 Supercup, running a single G55 for King.

"We've now built a bit of a ladder for the team," says team boss Eddie Ives. "Harry had done the two years in Juniors with us and was pretty

committed to wanting to do something [else] with us. I think we did it at the right time and probably exceeded our expectations a little bit."

Although King ended up third in the standings with four victories, he suffered a lot of bad luck during the course of the season and could have been a title contender.

Now Ginetta Junior champion Adam Smalley is looking to make a similar move with Ives hoping to run both King and Smalley this year. Smalley is also keen to remain with the Elite outfit if he can find the budget to step up.

"They are the nicest bunch of people I've ever met," he says. "They're very professional and a great team, I can't doubt them at all. People get on naturally, there are no forced conversations."

"At Silverstone when I had my crash, my mechanic got the car repaired from literally nothing – it was completely destroyed and I thought the car was written off, but he got the car back out for the next race. I wouldn't have wanted to be with anyone else last year."

"It's fantastic, Eddie Ives and the team have come such a long way in a short space of time."

INSIGHT

David Evans and Colin Clark assess the prospects for the world champion in 2019

Sebastien Ogier stepped out of the car and tip-toed his way towards the sanctuary of the barn. Once out of the rain, he looked down at his lovely, shiny white new driving boots. Still lovely, they were no longer shiny. Nor particularly white.

The co-author of this story, Colin Clark, sympathised with the Frenchman. So miserable was the weather, even Clark had to think long and hard before venturing out to watch. Before settling back down to another cup of coffee.

Nodding towards the boots, Clark presumed Ogier must have somebody to clean them for him.

"No, Colin," said Ogier thinly, before breaking into a wide smile and adding: "I'm not at your level yet!"

The last time we'd seen Ogier, he'd been walking out of M-Sport for the final time. Now, it was time for a clean sheet of paper. Clean sheet of paper, but a well-thumbed book.

Citroen is old ground for Ogier and co-driver Julien Ingrassia. Those boys will never forget their first trip to Citroen Racing HQ in Versailles, 12 years ago. That was the start of an incredible adventure—one that took them to the brink of world championship glory.

And left them there.

At the end of 2011, Ogier was told in no uncertain terms, there was no room for him at Citroen. There was room for just one Sebastien and it wasn't him.

At the time, there must have been a part of Ogier that vowed he would go away and achieve everything he's achieved and never darken the chevroned door again. So what brings him back?

"I think we all know it was coming to a point where the support of a manufacturer was not present enough with Malcolm [Wilson, M-Sport team principal] and that was what was missing the most," he says. "At the same time, there was some positive energy here and I was motivated by the challenge of winning with another team."

When Ogier joined M-Sport two years ago, there were plenty of French fans out there who simply assumed Ogier would be a shoo-in to Citroen. Why wouldn't they? Loeb had gone and his successor was on the market.

Another French Seb to lead Citroen back to the top of the world... that had a ring to it, didn't it?

Apparently not. At the time, then team principal Yves Matton said he would be interested to talk to Ogier. He just didn't seem very interested in talking to him about having him back at Citroen.

Ogier pauses and searches for the right answer to the question about why he didn't return earlier.

"[It] probably was not the right time in my eyes," he says. "Before they haven't shown me enough motivation to convince me to come back. So far I think I did a good choice in my career because the last six years have been very positive and now I don't need to explain again why I made the change." Maybe Matton's departure helped.



Friend and foe: Ogier (l) and Loeb

OGIER TARGETS THE RIGHT CITROEN RETURN



Ogier is keen to get back to work with Citroen

A better way of phrasing that is to ask if Pierre Budar replacing the Belgian at the head of the table helped?

"Definitely it was important," says Ogier. "It's no secret I was never really close with Yves Matton and when you have a difficult connection it doesn't help to find some agreements. With Pierre it was different from the beginning, the first impression was good and so far I still like the way he is working. He has shown me a big motivation to turn things around and bring the team back to where they used to be and one of the elements for that was to put me back in the car. I will do my best to help him in this way."

And, despite the rain which is slowly turning to sleet and snow, things are looking positive. But there is work to do.

The fact there's work to do is a drum Ogier bangs regularly and often. He won't say as much, but you certainly get the feeling there's more to do than when he started with M-Sport two years ago.

"There is definitely work for sure,"

says Ogier. "It's normal when you swap cars you see differences, some positive and some negatives... or let's say something you are not used to. There's a period of adaptation. You can never make a copy from one car to another, there's always some differences. You need to adapt to some differences, but there are some that you can improve."

"The only thing that matters for me is to have a fast car and work in a good atmosphere, that's the best way to achieve things. If I came here to Citroen it's because I hope and there is the potential to be fast. We have started to work for the first two days and this gives me a good learning of the car in different conditions and what I need to do to adapt it to the conditions."

The one thing which does concern Ogier is the optimum working window for the C3 WRC. It's too narrow.

He's driven the car on Portuguese gravel and now a mixture of slushy, wet and dry French Alpine asphalt. Already, he's seen areas where the

car's not at the level it needs to be to win. "This car showed great speed in some conditions last year," he says, "but if you check the overall result from last year and my first impression from the car is that it needs to be able to be fast in more of the conditions. It's definitely fast on some, but not on all and that's what we need to improve."

Much of Citroen's pre-Monte running is based around the Col de Perly, southwest of Gap, the hometown of round one. And hometown of Ogier.

Once his work is done for the day, he's keen to head off. He's staying with his folks an hour or so up the road. No need for hotels in this part of the world.

"The Monte test is a special one for me," he smiles. "It's the first test to prepare and start a new season. And, with a new team, it's time to discover something new. But as well as that, it's time to see some friends and family as well. It's busy testing time normally, but I always enjoy to do that close to my home town."

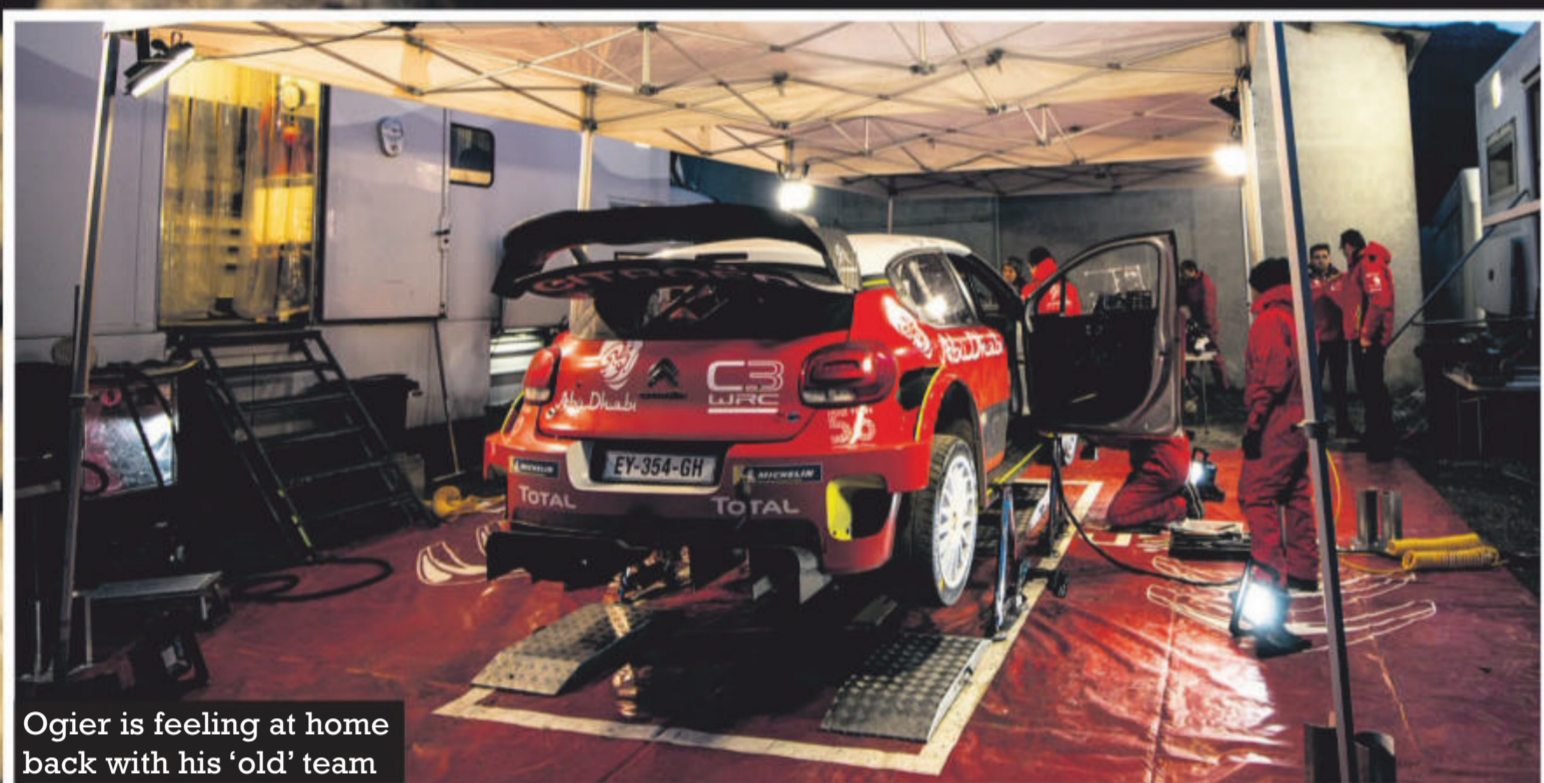
He's come home to Gap, that much is obvious from the number of fans and friends surrounding him every time he steps outside. But, with plenty of water under the bridge (and Matton gone) has he come home to Citroen?

