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FIA!



Citroen's new-generation car has proven quick, but also pushes safety boundaries

By David Evans

Next year's World Rally Cars will provide more protection for crews than any cars in the sport's history, according to the FIA's rally director Jarmo Mahonen.

A period of unparalleled alliance between the manufacturers and the sport's governing body is expected to deliver cars which are safer to compete in and stages which are safer to watch from.

One of the primary concerns about next year's all-new World Rally Cars is the safety of the crews. With more power and more downforce, the cars themselves

will be faster than previous WRC machinery, forcing all the sport's stakeholders to go further than ever to make it as safe as possible.

Volkswagen has taken the lead in generating side-impact data to share with all the teams – the German firm actually running a crash test of a Polo R WRC.

"What the manufacturers and Volkswagen has done is a great effort," said Mahonen. "We fully support this work. If we can say this, I think the World Rally Cars for next year will be the safest ever from the point of view of the crew."

"Yes, they will be faster, but they will also be safer. When we realised the speed was going to go up and, of course, we all know that it will and we understand concerns about this, then we said: what can we do? We can do two things: work with the cars and work with the rallies to make the whole package in the World Rally Championship as safe as possible for next season."

FIA president Jean Todt echoed those sentiments adding: "We always put a priority on safety, even if on rallying it is more

difficult because contrary to circuit racing, where you work a lot on the design of the circuit, you cannot work on the design of the road in the same way.

"We have been working intensively on the car, and it's not only linked to the safety of the teams, it's also linked to the safety of the spectators. We are working very closely, hand in hand, with the organisers of every event and we are making some communication programme to educate the fans when they attend a rally, so we are engaged to make sure that rallying is as safe as we can make it."

The FIA is working closer than ever with rally organisers via safety delegate Michele Mouton and this will go up another level next season when the nature of stages comes under closer inspection than ever.

Mahonen said: "Michele is talking to the organisers about the route they are using. We are looking at the fast sections in stages on the itinerary and we are working on a new approach to spectating on these rallies to see



VW tech man Demaison (r)

NEW WRC CARS WILL BE THE SAFEST YET

Top insiders herald steps forward in protection



Mahonen wants push on rally safety standards

what more we can do. We need to get into next year now. We need to see just how fast these cars are. Nobody can tell us definitively if they will be two seconds, three seconds per kilometre faster or how much quicker the corner speeds will be. We have looked at everything we can and worked with all the stakeholders and when January comes we will be keeping a very close eye on all of that."

Volkswagen's side-impact test involved sending a fully-prepared rally car sideways into a steel post at 25mph, 5mph more than the standard road car test. That extra speed more than doubled the energy loads inside the car and allowed engineers a greater understanding of what the crews will go through in such an accident and where the attention was needed.

Volkswagen technical director Francois-Xavier Demaison said: "There was a real wish from the FIA to increase the size of the restrictor, for a faster and more spectacular car. So the only answer we came with was to push

like hell – all the manufacturers together – to increase the safety. That's what we have done. We have increased the foam next to the crew and reinforced the sills. Zero risk will never exist, but we have done as much testing and simulation as possible.

And all of that data has been shared with the manufacturers. It's about using that extra width to make the cars safer again." Volkswagen's Willy Rampf said: "This is not about performance, this is about safety and it's in the interest of everybody – we are not giving away our secrets here."

Side-impact is the main area of safety concern in rallying. Protection in this area has moved on considerably since Michael 'Beef' Park died in such a crash on the 2005 Rally GB.

The areas the teams are working on now include a 30 per cent increase in the amount of impact-absorbing foam filling the space between the crews and the door bars in the roll cage and using the wider sills on the new cars to build in even more protection.

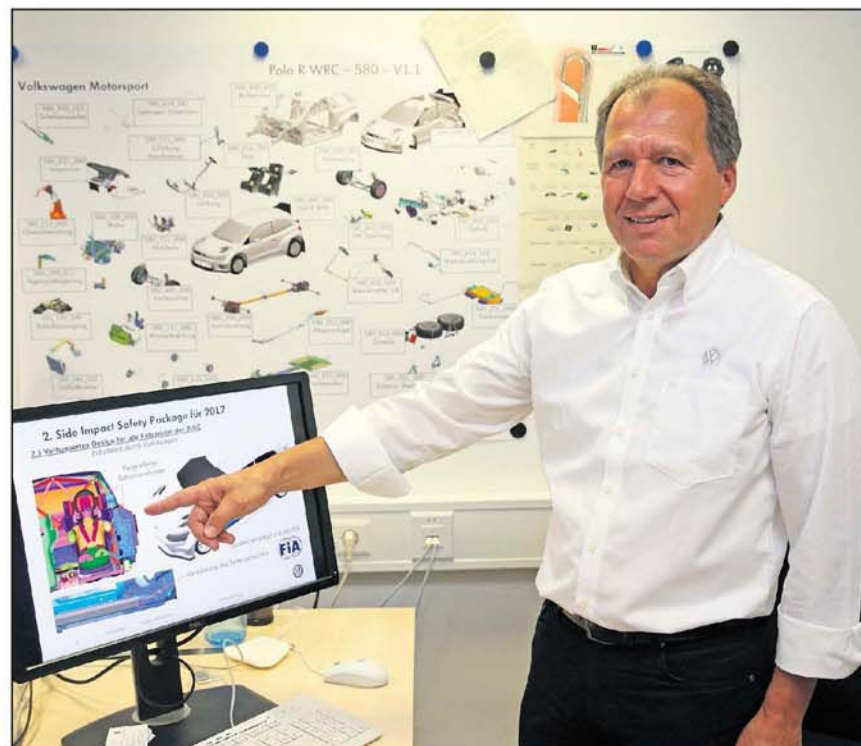
"The reinforcement in the sill is

like an extra bar in the roll cage," said Rampf, "and there's now around 250mm of foam at the side. We have also worked on the seats to put more foam in there and moved the seats closer together, so the crew is further away from the door. Compared with 15 years ago, when there was no real head and neck or side protection, we've made a big step.

"We did a lot of preparation ahead of the crash test to help with the simulation work and the teams have all been very happy."

While none of the drivers and co-drivers contacted by *MN* wanted to go on the record, several raised speed-related concerns about next season – particularly after Kris Meeke's faster than ever WRC win in Finland last month.

One said: "We've all done the testing now and we all know how much faster we will be going in these roads than Meeke did. We have to make sure everything is working for the safety, it will be fast and, for sure, with the aero, the corner speed will be incredible too."



Volkswagen has carried out side-impact testing on a Polo R WRC for research

RACING NEWS

Photos: LAT

F1 ROUND-UP



Button feels like "a kid again"

Button's call

Jenson Button says his decision to take a sabbatical from F1 for next season makes him feel "like a kid again". Button will step back to allow Stoffel Vandoorne to race alongside Fernando Alonso at McLaren-Honda next season. Button said: "I'm going to see my family a lot more, which I'm very excited about. I feel like a kid again and suddenly I'm in a great position."

Sainz's hope

Carlos Sainz believes that the upcoming Singapore Grand Prix will be Toro Rosso's last chance to score points this season. While the Faenza-based squad started the year strongly, the lack of development on its 2015-spec Ferrari engine has meant it has slipped back in recent races. "I cannot complain about the handling," said Sainz. "But for Singapore it is important to take a direction, to commit to it and make sure the whole weekend of Singapore we surround one set-up. This could be our last clear chance of scoring points this season."

Struggles evident

Romain Grosjean says he foresaw the struggles of Renault, and that it directly contributed to his decision to jump ship to Haas. Renault returned as a full manufacturer team this season, but has struggled due to a late start. Grosjean, who wanted to stay in a competitive car to keep his chances of landing a seat with Ferrari alive, said: "The idea of coming to Haas was not with an eye on Ferrari. I felt Renault would have the year they are having. On the other hand there was an US team coming to F1. I thought if I can be there and make it successful, it's going to be huge in the US."