"I don't know if we can talk about coming home because it's been a lot of years since I was last in the team and a lot has changed," he says, diplomatically. "But for sure it's nice to go back in the French team—I'm not used to working in French again. There was a very nice welcome for Julien and me in the team and I feel everybody is really motivated by the challenge."

It would be unfair to draw comparisons between M-Sport and Citroen. Like he says, Citroen's a very different place to the one he left just over seven years ago—and his adaptation to Cumbrian life alongside Malcolm Wilson took everybody by surprise.

Coming straight out of the corporate comfort zone of Volkswagen, the commonly held view in the service

CONDITIONS FOR HIS



Ogier is feeling at home back with his 'old' team



Sebastien Ogier is seeking more consistent speed from the C3



The car has now been readied for Monte Carlo



Ogier was a round winner with Citroën back in 2011

park is that he would struggle with life as a privateer.

How wrong the service park was. He didn't struggle in the slightest, he flourished. And found a new family.

Who could forget his sign-off speech at M-Sport?

"Two years ago, we were having some hard times. The team where we achieved so much and worked so hard had a new car for the future, but suddenly it stopped. It felt like the world was falling apart for some days. But like every time in life when you have this kind of thing, you have to overcome them. And, at the end, it was one of the best things that happened to us because it gave us all the opportunity to meet all of you and to be part of this family. We discovered feelings I probably didn't have before [in these two years]; everyone knows how much I respect Malcolm, but it's the same for all of you guys. Thank you."

Powerful stuff. Will he be saying the same thing about Pierre Budar and the boys in two years? Let's wait and see.

Beyond the limited availability of development cash at M-Sport, the other driver in Ogier's departure was the chance to join Juha Kankkunen as the only other person to have won the world championship with three different manufacturers.

He did four with Volkswagen, two with M-Sport. Can he do one or two in his time left with Citroën?

"The challenge will be tough," he says. "The others are staying where they are and I give them the chance to be perfectly ready next season. But I will not be 100 per cent, not completely happy with my new car – of course I expect it to be challenging, but it's also interesting for me."

"It's different to two years ago when I first came to M-Sport. That was the start of a new era, so the cars were new to everybody."

Honestly, Ogier was happy, relaxed and comfortable with his lot as he takes time to look over the old tractor and even older Simca which shared this

particular barn with lunch. Important as lunch is for Citroën, when you're in the mountains you have to make do with what the mountains can provide. And this time it's a barn, some trestle tables and a chef who can still turn out some of the finest filo-wrapped goats cheese this side of Paris.

Somebody jokes that he must be happy about the return to French cuisine after two seasons with the Brits.

Ogier laughs politely, but actually he's having none of it.

"There was no way I was going to get thin at M-Sport," he says. "The food there was really good."

Lunch done, he's keen to get back on the road but a transmission set-up change means more time for more questions. Like the suggestion that he vetoed Loeb at Citroën this season. Ultimately, Peugeot's departure from World RX meant there would be no PSA Group contract for the nine-time champion, which effectively ruled him out of a C3 WRC anyway.

But Ogier was ready to welcome him back. Providing it was on the right terms.

"Yes [I would be in the same team as Loeb]," he says. "This was included in my first discussion with Citroën. I have always been open, happy to have him as a team-mate."

And those terms?

"The only issue I have, as you know, is with guys doing a temporary programme because the rules are not fitting for that. That's not working at the moment. I'm not sure what the FIA is going to do, but at least I have given my feeling on that. I have always been one fighting for as fair rules as possible – there are definitely ways to make it better than this."

Ogier has always maintained a firm line on this: he doesn't want part-timers interfering with the championship fight. And, for that reason, he can't wholeheartedly welcome Hyundai's latest recruit back.

He offers: "The only comment I have

for that is that it's disappointing that it's not for a full programme – that would have been much nicer. That's how it is. At the end of the day, it will not change our championship because if they [Loeb and co-driver Daniel Elena] don't want to do the full championship then obviously we will not focus on them, we will focus on our real competitors [for the title]."

He's probably aware that he's tempting the headline writers with those last words, but it's the way he feels and his forthright views are refreshing – and very welcome – in a series which doesn't boast the kind of powerfully outspoken characters it once did.

Fact is, Ogier's older and wiser than the last time he was seen in red. And seeing red. If Loeb doesn't like his views, that's fair enough. He's not going to change.

Citroën's his gaff now and, if the laughter and bonhomie about the engineers' tent is anything to go by, he's settled back in fairly quickly. ■

INTERVIEW

Photos: Colin Casserley

Neil Randon speaks to a Briton who is taking on the Americans at their own game

HARRIS AIMS TO TURN UP THE HEAT AT THE CHILI BOWL



Harris leads Larson at last year's Chili Bowl



Harris is aiming to conquer the USA

Tom Harris is not adverse to throwing himself in at the deep end. In 2015 Harris became the first British driver to compete at the Chili Bowl Nationals in Tulsa, Oklahoma, regarded as the Super Bowl of Midget car racing in the States.

It was an event completely alien to him, to the point where he even struggled to work out how to get out onto the track.

"I hadn't even seen a Midget, let alone sat in one," Harris says. "When I went to the Chili Bowl for the first time I was completely out of my depth."

But the 30-year-old from Banbury is a fast learner. Last year Harris made history by becoming the first European driver to qualify for the A-Main feature at the Chili Bowl.

Only two overseas drivers have ever made it to the Big Show since the inaugural event in 1987.

This weekend Harris takes part in the Chili Bowl Nationals again where he will drive the #9P car from the Parker Price-Miller racing stable, having previously raced under the tutelage of USAC car-building guru Bob East.

The Chili Bowl is a big deal. Run on a quarter-mile clay oval inside

the Tulsa Expo Center over six days of competition, more than 350 drivers take part, including some of the biggest names in US racing.

Three-time NASCAR champion Tony Stewart is a previous winner, and last year Harris went wheel-to-wheel with names such as NASCAR star Kyle Larson, and Christopher Bell, who would go on to win the Chili Bowl for a second successive year.

What makes Harris' achievement more remarkable is that the only time he has driven one of the 400bhp rocket ships is at the Chili Bowl itself. For most of the year he is clashing metal in BriSCA F1 on the short oval tracks in Britain.

To qualify as one of just 24 drivers to take part in the main event in 2018 was a remarkable achievement. And to finish the 55-lap race in 16th place was no mean feat either.

"It is the biggest achievement of my racing career," says Harris. "There are drivers who have been racing there for years and not made the A-Main."

Prior to the main event, Harris made his mark on the event by taking the Hard Charger award during his qualifying night. The award goes to the driver who passes the most cars during that night's racing.

"I started 16th and finished fourth and got a Hard Charger award," says Harris. "You know when you have done well, because when I got out of

the car I had Ricou Abreu, Daryn Pittman and Kyle Larson congratulate me. It was a special moment."

Harris is aware that to get to the main event takes a good car, a good team and a certain amount of luck. Last year he succeeded despite a lack of seat time to adapt to the car.

Taking part in the big race last year was a real eye-opener. "That A-main - 55 laps with a full fuel load makes a huge difference to a car that is so small and with so much power," Harris says. "It makes a difference to the handling. I've never been in that position before - you are still learning about driving the car, as well as racing against other drivers. It takes a lot of getting used to."

"There is so much to take in, in such a short space of time. In the build up to the race they rework the track so you start with a fully fresh surface and throughout the race it goes to black slick. Your fuel load is getting lighter so the car is not as stuck to the track as it is getting slicker, so it makes everything harder to drive."

As far as his racing in the States is concerned Harris has constantly stepped from one major challenge to another. In 2016, the BriSCA F1 star became the first British driver to compete in a non-winged Sprint Car in the USAC series and win a race.

Last August Harris jumped into the World of Outlaws Craftsman Sprint

Car series at the biggest event on the calendar - the Knoxville Nationals.

The 410ci, 900bhp winged World of Outlaws Sprint Cars are formidable machines to drive. On a half-mile clay oval they average speeds up to 140mph. So to race against the best drivers in the world Harris needed a good car and plenty of experience.

Last year, while having the former, he was lacking in the latter. Harris was due to race for two nights prior to Knoxville but his truck broke down on the way to the track. Fortunately the Knoxville promoter managed to fit in enough time for Harris to do four laps.

"All we had done was fire it up at Robert Ballou's place where I keep the car, but we had not driven it at all beforehand," Harris says. "We were in the dark with it all. The only winged sprint car I had driven was Kevin Swindell's car at Attica back in April."

"I went to the drivers' briefing, David Gravel [multiple World of Outlaws race winner] asked whether I had been to a fast track before. And I said 'well, Attica was pretty fast.' And he looked at me and shook his head..."

Harris had to adapt quickly to a brand new car and a form of motorsport far removed from anything he had driven in before.

"The winged stuff is seriously fast. It takes your eyes a couple of laps to

adjust," he says. "You are averaging 130-140mph and before I drove one they said 'do not turn the steering wheel, just be as smooth as you can and correct it. Put your arms inside the seat and hold on.'"

His first outing in the car, however, did not start well. The brake pedal had moved off from centre and caught on a piece of tubing inside the cab.

"So I had no brakes," Harris reveals. "On your first time out in a winged sprint car you need to have that reassurance that if you want to slow up a bit you can - but I didn't have that luxury! They were my first laps at Knoxville."

As the event continued, however, Harris' lap times improved.

"I got quicker and I felt more comfortable in the car," he says. "When we went to the Finals on the Saturday night it was just a different car and I was a different person. When you have 24 hours away from the car and you get back in it, you step up again from where you left off."

Harris returned to the States to race at the World of Outlaws World Finals at Charlotte in November. Once again the lack of seat time proved a hindrance.

"I hadn't been in the car for about a month, which was obviously the first hurdle," Harris says. "On the Thursday night you qualify for the Friday and Saturday features on the same day. You have four hot laps and then two lots of two-lap qualifying, so my limited time in the car ruined my week."

"We've got the equipment to do it, it is just the lack of experience with set-up on my part. It is different to anything I have ever done," says Harris.

He will stay on in the States after the Chili Bowl to compete at Volusia, Florida, in the World of Outlaws Sprint Car series next month.

"I used to play the World of Outlaws computer game when I was a kid - so you have to pinch yourself now and again. It's quite special." ■



Harris raced a World of Outlaws sprint car, a real "eye-opener"...



Harris starts on pole for the B Main final at the Chili Bowl in '18

SPORTING SCENE

Photos: mkpics.net, Eilimen Racing, Trevor Coulson, B Bade fiaworldrallycross.com

Revisions to British Rallycross calendar

The British Rallycross Championship has issued a tweaked 2019 calendar, with a planned visit to Croft in September being dropped in favour of making the season finale in October at the same circuit a two-day double-header.

The sixth round at Pembrey, originally planned to be held on a single day, will now be run over two days, where the majority of classes will complete in just one round, while the single-make Swift Sport series and the Junior class will race in two events to make up a nine-round calendar.

The opening round at Silverstone in March, a two-day event at Pembrey in June and the traditional Easter and August Bank Holiday Monday events at Lydden Hill remain unchanged for 2019.

CALENDAR

British Rallycross Championship

DATE	TRACK
March 24	Silverstone
April 22	Lydden Hill
June 22	Pembrey
June 23	Pembrey
August 26	Lydden Hill
September 21/22	Pembrey
October 26	Croft
October 27	Croft

POLAND MAKES HISTORY WITH ELECTRIC RX CLASS

Tesla-powered division is planned

By Hal Ridge

The Polish Rallycross Championship is set to become the first rallycross series in the world to have a class for all-electric cars this year.

The National Electric category for rear-wheel-drive machines using a Ford Fiesta platform and powered by a Tesla-based motor has been founded by Polish electronics firm Geecogen and its competition arm Eilimen Racing.

Developed over the last 12 months, the concept is planned to join the Polish series from the season-opener at former European championship venue Slomczyn on April 6. The new machines use a Proto-built bodyshell, weigh 1150kg and produce 230Kw, the equivalent to 300 horsepower and 330Nm torque. A minimum of five cars is required for the class to run on its own, but the electric cars could run together with the

conventional Supernational category while the class is established.

Arrive and drive packages for the series cost 50,000 Euros, with two drivers already signed up.

"It has been lots of work in parallel to other projects, but my business partner Daniel Sliwka and I are very happy because we already have some amazing results," concept founder Przemyslaw Rozmyslowicz told *Motorsport News*. "We are preparing the five rear-wheel-drive cars to reach the minimum quantity of vehicles required, and have managed the technical development of the dedicated components of the electric drive system, such as the electric motor and controllers, battery packs, management and systems and telemetry."

Final approval of the concept is expected to be confirmed by the Polish Automobile and Motorcycle Federation later this month.



Ford Fiesta will be the electric platform



Ocon (inset) will get behind the controls of an electric Andros machine

Formula 1 refugee Ocon visits Andros Trophy and decides to test an electric racer

Esteban Ocon will test an electric Andros Trophy car this weekend at the Isola 2000 circuit.

The former Racing Point Force India driver, who will be Mercedes' F1 reserve this year, attended the second round of the winter season in Andorra before Christmas to support Formula 2 driver Dorian Boccolacci, who competes in the Elite category of the series.

"I came to see Trophee Andros as a visitor and also to support my friend Dorian," said Ocon. "We love motorsport and miss it in the winter time, so we all like going to Trophee Andros."

Ocon will test a single-make rear-wheel drive support class electric car in Isola, but could also test a new Elite Pro four-wheel-drive, four-wheel steer electric car, like the machine that Aurelien

Panis currently leads the standings with. "I will be in Isola 2000 to test the electric car but I won't do the race, we will see about doing that later on," he said. "I will also be in Paris for the [final] race in Stade de France [next month]."

Haas F1 driver Romain Grosjean is the most recent F1 driver to achieve success in the discipline. He won in Elite Pro in a one-off outing in 2016.

Norwegian teen to take part in BTRDA Clubmans

Norwegian 17-year-old Elise Freim Myrberg will race a freshly built Peugeot 206 GTi in the BTRDA Clubmans Rallycross Championship this year.

Freim Myrberg made her UK rallycross debut in the final round of the BTRDA series at Croft last October in a Ford Focus and was seventh quickest in heat one before enduring issues through the day and later retiring from the C final. She enjoyed the experience so much that her team is building a car to fully suit the Production category regulations.

"After some struggling to decide what to race in 2019, we landed on the Production class in the BTRDA because we wanted to attend the whole championship this year with a car matching the

regulations in the series," said team manager Oyvind Huseby. "Our team has raced almost every track in Norway over the past 25 years, and it's very fun to try something new. We made a lot of new friends at Croft, we felt very welcome and that also helped to decide what to do this season. We want to do the full season and see how high up the list Elise can go."



Elise Freim Myrberg tackled Croft

VW to assess electric future for World RX

Volkswagen could have a presence in the World Rallycross Championship in 2020, if the sport's electric switch for 2021 gets the green light at the end of March.

Petter Solberg's Volkswagen-backed PSRX team withdrew from the 2019 World RX season due to a lack of competition last month, but Volkswagen Motorsport is continuing to evaluate World RX's proposed electric transition.