Bull design

Red Bull's design input will be key to determining how F1 cars will look in 2017, according to Williams technical boss Pat Symonds. Next year cars will get wider front and rear wings, as well as tyres. Symonds says that Red Bull, and its aero guru Adrian Newey, has been key in shaping the new designs. Red Bull has completed a range of concept drawings. "The cars look nice," he said. "I put Red Bull on the back for doing a great styling job because what they did was take what the Strategy Group wanted and really styled it."

TEAMS BACK NEW FORMULA 1 OWNER

Liberty Media agrees to buy controlling stake, and pledges to grow F1



Formula 1 has been bought by Liberty Media Corp

By Rob Ladbrook

Formula 1's leading lights have welcomed the sport's sale to American firm Liberty Media Corporation, and believe the deal can help grow the sport.

Liberty Media announced last week that it would acquire the controlling stake in Formula 1 from CVC Capital Partners in a deal estimated to be worth £6 billion.

Liberty Media will buy 100 per cent of the shares of F1's parent company Delta Topco, as well as a minority stake of 18.7 per cent. Once the deal is fully complete in the first quarter of 2017, Liberty Media will own the controlling stake of 35.5 per cent, with CVC retaining a 24.7 per cent share.

The sale marks the first time F1 has changed hands for a decade. Liberty

has confirmed that Bernie Ecclestone will remain at the helm as chief executive for at least a further three years, and has appointed Chase Carey into the role of chairman of F1.

Liberty Media already boasts an impressive portfolio of investments, including stakes in the Atlanta Braves baseball club, US cable TV firms and music events company Live Nation. Carey is also the vice chairman of 21st Century Fox.

Key members of the F1 paddock have welcomed the deal. Force India's deputy team principal Bob Fernley said: "I think it's fair to say I've been mildly critical of CVC in the past, so therefore a new partner is good.

"In CVC we've had a corporation there that's only been interested in extracting money. They've done what they're supposed to do as a hedge fund,

which is returned money to their shareholders, and they've sold out now and positioned themselves. Hopefully they've sold to a company that can create the growth in Formula 1.

"When you bring in a media group there is a obviously a vested interest there in developing the sport. It pays, then, on both sides. They will bring in a lot of experience from the American sporting franchise models and that can only be a good thing."

Mercedes boss Toto Wolff said prior to the official announcement of the deal that he believed F1 could learn from the way American companies grow public interest in sport via social media.

"I don't think anybody would buy that stake, spend that money and say 'We're not changing everything - we're doing it the American way'," said Wolff. "There are things we can learn from

the American way, particularly the digital area, but there are also areas that are working here that are not working there. They are going to have a close look and analyse what needs to change or remain. There's a reason these guys can afford to buy this. It's good news that an American media buys into Formula 1."

Liberty Media president and boss Greg Maffei added: "We are excited to become part of Formula 1. We think our long-term perspective and expertise with media and sports assets will allow us to be good stewards of Formula 1 and benefit fans, teams and our shareholders.

"We look forward to working closely with Chase Carey and Bernie Ecclestone to support the next phase of growth for this hugely popular global sport."

WHAT LIBERTY MEDIA DEAL MEANS

It may be early days for Formula 1's new owner Liberty Media, but some details of the firm's plans to rejuvenate the sports have already leaked. Here's a rundown of what we know so far.

Enhancing GP weekends

Liberty Media's business portfolio means it can add far more to race weekends than just the on-track action. New F1 chairman Chase Carey says there is scope to add more attractions to grow the events as a whole. Carey says: "It's about building the live experience at these races, which are tremendous events in many ways - one of the biggest to occur in a city and a country in which they do occur.

"There is a tremendous opportunity to make that event much bigger, broader, and appeal to

a much larger audience, to have related things throughout the week, to have other entertainment things - sport is entertainment!

"They're great today, but I think we can take them to another level, add all sorts of dimensions that are related to the sport, to entertaining, exciting and energising people, to everybody's benefit."

Digital expansion

Currently F1's digital footprint is minuscule compared to classes such as NASCAR or IndyCar, or American Football. Much of F1's social media traffic is driven by the teams themselves, but aside from that there's little engagement or insight for fans.

Carey says: "There are multiple dimensions to developing the digital opportunities in F1. There is the marketing potential in telling the

Formula 1 story, and it's a great story with some of the most attractive stars in the world - great drivers, great teams, great brands, great technology. So it's taking advantage of that and making it successful, really exciting that fan base, and using the data capabilities of digital media.

"It's creating new competition for these rights, new opportunities to exploit these rights in different ways, to take advantage of what each of the platforms has to offer."

Asia and America

F1 has found it tough to crack America and, while Asia is a growing market for F1 with races in China, Japan, Singapore and Malaysia, there is still growth potential.

Carey says: "As a global sport there are opportunities, and we're excited to grow

the sport, like in America and Asia. The established markets that have been the home and foundation of F1, with Europe in particular, are of critical importance. And building in Europe has to be second to none. But the US and Asia markets are ones for us to develop."

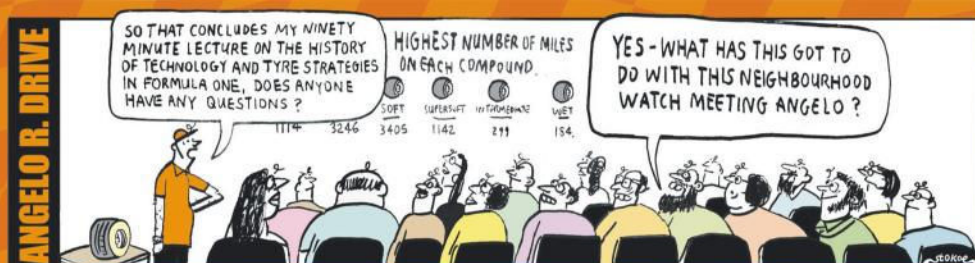
Virtual reality?

The growth in F1 video games has been key to drawing in fresh interest in the sport. Liberty is open to taking that a step further with augmented reality experiences and embracing new gaming technology.

Carey adds: "This sport is so suited to any of these new technologies, whether it's the gaming or virtual reality arena - racing Lewis Hamilton for example. The technology around this sport is second to none, and the interest in the capabilities of these cars is incredible."

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Photos: LAT, Radical Cars



JAGUAR CONFIRMS FORMULA E LINE-UP



Carroll (l) and Evans (r) lead drivers

Adam Carroll will lead Jaguar's line-up for its debut Formula E season, with GP2 race winner Mitch Evans also confirmed at the British team.

Jaguar revealed former A1 GP champion Carroll and GP2 race winner Evans as its drivers for the 2016/17 campaign, plus Ho-Pin Tung as reserve, at its official team launch at its heritage facility last week.

Carroll has been competing with the Gulf Racing Porsche squad in the World Endurance Championship this season alongside a partial British GT campaign in two different cars.

The 2008/09 A1 Grand Prix champion, who has raced GTs since 2012, told *Motorsport News* he was "incredibly proud and happy" to join Jaguar and to "be going back to my roots".

"It's a full works team, which is something I've personally been after for a long, long time," he added. "It's going to be mega."

Jaguar will make its debut in FE running its own powertrain, but because it only had its entry confirmed in December there were limitations over its choice of motor,

gearbox and inverter. Carroll said the team needed to be aware of the tough "reality" of fighting teams that have two years of experience in the series and one season of running their own powertrains already.

"Of course we have expectations," he said. "We're here to win when we can but we have a lot of work to do."

"The teams have a two-year head start. We have to perform and get there, but we know it's competitive and a high level in every aspect."

Evans defeated Britons Alex Lynn and Harry Tincknell to land the second seat in a shootout at the first test, despite not previously driving a FE car, or the Donington circuit.

"I just had to go on instinct," he said. "It was an evaluation so the pressure is on and you have to perform. It's great to get it purely on merit."

● Formula E will air on Channel 5 in 2017, with the broadcaster taking over from ITV4. The broadcaster has expanded its motorsport coverage with World Rally Championship highlights in 2016. The Formule E races will be shown live, with its sister station Spike covering qualifying.

Formula E testing finished at Donington

Formula E is set to stop holding official pre-season testing at Donington Park, as several of its teams are set to vacate their bases at the UK track.

The circuit has acted as the headquarters for the 10 FE teams and the championship's operational department since early 2014.