Volkswagen Motorsport director Sven Smeets told *MN*: "We have been supporters of this [EWRX] idea from the beginning and, as stated before, we are continuing to be interested. But it's not only up to us – we need more manufacturers which want to bring electric rallycross forward and to make a decision ourselves possible."

Asked if Volkswagen could run in



VW is still keen on World RX

World RX next year, if the electric switch gets commitment for the March 29 deadline, Smeets said: "Of course we would seriously think about that but we will look at that when needed."

Despite a lack of manufacturer-backed teams for the 2019 World RX season, Smeets believes privateer entries provide close competition. "Of course with the exit of Ford at the end of 2017

and the absence of Audi, Peugeot and PSRX Volkswagen in 2019, the situation of the championship has changed dramatically," he said. "But to be honest, with a strong field of privateers on a par, World RX still can deliver great sport."

VW will continue to develop the electric drivetrain used in its Pikes Peak record-breaking I.D. R that could be used in an electric rallycross Supercar.

Thunder 500 to honour the memory of National Hot Rod unsung hero Rowe

One of National Hot Rod racing's one-off major events has been named after former promoters' group director, the late Angie Rowe.

In 2018, the final points-paying round for the English point National Hot Rod series at Hednesford Hills in November was renamed in honour of Rowe, who passed away last year.

From now on, the Thunder 500, which takes place at Foxhall Heath in Ipswich

two weeks ahead of the World Final, will be named as a tribute to her.

Rowe's long-time partner and *Motorsport News* Hot Rod reporter Graham Brown said he was delighted with the plan.

"I am still overwhelmed at how much people thought of her and are still willing to do in her memory," he said. "The fact that Spedworth dedicated the World Final to her was pretty mind

blowing in itself while the racing at her inaugural memorial event last year was amazing. I'm not sure Hednesford has ever seen so much three- and four-wide racing – everyone wanted to win it.

"The move to racing for her trophy at the Thunder 500 makes perfect sense though. It will be the perfect scenario as far as I can see, open to all and anyone could win it, just as she'd have wanted – she was always a stickler for fair play."



National Hot Rods at Ipswich are always a draw, and will be in June this year

HAVE YOUR SAY

WE NEED YOU!

GET INVOLVED WITH MN



EMAIL
letters@
motorsport-
news.co.uk



TWITTER
Updates:
@MNMotorsport



FACEBOOK
Search for
'Motorsport News'



DIGITAL ISSUE
See motorsport-
news.co.uk



WRITE TO US
Motorsport News
1 Eton Street,
Richmond,
TW9 1AG

MN does not always agree with opinions expressed in letters

MN SAYS...

Setting up the season ahead

Autosport International lifts the lid on the excitement to come

Birmingham might not be to everyone's taste, but the National Exhibition Centre is the place to be this weekend for Autosport International. All of motorsport's great and good will be there, and it is the chance to whet the appetite until the tracks and stages are alive again.

What I particularly enjoy at the event is the promises that are put on the line. New driver and team combinations will be revealed, and there will be bold prophecies about the potential in the season ahead. The excitement levels reach fever pitch, but it is always worth taking some with a pinch of salt...pop by the Kwikfit British Touring Car Championship presented by *Motorsport News* stand in Hall 3 to hear the tin-top aces put it on the line.

The launch of the World Rally Championship on Saturday will be the first chance that the public have had to be part of the official reveal. The category's stars will be available for fans to meet and share the prospects for the campaign to come. That is a real bonus but, no matter what your area of interest, there is always something to discover at the show.

Matt James, Editor (Twitter: @MattJMNews)



LETTERS



Motorsport News, January 2, 2019

Word to the Wise

Surely Malcolm Wise, who competes in the BARC Modified Saloon Car Championship, was well worthy of inclusion in last week's National Racing's Top Underdogs feature (*Motorsport News*, January 2, 2019).

He drives a 20-year-old 525bhp Ford Escort Cosworth but is usually beaten by Rod Birley in his WRC-specification Escort.

Despite being unable to match the very high level of professionalism of Birley's squad, he has nevertheless notched up five class wins and has been the only other driver in this series to consistently finish within a couple of seconds behind Birley's usually winning car.

And on one memorable occasion, at the championship's fifth round at Brands Hatch Indy last year, he scored his only overall win of the season - whilst Birley limped across the line in a lowly eighth place.

This hard-trying Enfield based racer, who is chairman of the Green Belt Motor Club, does most of his own car preparation. He builds his engines at Dave Wild's DTW Engines workshops in Harlow and benefits from race day assistance from occasional Ford Sapphire Cosworth racer Nigel Hutton. With this valuable help he finished in third place overall, and second in class, in last year's championship.

Robert Taylor
Via email

Keep the talent

It is great to see that M-Sport has managed to find a way to enter the World Rally Championship this year. After such colossal effort and success over the last two years, it would have been a tragedy if they were absent from the 2019 series, which looked like a possibility just before Christmas. This means that it is also great news for Elfyn Evans as he keeps his seat in the WRC.

Such a shame that Craig Breen appears to be out of a manufacturer drive despite putting in some very solid performances and results (in what has not been considered to be the best car) these last two seasons.

I think he is a future champion who just needs the right amount of support and, so too, is Hayden Paddon, who also appears to be out of a drive. I'm a big Sebastien Loeb fan and I absolutely get why Hyundai have hired him, but it seems such a shame that this is at the cost of Paddon's drive.

I'm not a great believer in shared driver programmes in the WRC anyway, particularly for up-and-coming drivers. Due to the gaps in the programme, it doesn't offer them the consistency of seat time on every event they need and therefore makes it more difficult for them to prove themselves.

Let's hope these promising young guys get the breaks they deserve in the not too distant future.

Andy Maclean
Via e-mail

YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

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

ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!



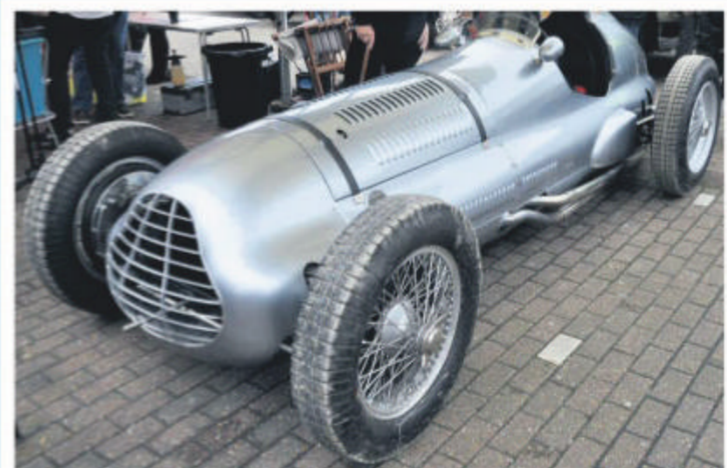
David Harbey went to Mallory Park during the Christmas holidays to take this



Surely this won't end well? By Andrew Harbey



Damian Coe was another to go the Plum Pudding meeting and caught an MG at Shaw's



A Parnell Challenger, taken by Bob Sketchley



Richard Salisbury's shot from December's Jaffa Stages Rally



Braving the chill, Peter Atkins visited the Plum Pudding meeting

GOT AN OPINION?

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

TV GUIDE

The 2019 running of the world-famous **Dakar Rally** is taking place in January as nine-time World Rally champion Sebastien Loeb attempts to take his maiden win on the great event.

But would he be able to stop reigning holder Carlos Sainz from taking a hat-trick of victories on the Dakar? Highlights from stage 3 are shown on Wednesday (2230-2300hrs, Eurosport 2) followed by the best bits from stage 4 on Thursday (2230-2300hrs, Eurosport 2). But the action doesn't stop there as stage 5 (Friday, 2230-2300hrs, Eurosport

2) and stage 6 (Sunday, 2230-2300hrs, Eurosport 2) highlights will also be shown.

Catch the best action of the 2018/19 **Formula E** season opener from Saudi Arabia (Friday, 2000-2030hrs, Eurosport 2) as the championship's second generation electric car made its race debut.

And finally relieve one of the biggest events in the motorsport social calendar, the 2018 **Autosport Awards**. The great and the good converged for a night of celebrations and you can see all the best bits (Sunday, 2320-0000hrs, Sky Sports F1).