As part of that agreement it has also hosted collective tests for the electric single-seater series' first three seasons, with several of those days open to the public free of charge.

While many teams have not made a decision, at least Renault e.dams, Abt Audi Sport and DS Virgin Racing are committed to being based elsewhere, and so the championship is discussing what other options there are for collective testing.

Vinales could race Radical after debut

MotoGP star Maverick Vinales could get a chance to race on four wheels after making his test debut in a Radical SR3 at Silverstone recently.

Vinales, who won the recent British motorcycle Grand Prix for the Team Suzuki Ecstar team, handled one of the British marque's SR3 models on the Stowe Circuit.

The SR3 is powered by a 1500cc Suzuki Hayabusa engine, and was decked in the same livery as Vinales' racing bike.

The 21-year-old Spaniard said: "For me the most impressive thing was the corner speed and the grip and the downforce. It was very impressive how fast you can go through the corners, and I was not used to this, because on a bike you go more slowly."

"From MotoGP I am used to fast acceleration, but even with the heavier car, I can feel the acceleration and you can feel the engine pushing in all the gears."

Radical's Roger Green added: "Clearly there's a big difference between the GSX-RR [Suzuki bike] that Maverick raced to victory at Silverstone and our car, but he was quick to adapt and up to speed fast. He's a quick learner and impressed our crew with his measured approach to it. We'd be delighted to offer him a drive in the future."



Radical was Suzuki-liveried



Vinales: four-wheel debut

THE FASTEST NEWS ROUND-UP



Marco Wittmann established a strong lead in the DTM championship points after a win and a podium at the Nurburgring last weekend. The German – 2014 DTM champion – inherited pole after a grid penalty for Lucas Auer, and stormed to a 7s victory heading Brit Tom Blomqvist. Edoardo Mortara won the second race with Wittmann third, but the title leader's main challengers Jamie Green and Robert Wickens both finished out of the points. Mortara assumes second in the

points with two events to go... Lance Stroll and Maximilian Gunther made it a hat-trick of wins for Prema Powerteam in European F3 at the Nurburgring. George Russell was the only Brit on the podium in the triple-header with third in the opener... Tom Dillmann maintained his Formula V8 3.5 title lead with third and second-placed finishes at the Red Bull Ring. SMP's Matthieu Vaxiviere and Arden's Aurelien Panis took the victories... Denny Hamlin held off Kyle Larson to win NASCAR's Richmond race, as tyre failures blighted the running. The record for the number of cautions in a Sprint Cup race was broken with 16... Spa and Nurburgring 24 Hour-winning outfit WRT will make its LMP2 debut at Spa on September 25. The team will field a Ligier-Judd/BMW JSP2 in the European Le Mans Series for brothers Laurens and Dries Vanthoor and ex-Manor F1 man Will Stevens...



Jones celebrates

Fourth place at Laguna Seca gave Jones Lights title

Carlin and Jones seal Indy Lights

Carlin sealed the Indy Lights Championship in only its second year competing in the American series, with Brit Ed Jones taking the title at Laguna Seca and securing a spot in IndyCar for 2017.

The 2013 European F3 Open champion Jones was one of six drivers heading into the finale with a mathematical shot at the title, with fellow Brit Dean Stoneman, Santiago Urrutia, Zach Veach, Felix Serralles and Kyle Kaiser all in contention.

Jones started on pole ahead of Urrutia, but he and Veach slipped

past Jones and made a break early on. That would have given Urrutia the championship on a countback, but on the final lap, Serralles – Jones' Carlin team-mate – allowed him through to take fourth and the title, also sealing the teams' title for Carlin.

"To know that I will be able to line up on the grid for the 2017 Indy 500 is such an amazing feeling and a testament to the Mazda Road to Indy as a genuine motorsport ladder," said Jones, who is guaranteed three IndyCar starts next season, including the prestigious Indy 500.

RACING NEWS

IN BRIEF

Ismail returns

Omar Ismail returned to the BRDC British F3 Championship for the Donington Park season finale with Chris Dittmann Racing. Ismail contested the opening round of the season with HHC Motorsport, having previously competed with CDR in F4 last season before the championship's F3 rebadging for 2016. The 17-year-old recorded two ninth places.

Jordan at Leinster

An ex-Rubens Barrichello Jordan Formula 1 car will be demonstrated at next weekend's Leinster Trophy event at Mondello Park. The car will be driven by its owner, Dan Daly, and marks the first time since 1999 that a Jordan has run at Mondello Park. More than 20 drivers are expected to compete in the event, which for the first time will be contested by the BOSS Ireland series, including multiple Trophy winner Paul Dagg in a Dallara Formula 3 car, Hillclimb Champion Sylvie Mullins in a Formula 1-engined Gould chassis and Jonathan Fildes in his Ralt Formula Atlantic.

MacLennan's win

Teenager Neil MacLennan clinched the Scottish Formula Ford Championship with three rounds to spare. The Graham Brunton Racing driver's triumph has won him the opportunity to participate in the Mazda Road to Indy Shoot Out at Laguna Seca in California later in the season. MacLennan will be one of fifteen champions from Road to Indy recognised series who will fight it out for the chance to win a season in the USF2000 championship.

Puma stands alone

The fledgling Puma Cup contest will get its first-ever standalone race this weekend at Cadwell Park. The series, which runs for Ford's 1.7-litre coupes, has shared grids with Classic Sports Car club classes for its second season this term, but numbers are increasing. "We hope to get into double figures for Cadwell, and the CSCC has done a great job to find us a few minutes at the end of the timetable," said series promoter Kevin Shortis. "For just £50 extra entry fee it's a bargain."

Free Mini racer!

After a season racing with guest drivers such as Adam Morgan and Aiden Moffat at the wheel, Martin McGeough's Courier Connections company raffled off their Scottish Mini Cooper Cup car at Knockhill last weekend. The winning ticket was picked out by double BTCC champion John Cleland and the car was won by Karen Kerr from Stirling. Over one thousand tickets were sold with the funds raised from the raffle going to CHAS (Children's Hospice Association of Scotland).

Photos: Jakob Ebrey

TF DUO LEAD CALL TO RALLY GT3 GRID



GT3 in Britain is not dead... yet

By Rob Ladbrook

New British GT champions Derek Johnston and Jonathan Adam will return to defend their crown in 2017, as leading teams throw their weight behind the GT3 division.

A total of 11 GT3 cars took the start of the season finale at Donington Park last weekend, with just four finishing on the lead lap. The total entry was 29 cars, boosted by 18 GT4 entries.

Series organiser SRO is working with a selection of GT3 teams and drivers to find ways to bring cars back to the top division of the championship. Plans for a new championship structure are set to be unveiled soon.

Adam, who made history by becoming the first driver ever to defend the top British GT title and the first driver to win it with two different teams, and Johnston are already in talks with TF Sport to return next year.

"We're aiming to be back next season and defend the title – same team, same car and same Jonny Adam," said Johnston. "Being British GT champion is surreal. It's such a

big title and such a big championship. It hasn't sunk in."

Aston Martin factory driver Adam added that having GT3 representation in Britain was important for the Gaydon marque. "Nothing is signed yet but we'd love to defend the title and for Aston Martin it's important to show that the Vantage GT3, for at least the next two years [until the new-generation GT3 product is released] is still successful and still winning. It's the third British GT title in four years for the car, and my second. I'd love to add to that."

Factory Lamborghini squad Barwell Motorsport is also planning to return with a multiple car entry. Team head Mark Lemmer said: "GT3 definitely has a future in Britain and there are some big plans afoot to help open the class up and make it more accessible for next year and that will bring more people in. We're working to bring costs down too.

"British GT is one of the best championships in Europe and people do want to race GT3 here, we just need to rework the format to allow more people to."



Johnston (left) and Adam are champs



Ciaran Haggerty (left) struggled on the podium with injury

Haggerty fights through pain for GT4 win

Scottish ace Ciaran Haggerty was almost ruled out of last weekend's British GT finale at Donington Park after a freak hand injury before the event.

Haggerty was rushed to hospital on Tuesday night after an accident at work, in which he sliced through a tendon attached to his right thumb with a hacksaw.

The 20-year-old underwent surgery on Wednesday to repair the tendon, and raced the Ecurie Ecosse McLaren 570S GT4 alongside Sandy Mitchell wearing a cast on his thumb and wrist.

The pair won their class to finish third in the

championship points. "Fortunately I had full movement of my fingers, so it didn't inhibit my ability to drive the car or change gear, but it was the most painful race I've ever done," said Haggerty.

"I was over-compensating with my left arm and toward the end of my hour-long stint it was starting to get really painful and as soon as I stopped the car my entire shoulder cramped up.

"I don't know how I didn't fall off the podium."

Haggerty was taken to the medical centre after the race for checks but released soon afterwards.



Optimum: champions

Amateur title is good for series

Optimum Motorsport pairing Graham Johnson and Mike Robinson hope that their British GT4 title this year can be a shot in the arm for more amateur pairings to enter the championship in the future.

Johnson and Robinson secured the GT4 division title with a podium finish in their Ginetta G55 at Donington Park, ending Beechdean AMR's run of two successive class championships with Aston Martin.

Both Johnson and Robinson are amateur drivers, rated bronze and silver respectively. Johnson said he hoped winning the title would encourage more amateurs to try British GT.

"To be honest I think us winning the championship is exactly what British GT needed," he said. "In previous years the title has been won by near works teams with rising star drivers that are well-funded, and as an amateur driver looking in that's very intimidating to see what you're up against.

"We've proven amateur pairings can beat them now. British GT has always been about Pro-Am, but Am-Am can win too. Hopefully this will open the door for more pairings like us to come and have a shot as it's a superb championship."

Minshaw and Keen test LMP3 Ligier

British GT title challengers Jon Minshaw and Phil Keen sampled an LMP3 prototype at Snetterton last week with United Autosports.

The Barwell duo ran in a Ligier JS P3 as they assess their options for next season.

"I didn't do too many laps as I didn't want to adapt my driving style too much to detract from the Lamborghini GT3, but the Ligier was a different experience," said Minshaw.

"We don't know what we're doing next season, but if I did go to LMP3 I'd look to race in Europe as I think the UK tracks are maybe a bit small for something that quick. It'd be a big learning process to get used to racing in an aero-dependant car."



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'Britain to host top kart race meeting in 2017'

PF International to host FIA races, p9



Photos: Jakob Ebrej

DOUBLE R BOSS HAILS F3 CHAMPION LEIST

Double R Racing boss Anthony 'Boyo' Heatt hailed Matheus Leist a hero after the Brazilian clinched the first BRDC British Formula 3 title since the championship's rebranding.

Leist overturned a 15-point deficit heading into the final weekend of the championship to beat Carlin's Ricky Collard by 27 points, thanks largely to a victory in the opening race as Collard failed to finish following a clash with Leist's team-mate Enzo Bortoletto.

The title was the team's first championship success in 10 years since Mike Conway captured the British Formula 3 International Series – F3's former guise in the UK – in 2006.

"He's been a hero," said Heatt of Leist. "We had him last year but he wasn't able to show his true speed, he had school and stuff, he was going back and forth [to and from Brazil]."

"But he learned the circuits, and this year he's been so consistent. He doesn't mess up; he had two DNFs at Brands but he caught up the points."

"He's a great driver; he's got a really bright future. He should be top of any team manager's list. Had I done FIA F3, he'd have been my first call. He's a team leader; doesn't mess up. If he's not on pole, we haven't done a good enough job because he could be on pole every time."

"He's a great kid and always happy – even if he hadn't won he would have been. He's just got a great personality."

"It's huge for the team, too. We had a big upheaval this year, moving workshop, so we weren't doing FIA F3 – but we don't miss that a bit. This is a nice place to be."

Leist was equally praising of Double R, saying: "It's just amazing. The whole season we worked so hard for this, and the team did an excellent job. There are no words to describe this feeling right now."

"It's always about Carlin – that's all you ever hear about. I'm happy I could prove that Double R is a mega team, which did a brilliant job."



Heatt: Full of praise for Leist

DEPUTY EDITOR

ROB LADBROOK

"SRO has plans – don't write off GT3 yet"



Will it? Won't it? Does anybody even care anymore?

Those questions will be hanging over the future of GT3 racing in Britain over the winter. The simple answer is: yes it will, and yes people do.

The rise of GT4 racing in British GT has left a shadow over the GT3 division. It's no secret that the class has struggled this year, with numbers falling into the low teens, almost half the numbers we enjoyed in recent seasons.

The GT4 entry has overtaken it purely by means of cost. A season in GT4 can be done for under £100,000, making it just under half of the cost of a headline GT3 campaign.

Then there's the issue of where that £250,000 plus to do GT3 actually comes from.

Usually it's the well-funded gentleman drivers that foot the bill, paying the team and their professional driver, without whom they surely wouldn't stand a chance of winning.

That's a seriously expensive year of racing, and has hurt the appeal of GT3 in Britain, especially for the reasonably funded gents with a GT3 in the garage that the class formerly thrived upon. They look in and see international and world-class drivers in seats and big budgets flying around and choose to race elsewhere.

Therein lies the problem. But therein also lies the solution to it.

Series organiser SRO is hard at work on new plans to help open GT3 up again, to be able to include those drivers who feel ill-equipped or even inadequate in the grand scheme of things.

The first step of recovery is recognition. SRO knows there's an issue. It's not blindly ignoring the signs and sitting back waiting for the phone to ring and things to get better.

Work is already well underway to rejuvenate GT3, with 15 cars the minimum target for next year. Speak to any top GT3 team and you'll get an air of optimism about the 2017 campaign, not a pre-empted eulogy.

After every British GT round this year I've seen social media chatter from people saying GT3 is dead in Britain, that it's 'inevitable' British GT will be all-GT4 as early as next year.

Will GT3 die? Yes, probably – much like GT1 did, and GT2 did, and multiple other forms of sportscar racing did before those. But they all laid foundations and evolved into what we have at the moment. GT4 could well become the new top-flight British class, but it won't be a step change like some predict.

GT3 isn't dead in Europe, far from it, so therefore there will always be a desire to race those cars domestically also. Manufacturers will continue to sell GT3 cars, and people will buy them and want to race at a level they feel comfortable.

Pro-Am racing has proven incredibly popular for British GT, but when that prices itself out there are alternatives. SRO know that, and so do the teams, and it's good to see everybody pulling together. British GT has the prestige and appeal to draw teams and cars back in, should the right structure be found.

GT3 isn't dead in Britain just yet.

Osborne and Mowle look elsewhere after skipping Donington Park finale



Pair won't do GTs

Joe Osborne and Lee Mowle will look to race in Europe next season after sitting out the final round of British GT last weekend.

The AmD Tuning pair opted not to run their BMW Z4 GT3 in the last round while they sell the car ahead of upgrading to new machinery for 2017.

The withdrawal also follows the team's spat with British GT stewards after they were stripped of a race win for a collision during the last round at Snetterton.

Osborne said: "Lee has done four years of British GT so the plan is to move on and he had the chance to sell

the car in one piece, so it made sense not to race.

"For next season I think we'll look to something like the Blancpain Sprint, Michelin GT3 Cup or International GT Open as that's a natural progression. We never seemed to get the rub of the green in British GT."

Short and Neary to invest in new machine

Martin Short and Richard Neary will return to the British GT Championship next season with a new-generation GT3 machine, having sold their BMW Z4.

Sportscar veteran Short and Neary have sold the German machine to Europe, and are in talks to buy one of the new-spec cars for the championship next season.

The pair are assessing both the Mercedes AMG GT3 and the Bentley Continental GT3.