Miika Hakkinen received lifetime achievement award

LIVE TV

Formula E: Marrakech

■ **Race:** Saturday, 1400-1630hrs, BT Sport ESPN/1430-1635hrs, Eurosport 2/TBA, BBC Red Button, iPlayer and online



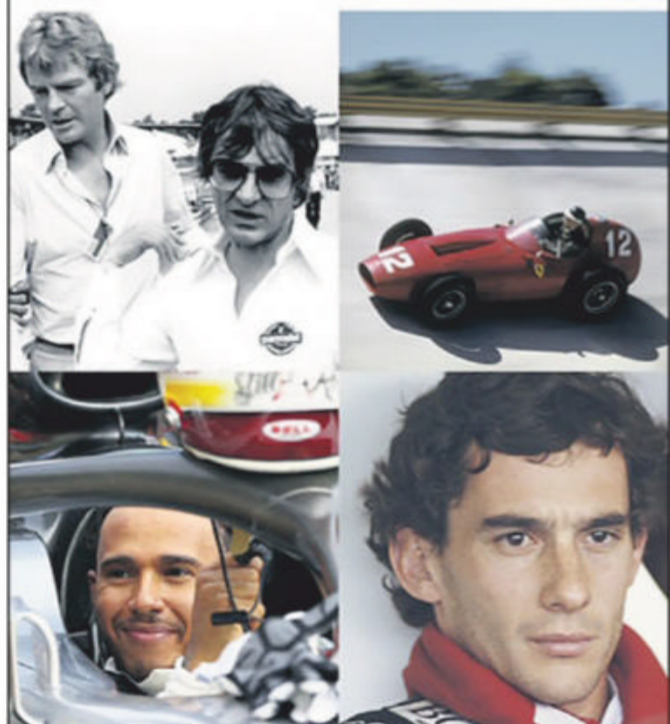
Da Costa won last time out

BOOK REVIEW *DRIVEN: THE MEN WHO MADE FORMULA ONE*

DRIVEN

The Men Who Made Formula One

KEVIN EASON



Driven: The Men Who Made Formula 1 RRP £20

"They competed on the track and scrapped to outdo each other's bank balance, yet whenever sh*t hit the fan, they closed ranks like the Corleones."

Take a moment to consider just how many times the names of Bernie Ecclestone, Max Mosley, Ron Dennis, Frank Williams, Eddie Jordan, Colin Chapman, Ken Tyrrell, Luca di Montezemelo, and Enzo Ferrari have graced the pages of *Motorsport News*.

Then, lend a handful of thoughts as to why. Why the names of these nine men have become synonymous with Formula 1.

Individually their USPs would make each a formidable opponent: Ecclestone's eye for a deal; di Montezemelo's suave persona combined with his links to the upper echelons of Italian society; or the intensity and self-belief to make things happen of Dennis and Williams. "They might not have been much alike," notes author of *Driven: The Men Who Made Formula One* Kevin Eason, "but they operated like a sporting Mafia family."

After stepping down from F1 reporting duties for *The Times* in 2016, journalist Eason has written a highly entertaining look back on the characters who laid the foundations for the likes of Chase Carey, Toto Wolff and Christian Horner.

It would be easy to fall into the trap of

simply regurgitating the same old story about how Ecclestone strong-armed himself into position as F1's emperor, right under the noses of contemporaries such as Tyrrell, Chapman and Williams. But Eason aims "not to attempt to tackle the complexities of the sport in detail, but to paint portraits of the people I dealt with in 20 years of reporting from tracks all over the world".

The main building blocks of the book are the anecdotes popped into every chapter that reveal just a little more about its subject. For example: Ecclestone once offered a Mercedes 230SL hardtop to a car dealer who had got one over on him. Never to be outfoxed, for a knockdown price, Ecclestone sold the lucky dealer exactly that: a hardtop for the 230SL. Or the time in Kuala Lumpur, when Eddie Jordan jumped in a taxi to Chinatown to buy a bag full of £20 ultra-realistic fake Omega watches after spotting Eason's over dinner.

In its early chapters, *Driven* is a little jumpy as it tries to chronologically follow the entwined paths of the pioneers. As Ecclestone begins to wield influence with Mosley in tandem in the early 1980s, the book becomes a lot slicker. Perhaps, there is a metaphor in there somewhere...

With such a strong repertoire of

interviewees, it is a shame that the scandals of Spygate and Crashgate are not further unpacked. With Dennis refusing to speak about the 2007 annus horribilis at McLaren, that story goes as far as it can. But with Ecclestone, Mosley and then Renault boss Flavio Briatore discussing Nelson Piquet Jr's victory in the 2008 Singapore Grand Prix, the reader is left wanting more.

However that is a minor gripe, for the previously mentioned anecdotes make the book fast-paced and difficult to put down. A particular highlight is when Ecclestone, all 5ft 3in of him, allegedly threatened to throw a ranting Tyrrell out of a window.

The teams, who cottoned onto Ecclestone's unique business models, were apologetic. But as the now 88-year-old reminisces: "We didn't go into the business to make money. We went in to race and if we made some money then good. But we were racers."

It can be very hard to strike a balance between stimulating the mind of an F1 devotee and a casual fan who might happen across the book on a shelf or online. But Eason has found a strong middle ground between pleasing any reader of the book, motorsport enthusiast or not.

Jake Nichol

NEXT WEEK

OUT WEDNESDAY, JANUARY 16



AUTOSPORT INTERNATIONAL SHOW

2019 REVIEW

FORMULA E REPORT

WHO WILL WIN IN MARRAKECH?



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

Autosport Media UK Limited, 1 Eton Street, Richmond, TW9 1AG, UK

EDITORIAL

Tel: +44 (0) 20 3 405 8149

Like us on Facebook: search 'Motorsport News'

Twitter: @MNMotorsport

Web: www.motorsport-news.co.uk

Editor Matt James

matt.james@motorsport-news.co.uk

Deputy Editor Stephen Lickorish

stephen.lickorish@motorsport-news.co.uk

Group National Editor Jack Benyon

jack.benyon@motorsport.com

Reporter Stefan Mackley

stefan.mackley@motorsport-news.co.uk

Group Rallying Editor David Evans

david.evans@autosport.com

Art Editor Mike Stokoe

mike.stokoe@motorsport-news.co.uk

Office Manager Joanne Grove

joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence

Rallycross editor Hal Ridge

Grand Prix columnists James Roberts, Stuart Codling

Origination/Repro Dave Sternberg

Photography LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zak Mauger

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF

UK 0344 848 8834

Overseas +44 (0)1604 251 457

Email help@asm.secureorder.co.uk

ADVERTISING

Tel: +44 (0) 203 405 8110 (Display) or

+44 (0) 203 405 8109 (Classified)

Advertising deadline Monday 12 noon

Advertising Director James Robinson

Sales Manager Don Rupal

Display Sales Jamie Brooker and Karen Reilly

Classified Sales Ben Kavanagh, Joel Marcus, Edward Sanderson and Christian Plucknett

PUBLISHING

Group Publishing Manager Sunita Davies

Production Controller Ben Webster

MANAGEMENT

Editor-in-chief Autosport Media UK

Andrew van de Burgt

EMEA President James Allen

© 2018 Autosport Media UK Limited

Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of Motorsport News are accurate, the publishers and printers cannot accept liability for omissions and errors.

Advertisements are accepted for publication in Motorsport News only upon Autosport Media UK Limited's Standard Terms of Acceptance of Advertising, copies of which are available from the Motorsport News advertising sales department.

Registered as a Newspaper with Consignia

Printed by Sheffield Web

Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT

Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

Autosport Media UK Limited is a division of Motorsport Network LLC

motorsport
NETWORK

PLUS: ALL THE USUAL NEWS, VIEWS AND REPORTS

Book your advert before 12pm Monday and see it in print first thing Wednesday



Classified



Telephone: 0203 4058 109 Email: mnads@motorsport.com

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates Lineage:
 25 words = £25 (£30 inc vat)
 25 words + Picture = £35 (£42inc vat)
 Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
 £50 (£60 inc vat)
 £10 per extra column cm (£12 inc vat)
Private seller Offer
 25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 0203 4058 110 or email mnads@motorsport.com**
Deadline: Mondays at 12noon (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Autosport Media UK Ltd

Address for advertising
Motorsport News Advertising
 1 Eton Street,
 Richmond,
 TW9 1AG

Important
 The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
 Terms for approved accounts strictly net within 30 days. The advertisers name and address must accompany all advertisements, whether for publication or not.
 Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.
Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

SPARES AND ACCESSORIES



INSURANCE





POLICIES FOR

- ✓ COMPETITION CARS
- ✓ RALLY & RACE CARS
- ✓ SERVICE VEHICLES

PHONE: 0161 440 7590

quote form on rallycar-insurance.co.uk

Authorised and regulated by the Financial Services Authority



Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES

Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

SIMPSON

Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...