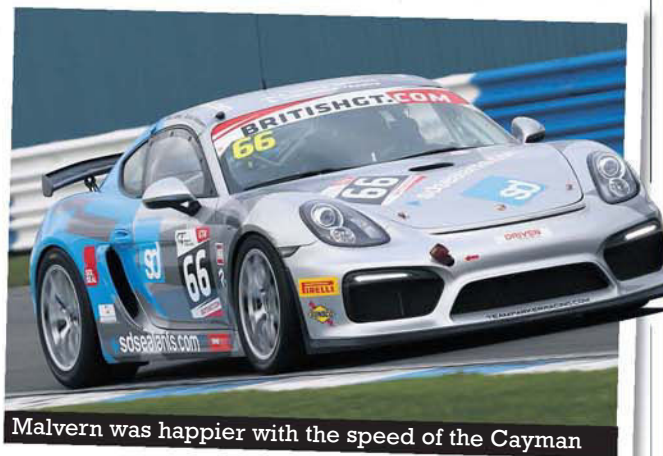
"We'll definitely be back in British GT next season, that's the plan," said Short. "The BMW Z4 is a great car, but when you look at how far forward the new wave of GT3 cars have pushed things, it's out of its depth now."

"Being naturally aspirated it

lacks torque out of the corners and the Z4 used to lead the way in terms of aero, but now it lacks heavily against the Mercedes or Lamborghini."

Short and Neary are the sole bronze-bronze driver pairing on the grid this year. British GT organiser SRO is known to be working on packaging a new all-amateur GT3 class for next term.

Short added: "Pro-Am is all well and good, but it can be intimidating for amateurs, both due to the level of competition and the costs involved. By having a dedicated all-bronze class it opens the series up to drivers who can find £150,000 to race, not upwards of £300,000 when they have to pay for a pro driver too."



Malvern was happier with the speed of the Cayman

Team Parker plans entry for final GT Cup

Team Parker Racing plans to enter the final round of the GT Cup Championship with Nick Jones and Scott Malvern as they continue to develop their Porsche Cayman Clubsport GT4.

The Cayman ran with some parts of its GT4 homologation package for the first time at Donington Park. The car featured carbonfibre doors, windows and bonnet and race suspension.

The team is still awaiting the final aero kit and further weight-saving parts from Porsche tuner Manthey, with the final update hoped to arrive in time for the GT Cup event on October 8/9.

"We'll do that weekend as a learning experience," said team head Stuart Parker. "Every time we've run the car it's been different for the drivers. So we have a lot of development and set-up work to do on it ahead of next year. As a team we'll be running two Caymans in GT4 next year alongside the Bentleys."

Malvern, whose fastest lap was just 0.4s shy of the outright quickest, said: "The car feels much more racey now, but we were running extra weight and ride height at Donington as part of the BoP grading. It will be nice to get the full kit on the car and finally see what it can do."



Neary and Short will switch from Z4 that has run in 2016

AGREE/DISAGREE?
mn.letters@haymarket.com

RACING NEWS

'JJ' Clio plans halted after test faux pas

James 'JJ' Ross has cancelled plans to contest the final two rounds of the Clio Cup season after a violation of testing rules meant he would not be allowed to contest the season finale at Brands Hatch.

The 2015 BRSCC Fiesta champion Ross had intended to contest the final two rounds of the Clio Cup season at Silverstone and Brands Hatch, having bought a car in January.

But he competed on the Brands GP loop earlier in the year in the Clio, racing in the British GT-supporting Quaife Saloons championship, contradicting Clio testing restrictions. That means he is ineligible to compete in the finale at Brands Hatch.

"We talked about it, and basically we can only do the one round," said Bob Ross, JJ's father. "Because we've been to Brands Hatch before, they won't let us do Brands."

"We went there and did a Quaife Saloons race just to get a bit of experience. But apparently because it's a current-spec car, we can't race."

"My understanding was that until you're in the championship, you're not registered. But Will [Fewkes, Clio Cup organiser] said that's not the case. I don't think it [Silverstone] will happen now."

Clio Cup regulations dictate a strict control on in-season testing, with Ross's Brands Hatch outing qualifying as a contradiction of that.

Restrictions for the 2016 season began on Sunday March 27, and will run until a day after the conclusion of the campaign.

● James Colburn will return to the Clio Cup for the final two rounds of the season with PP Motorsport. The 2011 runner-up's addition brings the Silverstone entry up to 22 cars.

Taylor takes a step up a BMW classes

Oliver Taylor made his debut in the Kumho BMW Championship A1 class at Snetterton last weekend, having wrapped up the B class title with four races to spare.

The 2013 Caterham Superlight R300 champion moved to BMWs for his debut saloons season, taking 12 B class wins in the first 12 races to wrap up the title early. Taylor scored a second in race one at Snetterton, before retiring from race two with an engine issue, and is set to return to the A1 class for next month's finale at Silverstone ahead of a full 2017 campaign.

"It's been brilliant, I know there's been other people that have had great success, but I didn't expect to be that competitive," he said.

"The Caterhams are rear-wheel drive and quite a handful, and that taught me so much about getting the feel for a car."

"The last two rounds are about trying the As and doing the whole season next year."

Taylor is preparing a new BMW E90 for 2017.

Photos: Jakob Ebrey

SIMS MACAU BID STARTS IN F3 CUP

Brit will race at Snetterton to qualify for Macau Grand Prix



Sims took third at Macau in 2015 with Double R

By Rob Ladbrook

Alexander Sims will return to single-seater competition in the final round of the F3 Cup Championship in order to qualify him for the Macau F3 Grand Prix.

Sims is scheduled to enter the triple-header event at Snetterton on October 8/9 with Double R Racing, with which he is also scheduled to make his eighth race start at Macau, and his seventh in the

top-level F3 contest. Sims also raced Formula BMW at the famous street track.

Sims was on the verge of a last-minute deal to take part in the BRDC British Formula 3 Championship finale at Donington Park last weekend with Double R, but that fell through, leaving F3 Cup as his next option. Macau rules mandate a driver must have raced in a recognised F3 class during the calendar year to be eligible for the race.

"The plan is to do F3 Cup and have some

fun, and in doing so make myself eligible for Macau," said factory BMW GT driver Sims. "I like going back to single-seaters every now and then as it's a different challenge and Macau is such a special race."

"I've gotten better every year, and was fourth twice and then third overall last year, so I can at least claim a podium finish there on my CV. I'd love to get the win there as it's one of the top prizes in world motorsport. But the level of competition is very tough."



Sims wants another Macau shot

Macau organiser Bland quits after 33 years

Teams have been left confused as to the future of the Macau F3 Grand Prix after long-serving race organiser Barry Bland stepped down last week.

Bland's Motor Race Consultants firm has coordinated the prestigious event since it became an F3 race in 1983. Bland notified teams last week that he has withdrawn from the Macau GP organisation with immediate effect.

The closing date for entries for the November 17-20 event was last Friday [Sept 9] but has been extended by a week, during which time teams should finally receive the sporting regulations.

Up until 2015 Bland negotiated with the Macau Grand Prix Committee, which has since been replaced by the Macau Sports Bureau and national ASN, the AAMC. It is up to the FIA and the AAMC to approve and release the regulations.

Fortec's Richard Dutton said: "It's very, very strange and nobody really knows where they stand with entries or regulations or anything. It's not good preparation for one of the best events of the year."

Bland told *Autosport*: "The way we're now being asked to operate is not very satisfactory for us. Everything is running very late, there are a lot of unanswered questions and I don't wish to put our reputation on the block for something we're not happy with."



Photo: Jim Moir

British Touring Car champion and Le Mans 24 Hours winner Frank Biela was one of the stars of the show last weekend as the HSCC Super Tourer Car Trophy made its debut at Knockhill. The Super Tourer events were two of a bumper 24-race Scottish Motor Racing Club programme, and formed the centre piece of the David Leslie Super Touring festival. World Touring Car Championship driver and 1994 BTCC champion Gabriele Tarquini was also present and took up a guest drive in a Honda Accord raced by the late Leslie, fittingly winning both races.

SsangYong series to run with MSVR

The new-for-2017 SsangYong Racing Challenge will run as part of the MSVR package next season, with a six-event calendar in place for its first season.

The one-make series was launched earlier this year at the Silverstone Classic event in July [MN, August 3], and is targeted at young drivers aged 16 or above, who will handle the manufacturer's 2.2-litre turbodiesel-engined Korando pickup trucks.

While a full calendar release is expected to be published by MSVR in the coming weeks, the series will run alongside the

GT Cup package at the Oulton Park, Snetterton and Silverstone rounds of the 2017 season.