Follow Us
twitter.com/SimpsonExhausts

Like Us
facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

Alloywheelrepairs.com

- Repairs to aluminium and magnesium wheels and castings.
- Wheels chemically stripped, fine bead blasted and powder coated.
- Wheels inserted and PCD and offset altered.

Chevette

- Manufacturers of cars and components to build Works spec Chevette HS/HSR.
- HSR body kits, springs, shocks, roll cages and all parts required and all parts required to build cars to works spec.
- 40 years of experience to share.

IAN JEMISON ENGINEERING

HOME FARM, 81 MAIN STREET, BISHOPTHORPE, YORK, YO23 2RA
01904 703 863

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods



CARRILLO

The Choice Connection

Have the pistons you need, not a compromise

Cambridge Motorsport Parts

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

www.kaylan.co.uk



kaylan®

The winning formula in high performance plastic...

Nothing endures the punishment received by the underside of a World Rally car better than Kaylan. Resistant to both high impact and abrasion, our special elastomers are purpose-built to withstand repeated flexing, extreme abrasion, and just about anything that a forest or gravel track might throw at it. No wonder then that the world's top rally teams choose Kaylan mudflaps and underbody protection. Join the likes of Ford, Subaru, Nissan, Mitsubishi and Seat and change to Kaylan.

• Mudflaps (both moulded and punched) • Protection for: Trailing Arms, Gearbox, Rear Joints, Toe Links, Differential and General Underbody Protection
 • Wheel Arch Lining • Engine and Gearbox Mounts • Bushes and Bumpstops • Sump and Tank Guards • Bespoke Moulded Parts • Full Cutting Service Available

T: +44 (0)1274 590824



F: +44 (0)1274 531409

Kay-Dec Engineering Plastics Ltd

Dunnell Engines



DURATEC & ZETEC ENGINES



DURATEC ENGINE

» 2.0-2.5 Litre
 » 200-340 BHP

duratec



ZETEC ENGINE

» 1.6, 1.8 & 2.0 Litre
 » 188-275 BHP

zetec

COMPLETE ENGINE & COMPONENT DEVELOPMENT

////////////////// www.dunnellengines.com //////////////////////

Tel: +44 (0) 1449 677 726 E-Mail: info@dunnellengines.com

Unit 10 Tomo Business Park, Tomo Road, Stowmarket, Suffolk, IP14 5EP, England

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

TO ADVERTISE YOUR NEW PRODUCTS AND SERVICES IN OUR NEXT ISSUE

CALL 0203 405 8109



MITSUBISHI

Grp N, R4,
 B13 / Open Class




RALLI ART

Tel 01524 761398

Large amount of parts held in stock ready for immediate despatch View our online catalogue at

waynesis@aol.com

www.arnsidemotorsport.co.uk

MARKETPLACE

Vehicle Wiring Products

We supply a comprehensive range of wiring products for repair, modification or complete rewire to your vehicle



Free catalogue

Visit our website, phone or email for a free catalogue
www.vehicleproducts.co.uk
 Tel: 0115 9305454 | email: sales@vehicleproducts.co.uk

Vehicle Wiring Products Ltd,
 9 Buxton Court, Manners Ind Est, Ilkeston, Derbyshire, DE7 8EF.

Property FOR SALE or TO LET

Grade 2 listed cottage
 1/3 Acre plot
 1500²ft Workshop/offices
 Existing motorsport use
 Off road parking
 Central UK location NN6
 Suitable for small race team/ engineering etc
 Sale price £450,000

For further details/photos
 Tel: 01858 575715

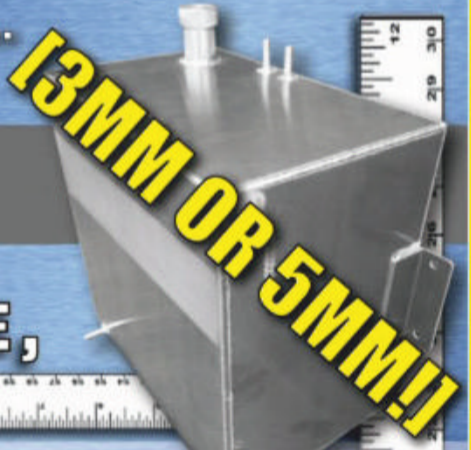


CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!



FUEL TANK ALUMINIUM 20 GALLON CURVE
 [H300mm x W300 x L900mm]



£299.99
PROJECT

CMB-FT-020R
 CUSTOM
 1 X OFF CENTER FILLER
 NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
 [H610mm x W610mm x L1525mm]



£449.99
PROJECT

CMB-FT0150
 CUSTOM
 1 X FAR SIDE FILLER
 +FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
 [H300mm x W300mm x L700mm]



£199.99
PROJECT

CMB-FT014
 CUSTOM
 INLET, 6MM OUTLET
 1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
 [H250mm x W300mm x L600mm]



£159.99
PROJECT

CMB-FT010
 CUSTOM
 1 X FAR SIDE
 FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
 [H150mm x W250 x L490mm]



£119.99
PROJECT

CMB-FT-004
 CUSTOM
 1 X OFF CENTER FILLER
 NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
 [H250mm x W300mm x L900mm]



£199.99
PROJECT

CMB-FT017
 CUSTOM 1 X CENTRAL
 MOUNTED OFF-CENTRE
 FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
 [H230mm x W750mm x L1860mm]



£599.99
PROJECT

CMB-FT015
 CUSTOM
 INLET, 6mm OUTLET
 COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
 [H300mm x W300mm x L900mm]



£209.99
PROJECT

CMB-FT018-TW
 CUSTOM
 2 X FILLER NECKS
 + STRAPS [FOAM FILLED]

Quote **SP329** when you call: **01744 895 888** www.compbrake.com

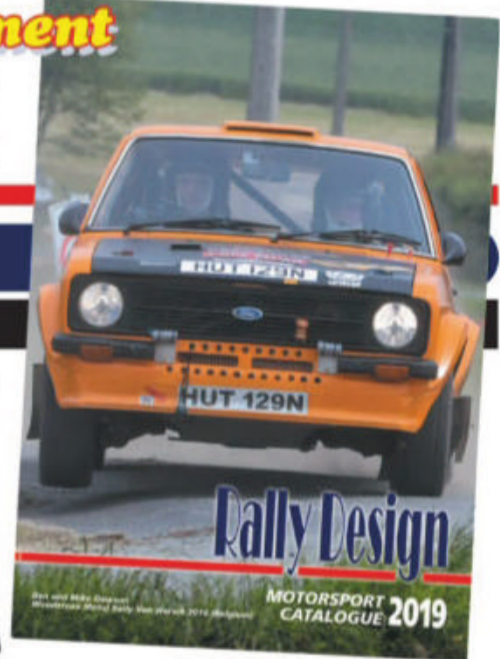
MARKETPLACE

Rally Design

Professional Motorsport Parts, Spares & Rally Equipment
Tel: 01227 792 792 Fax: 01227 794 888
 UNIT 4, ST. AUGUSTINE'S BUSINESS PARK, ESTUARY WAY, SWALECLIFFE, KENT CT5 2QJ

www.rallydesign.co.uk

NEW Massive 2019 Full colour Rally Design Motorsport Catalogue NOW AVAILABLE!



See RALLY DESIGN on STANDS 3752 & 3754

AUTOSPORT INTERNATIONAL
THE RACING CAR SHOW
 NEC BIRMINGHAM 10-13 JANUARY 2019

Come and collect your **FREE** copy of our all new 2019 Rally Design Motorsport Catalogue!



Mk2 Front Wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27
 Mk2 front wing, LH or RH, std. each **£72.10** £86.52
 Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

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 **£229.50** £275.40

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

SPARES
 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. The following charts show the yield and tensile strength, and the yield torque for a typical 30mm diameter 4340 halfshaft.