The series will also run with part of MSVR's Mini Challenge package on the Brands Hatch Indy circuit and at Cadwell Park, and will get its own standalone event at Knockhill.

A control tyre will be used by the series, while SsangYong also plans to award prize money. Organisers had previously confirmed that each race weekend will consist of a qualifying session and three 15-minute races.



Korando pickup will race on MSVR package

Ciceley sets out interest in Clio Cup junior series

Ciceley Motorsport has announced plans to compete in the Clio Cup junior series, which will launch next year.

The British Touring Car Championship outfit expanded into the main Clio Cup series for 2016, and currently runs cars for Max Coates, Ollie Pidgeley and Dan Zelos.

Ciceley has now expressed its intent to run a team in the six-round junior series, which is being targeted at drivers aged between 14 and 17.

Team manager and BTCC racer Adam Morgan said: "It makes sense to us and the number of enquiries we've had about this has convinced us [to run a team]."

"The junior car racing scene needs a fresh approach and this is exactly what Renault UK are providing. We believe this is the perfect platform to start a young driver's development."

Ahmed eyeing second F3 season

Teenager Enaam Ahmed expects to contest a second season of BRDC British Formula 3 after a strong debut year with Douglas Motorsport.

Ahmed, 16, scored a win in the third race of the rebadged championship at Snetterton in March and scored another four podiums over the course of the season to claim fifth overall in the points.

He ended the season with a second-place finish in the final race at Donington Park ahead of Douglas team-mate Thomas Randle, and said he was targeting a second year in the championship – as well as a run in October's Autumn Trophy event at Snetterton.

"I'm probably going to do another year because I'll be 16 going into next year and I've been racing against people who are 19, 20 and are experienced."

"I'm really happy with how it's gone, especially to have got a win. I think I'll be doing the Autumn Trophy as well, but I'm still deciding on teams."

Photos: kartpix.net

BRITAIN GETS CIK-FIA ROUND



Brits like Hanley (133) could have a chance at home glory

By Jack Benyon

Britain will boast its own round of CIK-FIA karting calendar in 2017, as the Trent Valley Kart Club's PF International has been awarded the FIA's karting world championship for OK and OKJ class machines.

The UK will crown the 2017 champion with the event due to take place in the twilight of the season on September 24.

TVKC and chairman of the Motor Sports Association's Karting Committee, Nigel Edwards, believes the potential to

crown a World champion at the Lincolnshire venue is huge for British karting.

"It's massively significant that it's the penultimate round," said Edwards. "It's our chance to crown the Senior and Junior champions on our UK podium."

"There are young kids out there from the UK in the junior karting system who have the potential to win the world title at their home round. There's also the senior guys with more professional experience, they've got a great chance too."

Edwards hailed the input of PFI creator

Paul Fletcher, who started the circuit build in 1994 and put over £5 million into the circuit. He received the MSA's Malcolm Campbell award in 2016 for services to UK karting.

"When we had the first taste of CIK karting in 2011 the circuit had been 1100 metres," added Edwards. "But to satisfy full CIK requirements the circuit was extended to 1382 metres, we added the flyover which is unusual. There's only two circuits with one, us and the Mika Salo track in Finland. "We have the full support of Paul

[Fletcher] whose investment at the circuit continues. He's spent £5 million to get it where it was and then another million and a half to get it up to international standards."

BRDC British F3 driver Enaam Ahmed, the last British CIK champion at World level in 2014, said: "I think it's really, really good. The tracks now in the UK – especially PFI – they're proper, good tracks; they could rival most car tracks. It's really good to have it in the UK, which will hopefully boost the UK karting scene too."

KARTING REPORTS

Thompson takes double honours at Sherington

Super One: Sherington

By Henry Beaudette

Organiser: Sherington Kart Racing Club **When:** September 9-11 **Where:** Sherington Airfield, Banbury **Championship:** MSA British Kart Championships; ABK National Championships

Harry Thompson completed a unique double championship victory as he wrapped up the IAME Cadet Super One and Cadet Honda titles in style with a double win at Sherington, becoming the first Cadet in history to win both Super One titles in the same year.

Having already sealed the MSA Cadet title with a round to spare last time out in Larkhall, Thompson was imperious once more in the four-stroke class and can now go to the final round at PFI, scene of his Honda Grand Prix victory earlier this year as a double British champion.

After a brave effort in the heats that yielded two wins, Thompson's sole remaining title threat, O Plate winner Oliver Bearman, endured a torrid time in two typically close fought finals as Thompson, who didn't monopolise top spot in either race, successfully kept his nose in front when it counted most.

Qualifying pacesetter Alex Eades claimed second in final one but had to settle for third behind team-mate Lucas Ellingham in final two. After fading to 22nd in final one,



Harry Thompson conquered Cadet titles

Bearman battled through to eighth position in final two.

Scott Allen sealed his first MSA title in a storied 19-year career as he won the third and final KZ1 round.

On his home circuit Allen was dominant at the start of the weekend but Dan Kelly, who wasn't even born when Allen started karting, gradually reeled him in and even snatched victory in final one but Allen wasn't to be denied in the final race and held Kelly off by inches to take the title in style.

A pair of wins for E Plate holder Joe Fowler and two very close runner-up efforts for Abbi Pulling, coupled with erstwhile championship leader Bradley White finishing seventh and eighth tightened the Junior TKM points chase considerably. The situation is similar in

TKM Extreme where Phil Smith and Tom Owen shared the spoils with Harry Moore gaining ground on title rival Kyle Sproat with a fifth and a sixth.

Of the three Rotax classes only the Mini Max title was decided on Sunday with Jenson Butterfield sealing the crown with a pair of second place finishes behind his teammate Lorcan Hanafin. Junior and Senior Rotax will both go down to the final round after Tyler Chesterton took the wins in Junior and Josh Collings did the double in Seniors.

Results

Cadet Honda final one (15 laps) 1 Harry Thompson (CER/Synergy) 13m 07.28s; 2 Alex Eades (Global Karting/BRK) +0.08s; 3 James Walker (CER/Synergy); 4 Tom Lebbon (BRK/BRK); 5 Caden McQueen (Privateer/ZIP); 6 Lucas Ellingham (Global Karting/Zip). Fastest lap Joshua McLean (Next Gen Motorsport/Project One) 51.58s (44.15mph). Pole Eades.

Starters 42. Final two (15 laps) 1 Thompson 13m 07.59s; 2 Ellingham +0.10s; 3 Eades; 4 Archie Brown (BRK/BRK); 5 McQueen; 6 Walker. FL Bearman 51.38s (44.33mph). Heat winners Oliver Bearman (Virtus Motorsport/Project One) x2, Thompson.

KZ1 final one (17 laps) 1 Dan Kelly (Andy Fairless Racing/Birel ART) 13m 10.86s; 2 Scott Allen (Jade Karts/Gold) +0.12s; 3 Tom Longfield (Privateer/Birel ART); 4 Hannah Lang (MK Racing/Tonykart); 5 Lee Hasler (Privateer/CRG); 6 Anderson Chilcott (Jade Karts/Gold). HW Allen x2. FL Allen 46.10s. P Allen. S 6. **Final two (17 laps)** 1 Allen 13m 07.96s; 2 Kelly +0.14s; 3 Longfield; 4 Lang; 5 Hasler; 6 Chilcott. FL Kelly 45.88s.

Junior TKM final one (17 laps) 1 Joe Fowler (Jade Karts/Jade) 12m 57.21s; 2 Abbi Pulling (Tal-Ko/Tal-Ko) +0.68s; 3 James Pashley (Privateer/Jade); 4 Ross Deal (SJ Motorsport/Tal-Ko); 5 Zak Oates (Klaassen Motorsport/Tonykart); 6 Lee Whittingham (Privateer/Tonykart). HW Ian Sisson (Privateer/Jade) x2. FL Fowler 44.99s (50.62mph). P Sisson. S 23. **Final two (17 laps)** 1 Fowler 12m 50.08s; 2 Pulling +0.12s; 3 Pashley; 4 Whittingham; 5 Jordan Lee-Chapman (Privateer/Tonykart); 6 Kristian Brierley (Klaassen Motorsport/Tonykart). FL Sisson 44.85s (50.78mph).