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

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit) **£395.80** £474.96
 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 **£295.50** £275.40
 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
 Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** £478.80
 Sierra 7", Caterham **£399.00** £478.80
 Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80
 Mazda MX5 (94-05) **£399.00** £478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** £46.20
 5-speed bearing type gearlever **£40.50** £48.60
 5-speed quickshift conversion kit **£13.50** £16.20
 M10 ally 'Pro' gearknob **£14.90** £17.88
 M10 white or black nylon gearknob **£12.50** £15.00
 Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40

Wilwood brakes kits from
£299.51 **£359.41**

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41
 Wilwood brakes kit, 247x20, Midilite caliper **£468.49** £562.19
 Wilwood brakes kit, 285x21, Midilite caliper **£571.40** £685.68
 Balance bar pedal box, cable clutch **£189.50** £227.40
 Balance bar pedal box, hydraulic clutch **£215.00** £258.00
 RMD master cylinders from **£21.50** £25.80
 Wilwood master cylinders from **£29.50** £35.40
 Wilwood proportioning valve, knob **£42.50** £51.00
 Wilwood proportioning valve, lever **£57.50** £69.00
 Blackline 'swaged' stainless brake lines, 3-line **£29.74** £35.69
 Classic Ford wheels 6x13 **£69.00** £82.80
 7x13 **£76.00** £91.20
 8x13 **£87.50** £105.00
 8x15 **£99.00** £118.80

Classic Ford wheels from
£69.00 **£82.80**

Poly' bump stops, top axle mounting pair **£8.12** £9.75
 Escort 11/1300 front springs, 145-220lbs pair **£33.80** £40.56
 Escort RS front springs, 145-220lbs pair **£33.80** £40.56
 1.9" & 2.25" coil springs, 20,000 in stock! 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
 RH 2:9 ratio **£119.50** £143.40
 RH 2:4 ratio **£139.50** £167.40
 LH 2:4 ratio **£149.50** £179.40

H/duty quick steering racks RH 2:4 ratio **£174.50** £209.40
 RH 2:2 ratio **£204.50** £245.40
 LH 2:4 ratio **£184.50** £225.40
 LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts 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

OEM TCA's
£59.50
£71.40

TCA's 'Pattern' style pair **£36.50** £43.80
 TCA's 'OEM' style pair **£63.50** £76.20
 TCA bush insertion tool **£14.90** £17.88
 Twin cam anti-roll bar **£59.50** £71.40
 Anti-dive kit **£31.00** £37.20
 World cup X-member **£106.50** £127.80
 World cup mounts pair **£28.50** £34.20
 RS2000 track rod ends each **£10.50** £12.60
 Group 4 spec. front RS struts each **£19.80** £23.76
 4-link kit **£119.50** £143.40
 Heavy duty 4-link kit **£185.00** £222.00
 Group 4 round turret kit **£65.00** £78.00
 Mk1 spring shackles 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 pair **£10.90** £13.08
 Watts linkage kit **£199.50** £239.40
 Taper leaf springs, 146lb rate each **£49.50** £59.40
 Ally tube strut brace, round tube each **£44.90** £53.88
 Work style 60mm oval tube strut brace pair **£51.50** £61.80
 Rear lamp protectors pair **£12.90** £15.48
 Chassis mounted sump guard, wet sump pair **£137.00** £164.40
 Kaylan mudflaps, 4mm (500x300) pair **£16.50** £19.80
 Body jacking kit car set **£119.50** £143.40
 Ford hub nut socket, 3/4"D, 65mm **£13.90** £16.68

X-Flow ally radiator

£179.60 **£215.52**

X-Flow ally radiator **£179.60** £215.52
 RS2000 (Pinto) ally radiator **£179.60** £215.52
 13/235 oil cooler **£50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** £74.81

WCP Interrupter pump
£29.00 **£34.80**

WCP interrupter fuel pump **£29.00** £34.80
 WCP solid state fuel pump pair **£19.00** £22.80
 WCP injection fuel pump from **£32.19** £38.63
 Bonnet pin kits, stainless **£5.00** £6.00
 Bonnet pin kits, alloy **£7.00** £8.40
 Aeroacatch from **£31.00** £37.20
 Avanti map light from **£19.50** £23.40
 Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52
 Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20

M16 calipers to fit standard discs, pair **£89.00** £106.80
 M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20
 M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19
 Group 1 vented discs (247x20), pair **£39.00** £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 **Kit £159.80** £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40
 Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40
 Escort Mk1 front heated laminated screen (inc. rubber) **£198.60** £238.32
 Escort Mk2 front heated laminated screen (inc. rubber) **£198.60** £238.32
 Escort Mk1 front screen rubber **£24.92** £29.90
 Escort Mk1 rear screen rubber **£23.92** £28.70
 Escort Mk2 front screen rubber **£29.08** £34.90
 Escort Mk2 rear screen rubber **£29.08** £34.90
 Laser windscreen chip repair kit **£13.90** £16.68
 14" or 17" rear view mirror **£14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44
 Bonnet rail bump stop, set of 4 **£10.90** £13.08
 Bonnet bump stop, centre-rear **£5.10** £6.12
 Wiring loom bulkhead grommet **£6.90** £8.28
 Bonnet release cable grommet **£5.20** £6.24
 Steering column bulkhead grommet **£7.20** £8.64
 Handbrake backplate dust boots pair **£7.10** £8.52
 Spedo cable bulkhead grommet **£5.20** £6.24
 Throttle pedal pad **£5.20** £6.24
 Brake and clutch pedal pads pair **£8.00** £9.60
 Shock absorber top caps pair **£13.90** £16.68
 Rear bumper side plugs, set of 4 **£9.90** £11.88
 Oil line bulkhead grommet **£5.10** £6.12
 Brake servo rod bellows **£5.20** £6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

THE LONDON CLASSIC CAR SHOW | 14 - 17 FEB 2019 EXCEL LONDON

London's No.1 Classic Car event

Hundreds of Collectable Classics for sale

A moving showcase of the world's finest cars



**WE CELEBRATE
50 YEARS OF
THE ITALIAN JOB**

**BUY IN
ADVANCE AND
SAVE £5**
BASED ON STANDARD
ADULT TICKET



Book Tickets Now at thelondonclassiccarshow.co.uk



ClassicCars

Supagard®

motolocation

MARKETPLACE

MARDI GRAS MOTORSPORT

Mardi Gras Motorsport
DISTRIBUTORS & AGENTS FOR

Valvoline
HELIX AUTOSPORT
Setrab Oil Coolers
RACELOGIC
Elbach SPRINGS
K&N
VDO Performance Instruments
SCHRICK
lifeline Fire & Safety Systems Ltd
VARLEY RED TOP™ THE ORIGINAL RACING BATTERIES
AP RACING
SPA DESIGN
Castrol

CALL FOR MORE INFO
01327 858 006

2A BRUNEL CLOSE
DRAYTON FIELDS INDUSTRIAL ESTATE
DAVENTRY, NN11 8RB

Email: info@mardigras.co.uk
www.mardigras.co.uk
www.performanceclutch.co.uk

striipe

"They're a semi-secret way to wear your car nerd on your sleeve, but stylish enough that you'll get compliments on them from people who don't know the secret meaning behind the pattern."