Final winners Mini Max: Lorcan Hanafin (Strawberry Racing/Tony) x2; Junior Rotax: Tyler Chesterton (Coles Racing/Tony) x2; Senior Rotax: Josh Collings (Dan Holland Racing/Alonso) x2; TKM Extreme: Phil Smith (Precision Racing/Tonykart), Tom Owen (Klaassen Motorsport/Tonykart).

Layton earns another Superkart title

British: Superkarts Cadwell Park

By Gary James

Organiser: Auto 66 Club **When:** September 11 **Where:** Cadwell Park, Lincolnshire

Jack Layton lifted his second Superkart title in as many weeks when he secured the English Championship for the F250 National class at a very wet Cadwell Park.

Starting from the second row of the grid, he had to play second fiddle to his Parker Motorsport team-mate Tom Hatfield, who was the class winner in both races. By virtue of the two wins Hatfield accumulated enough points to finish second in the table and to complete a clean sweep for the team.

Adam Edgecombe was third in the series despite a spin in race two. The expected challenge from Andy Bird didn't materialise when he spun off at Park Corner on the opening lap in race one in appalling conditions.

The race was then red flagged due to a stranded kart. However, Bird was not allowed to take the restart as he was not

under power when the race was stopped.

In the F450 National four-stroke class, Andy Gulliford was in superb form, mastering the wet track. He was the runaway winner on the road in both races and had little opposition when his class rival Andy Waite spun on the opening lap of the opening encounter. Gulliford's two wins plus the points from Castle Combe last month secured the E plate for him.

The Division 1 twin-cylinder championship went the way of Danny Chan. Nathan Barton was the class winner in both races but as he hadn't competed in the earlier rounds he could not overhaul Chan in the standings.

Results

Race one (6 laps) 1 Andrew Gulliford (Anderson KTM450) 9m47.564s; 2 Tom Hatfield (Anderson DEA) +14.44s; 3 Jack Layton (Anderson DEA); 4 Nathan Barton (Anderson FPE); 5 Kevin Ridley (Silverstone Yamaha); 6 Adam Edgecombe (Anderson DEA). Fastest lap Gulliford 1m 35.758s (82.22mph) Class winners Gulliford, Hatfield, Barton. Pole Gulliford Starters 30 **Race two (8 laps)** 1 Gulliford 13m02.417s; 2 Hatfield +13.44s; 3 Layton; 4 Barton; 5 Andy Waite (Anderson KTM450); 6 Ridley. FL Gulliford 1m 35.96s (82.03mph). CW Gulliford, Hatfield, Barton. P Gulliford S 25.

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WHAT'S ON?

ADVERTORIAL

RALLYDAY 2016



Rallyday, Europe's Premier Rally Car Show returns for a 16th year to Castle Combe Circuit, Wiltshire on Saturday September 24.

This epic event attracts star drivers, feature cars and tens of thousands of rally fans to the circuit for a day jam-packed with rally action.

We're thrilled to have three-time world rally champion Juha Kankkunen as the show's star guest for his first ever Rallyday visit. Juha leads

the list of drivers in attendance from the 1986 Lombard RAC held in Bath 30 years ago. Joining him will be a host of names and cars from the era including Jimmy McRae, Nicky Grist, Louise Aitken-Walker and many more.

From the modern scene, M-Sport is well represented with Eric Camilli and Elfyn Evans both in attendance alongside British Rally Championship competitors Osain

Pryce, Jamie Anderson and Neil Simpson as well as Rallyday-sponsored BTRDA Fiesta ST Trophy champion Cameron Davies.

Feature cars from the 1976 and 1986 Bath Lombard RAC rallies, as well as the Group B era of 30 years ago, will be prominent in both paddock displays and the lunchtime demo stage alongside some of their more modern counterparts.

For the first time ever, the track will run as Clubmans stage throughout the day with over 100 rally cars signed up and ready to give it a go.

Off the track, Rallyday's incredible club displays stretch out of the paddocks and along the viewing areas with the show's exhibitor village featuring more traders than ever including a great World Rallycross

Championship-themed display from our headline sponsors, the Cooper Tires company

Show tickets are available to buy in advance for £18 or on the day for £25. Under 17s are admitted free of charge and there's also a free to access kids' play zone.

More details available at rallyday.com.

www.rallyday.com

WANT TO COMPETE? START HERE!



Sprinting provides a great start for anyone looking to take up competitive motorsport. What's more, BARC Midlands Centre Sprints cater for almost every type of vehicle from standard production to single-seater racing cars.

They have a reputation for their relaxed and friendly atmosphere. So, for novice drivers and seasoned competitors, our sprints provide the ideal environment to put driving skills to the test.

Over the last decade, BARC Midlands Centre Sprints have developed into a highly successful programme that's increasingly popular with competitors nationwide. Once again, our Rockingham Sprint kicked off

the racing season in sensational style, followed by an action-packed day at the John Clarke Sprint in August. Now, just one opportunity to join us in 2016 remains – the Autumn Sprint on Saturday October 1. Held at Curborough Sprint Course in Staffordshire, here competitors will be able to enjoy a double lap of the full circuit.

BARC Midlands Centre Sprints are open to entrants from an extensive range of championships, including our very own BARC SBD Speed Championship, plus members of over 30 national and regional clubs. With an entry fee of just £90, they deliver a great day of competitive motorsport and excellent value for money too.

Hot and cold food will be available throughout the day, plus free camping and caravanning facilities for anyone staying over on Friday or Saturday night. All our sprints close with an award ceremony, providing a trophy for every placed competitor across all classes. What's more, our free to enter Kids Camera Competition helps to keep younger guests entertained during the event.

Limited places are still available. So, if you'd like to join us at Curborough on October 1, then please call Noreen Ward on 01455 824 494 or email noreenward@tiscali.co.uk. She'll be delighted to provide you with further details and an entry form.

Call 01455 824 494 or email: noreenward@tiscali.co.uk

2016 TRACKROD RALLY YORKSHIRE

The 2016 Trackrod Rally Yorkshire will be one of the highlights of the rallying calendar as around 160 crews tackle the very best of the famous Yorkshire forest stages on Friday and Saturday, September 30/October 1.

As is now tradition, the Trackrod will use the fabulous gravel roads of the North Yorkshire forests, with classic stages in Dalby, Langdale and Gale Rigg.

The chance to compete over such famous stages guarantees a fabulous entry and spectators will be well catered for with easy access to well set-up viewing areas.

The rally features two sections; the Trackrod Forest Stages and the

Trackrod Historic Cup.

The Trackrod Forest Stages features 45 stage miles and is a round of 12 championships including the Ravenol BTRDA Rally Series and the Maxxis MSA English Rally Championship.

The Trackrod Historic Cup features 55 stage miles, including a 10-mile stage in the darkness of Friday evening, and is the final round of the Mintex MSA British Historic Rally Championship.

The magnificent setting of Scampston Hall near Malton will be rally HQ for the 2016 event. Scampston Hall will host scrutineering, documentation and the finish and this will be the

first rally to be based at this prestigious venue, thus maintaining the compact route which is a popular feature of the rally.

The Trackrod Historic Cup will start at 1900hrs on Friday, while on Saturday the first car will start at 0930hrs and return to the finish at around 1515hrs after two visits to the main service area.

For more details of the Trackrod Rally Yorkshire, including spectator information, please visit rallyyorkshire.co.uk

You can follow the rally on Facebook at: www.facebook.com/pages/Trackrod-Rally-Yorkshire and on Twitter @rallyyorkshire.



www.rallyyorkshire.co.uk

HISTORICS

'Walker topped and tailed the year'
VSCC hillclimb, below



Photos: Paul Lawrence, Gary Hawkins

DOWN THE PUB WITH

GUY WOODCOCK

Age: 54 Lives: Mold, NWales
Isle of Man contender

He's a contender for the Isle of Man historic

"I did my first event there in about 1982 or 1983 and I think I've done an event there every year since. I got involved in the 1990s when John Skinner was clerk of the course of the national event. He wanted competitor input and I was deputy clerk of the course for five years after that."