use discount code **MOTORSPORTNEWS20** for 20% off at www.striipedesign.com

RALLY PREP

Phone: 01637 498184
www.rallyprep.co.uk
enquiries@rallyprep.co.uk

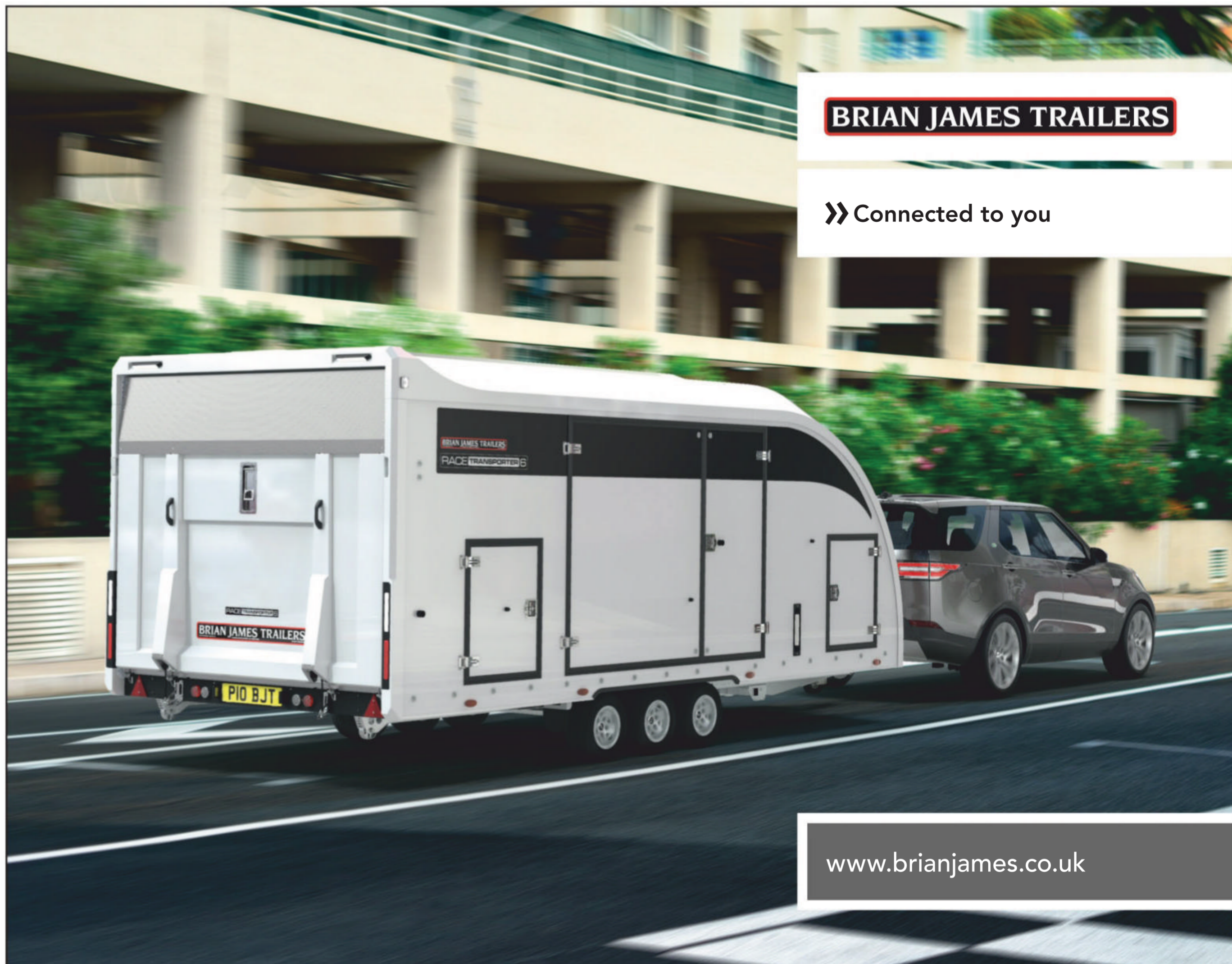
- Official UK Partner for Toyota Motorsport GmbH
- GT86 CS-R3 available fully built or in kit form
- Modern and historic vehicle build and preparation
- From clubman to full FIA International status
- Work undertaken on all makes and models

Rally_Prep
 rallyprep
 RallyPrepUK

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Style and Substance

Introducing the new Race Transporter 6 by Brian James Trailers. An even more stylish and capable enclosed trailer specifically suited to car transportation.

New features include a standard automatic tilt-operation, invaluable for all professional motorsport or transport operations. An extra side access hatch door provides the ability to easily reach in for securing the standard equipment 'over wheel' strap system.

In addition, many new optional features are now available, all designed to offer the latest technology and improved convenience to all operators.

Race Transporter trailers are available from £ 7,699 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office

RACE TRANSPORTER 6

TRAILERS & TRANSPORTERS



www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS
FOR CLUB, PRIVATE AND
PRO MOTORSPORTS

Woodford covered trailers Superior in design, quality and finish



WEB DIRECTORY

ELECTRONICS



Authorised stockists for:
OSRAM PHILIPS RING and many more...
 01527 908676 | www.phoenixautobulbs.co.uk

GEARBOXES

Gearboxman.com
 COMPETITION TRANSMISSION SERVICES
 Gearboxes and Axles for Road // Race // Rally // & more
 Telephone: 01582 840 008 Fax: 01582 840 007

RACEWEAR



Silverstone
 The best of racewear & kartwear
www.gprdirect.com

ENGINES



01933 411 993
jondelrace@aol.com

RACE CARS

www.mcracecars.co.uk
 phone. 07771 762145
 MCR's for sale
 arrive & drive packages



RACEWEAR

Passionate About Motorsport

www.jjcraceandrally.com

ENGINES

D.T.W. ENGINES LTD.
 BDG RACE & RALLY SPECIALISTS
 FOR OVER 40 YEARS
 TOYOTA, VAUXHALL, MISTUBISHI, SUBARU AND ALL FORD
 ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.
 CYLINDER HEAD MODIFICATIONS,
 PRECISION SURFACE GRINDING.
WWW.DTWENGINES.COM | TEL. +44 (0)1279-422128

RACE & RALLY PARTS



**MARDI GRAS
 MOTORSPORT**
www.mardigras.co.uk

RACEWEAR



demon-tweeks.com

ENGINES

JAPANESE PERFORMANCE SPECIALIST
 GroupB Motorsport are the ROTARY ENGINE SPECIALISTS
 We have engines available for Track day cars, Saloon racing and our NEW!
 GPB Spec for historic rallying Talk to us about your requirements and we will
 put together the best package with engines producing 250bhp up to 550bhp
 For more information email: sales@groupbmotorsport.com
 call Mark on: 01244 822 327 or visit: groupbmotorsport.com



RACE & RALLY PARTS

SBD Motorsport
 Specialists in the design & manufacture of management systems, engine
 kits & components for use in all types of motorsport worldwide.
 W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

RACEWEAR

Teamwear Specialists - LOGOMEUP
 • Embroidery
 • Print
 • Quick Turnaround
 • Min Order Only 4
 • No Logo Set Up Fees
www.logomeup.co.uk - 01158 712973



ENGINES



• Performance Tuning Specialists
 • 2WD Superflow Rolling Road,
 1200 bhp and 220 mph capacity
 • Life Racing and Omex Engine Management
 • Weber, Dell'Orto and SU Carburettor Agents
 Plus much more, Contact us on
01604 766624

e-mail
northamptonmotorsport@btconnect.com
 or visit
northamptonmotorsport.com

RACE & RALLY PARTS



PartBOX
 Performance and Tuning Parts
 Leading performance brands online
www.part-box.com

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
 >> Connected to you
www.brianjames.co.uk

GEARBOXES

Avanti Motorsport Transmissions
 84 West End Street, Somerset, BA16 0LP
 +44 (01458) 446517
avantimotors@btconnect.com
 - Rally and Race Gearboxes
 - 6 Speed Sequential Gearboxes
 - 5 & 6 speed Gearkits
 - Limited Slip Differentials etc.

RACE & RALLY PARTS

Autoparts and Hydraulics

sales@LMAautoparts.com

TRAILERS & TRANSPORTERS

www.EMPIRE RV.co.uk
 Living the high life
 Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ info@EmpireRV.co.uk

GEARBOXES



Rally & Race Gearboxes,
 GearKits, LSD's and Driveshafts
 T: 01782 280 136 F: 01782 269 913
 E: sales@eliteracingtransmissions.com
 visit: EliteRacingTransmissions.com

RACE & RALLY PARTS

Stock and custom made
 FiA Fuel Cells.
 Short lead times.
01527 521050

www.classicworldracing.co.uk

WHEELS & TYRES



Winning all over the world since 1973...
 Heat treated alloy wheels now back in production.
 Including CXR, ML and MO
WWW.COMPOMOTIVE.COM
 Tel. 00 44 1952 850618 sales@comp.co.uk



THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Ben Kavanagh
 Classified Advertising
 T: +44 (0) 20 3405 8109
 E: ben.kavanagh@motorsport.com

Ben Webster
 Senior Production Coordinator
 T: +44 (0) 20 3405 8131
 E: ben.webster@motorsport.com

SCHROTH RACING CHAMPIONS CHOICE

SCHROTH[®]
RACING



**NEW FIA Standard 8853-2016
available right now**



**XLT
CARBON**

Wide Range of HANS Devices, Harness Belts & Racing Nets

Visit www.schroth.com/racing to learn more about our products.



Follow us on Facebook
www.facebook.com/schrothracing