It is his favourite rally

"I think it's a great place to go rallying and it's the event I always look forward to. If I had a choice of two events a year, it would be the Isle of Man and the Roger Albert Clark. I build my season around the Isle of Man and it's the first event to go on the calendar. I'm very excited about it."

He retired late in 2015

"We used the new car, the BDG-engined Escort Mk2 for the first time last year. We won the first part of the BHRC double-header after a big battle with Meirion Evans. Unfortunately, I managed to rip the Panhard rod tower out of it and it had broken again for the last stage. We were 37s up on Will Onions going into the last stage and he passed us with the propshaft rolling down the road. That was four and a half miles from the finish. The year before, we put the Escort Pinto on its roof about a mile from the finish. I've not finished the Isle of Man for the last two years, so I've got to put that right this year."

He has a new co-driver

"I've never done the Sloc stage before and I've got a new navigator this year in Richard Skinner, who lives on the island. We've not done an event together, but he's done a lot of rallies there. He's doing the recce with Mark Higgins because Mark's co-driver can't be there."

Today is pace note day

"We'll do one of two runs through the stages today and tomorrow and there are always things you change in the notes. The roads do change and a bump will appear and I know there has been some resurfacing done recently."

He's tipping Ryan Barrett

"There are lots of quick people in the historics and I think Ryan Barrett will be the one to beat. His brother Paul will be quick but I'm not sure if the Pinto will quite have the power."



Isle of Man man Woodcock

BIG FOUR FACING ISLAND BATTLE

British title fight heads for the Isle of Man



Pritchard has form on the Isle of Man

By Paul Lawrence

The battle for the 2016 Mintex MSA Historic Rally Championship is down to a four-way contest heading for this weekend's double-header on Rally Isle of Man.

Simon Tysoe, Paul Barrett, Stanley Orr and Jason Pritchard are the four drivers fighting for the title, and with 137 points on offer, the contest

remains wide open as drivers count their best six scores from nine, with only the Trackrod Historic Cup to follow at the end of September. All four drivers know they need to finish strong on the island to remain in the title fight.

Tysoe, with a total of 322 points and scores in all six events, heads the table with his Ford Escort Mk1, but is short on experience of the island.

"I've only ever been there once and we put the car on its roof on the second stage, so it's going to be interesting," said Tysoe.

Northern Irish contenders Paul Barrett (Escort Mk2) and Stanley Orr (Escort Mk1) start the weekend on 304 and 213 points respectively. Pritchard, the defending champion, has a total of 211 points but has only scored major points in three events to date.

There are many permutations, but it is clear that Pritchard needs two big scores. One set of points will be awarded for the first nine stages, with a second set for the results over the remaining 11 stages.

"It's now like a home from home and the roads are the best in the world for asphalt rallying," said Pritchard, who has an impressive record on the island.



McLaren M2B on display

McLaren's inaugural grand prix machine breaks cover at Goodwood

The first McLaren Grand Prix car to race, M2B chassis number 2, was at the Goodwood Revival for the Return to Power celebration marking the three-litre F1 cars from 1966.

Rob Hall was due to drive the

car that he and his father Rick restored for Tom Wheatcroft.

After many years in the Donington Collection, the M2B is now with a private collector.

"It's a great privilege and a fantastic car," said Hall,

although the car was reduced to static display after refusing to run. Bruce McLaren tested chassis 2 at Goodwood in 1966 ahead of its first race in the Monaco Grand Prix with a three-litre Ford V8 engine.

Endurance Rally routes are released

The Endurance Rally Association launched its 2018 calendar at Goodwood, with three long-distance rallies covering Asia and America as well as the tenth edition of the Flying Scotsman rally.

Such is the level of demand for this type of event that entries routinely fill up months in advance. The 2018 schedule starts in February with The Road to Saigon, and in April the tenth anniversary Flying Scotsman for pre-war cars will run from London to Edinburgh.

After the third Trans-America Challenge in May and June, will be the new Himalayan Challenge in September and October. Entries will only be offered to experienced rally crews, as the event is planned to feature a demanding, high-altitude route.



Classic cars from the 1950s, '60s and '70s will run on Rally of the Tests

Rally of the Tests to hold Shelsley Walsh runs

The 2016 Rally of the Tests (November 3-6) will give spectators several chances to see the cars in action, including on the Shelsley Walsh hillclimb.

The backing of the RAC has prompted a move to make the Bournemouth to Chester event more accessible to spectators as a capacity field of 100 cars of the 1950s, 1960s and early 1970s compete over 31 special tests and 20 regularity sections. Several venues will be open to

the public, notably the Shelsley Walsh hillclimb where the cars will arrive from 1500hrs on Saturday. It is thought to be the first time that motor sport has run into the hours of darkness at the historic venue.

Other spectator venues include the kart tracks at Clay Pigeon in Dorset (0845hrs Friday) and Rednal in Shropshire (1115hrs on Sunday) and the RAC headquarters in Bristol (0800hrs on Saturday).

Ford GT40s to light up Spa Six Hours

A dozen Ford GT40s will be in a field of nearly 110 cars for Saturday's Spa Classic Six-Hour, the most important single race on the historic calendar.

Last year's winners Roger Wills and James Littlejohn are back to defend their crown with one GT40, but face a mighty challenge, including from the similar car that journalist Richard Meaden will share with former grand prix star Gerhard Berger.

Other front-running GT40s are for Chris Ward/Andrew Smith and Tony Wood/Martin Stretton. Heading the Jaguar E-type pack will be the cars of Jon Minshaw/Phil Hindley and John Clark/Howard Redhouse/Richard Shaw.

The race starts at 1600hrs on Saturday.

IN BRIEF

Barter's hopes

Julian Barter will head to Spa this weekend with a chance of sealing the HSCC's 70s Road Sports Championship title. Back at the wheel of Iain Daniels' Lotus Elan, Barter could do enough in the double-header round to put the matter out of reach of Chris Fisher, who is missing the Belgian trip in his MG Arkley.

Farmer's Lotus

Geoff Farmer ended a long break from the cockpit to run his ex-Jo Siffert Lotus 49 R7 in the 3-litre F1 demonstration sessions at Goodwood. Farmer won at Goodwood with the Rob Walker car he raced at the track in 1999, setting a circuit record at the time. The 1968 British Grand Prix-winning car was re-prepared by Simon Hadfield for its return to the track.

HSCC to Spa

An overflowing entry of 70 cars will contest a pair of HSCC Closed Wheel races during this weekend's Spa Classic Six Hour meeting. Sports-racing and GT cars from four HSCC championships will provide an eclectic grid, topped by Martin O'Connell/Sandy Watson, Richard Piper (March 75S) and Daryl Taylor (Lola T390).

Stretton's debut

Sam Stretton made his Goodwood debut over the weekend when he raced a rare 1955 Ferrari 555 Super Squalo in the Richmond Trophy for front-engined Grand Prix cars. The car, owned by Juan Quintano, is one of only four built and is rarely seen, although Sam's brother Martin won at Monaco in a 555 back in 1999.

Jordan's change

A rapid engine change by the Jordan team got Mike Jordan out in time to take fifth on the grid for the second part of the St Mary's Trophy at Goodwood. Son Andrew took their Austin A30 to second fastest in the first session, but knew that the engine was ailing after a handful of laps. The crew changed the unit in the three hours available between sessions.

Barratt's bad luck

Fresh from a first finish in his Sunbeam Lotus on the recent Tour of Flanders, Mike Barratt had more of his typical bad luck during the build up to contesting Rally Isle of Man in his Lotus Cortina. A short trip to fill the car with petrol ended with the gearbox jammed in reverse and last weekend was spent taking the 'box out and sorting the problem.

Walker shines

Tom Walker topped and tailed the VSCC hillclimb season in his Hispano-engined Amilcar, taking pre-war FTD at Loton Park on Sunday to add to his season-opening victory at Wiscombe Park in May. Outright fastest time of the day at the Shropshire venue went to Phoebe Rolt's Formula Junior Elva 200.

Legends Spa date

The date for the Legends of Bastogne in Belgium has been confirmed as February 18/19. The former Boucles de Spa event is one of the biggest competitive historic stage rallies in Europe and will be based in Bastogne for the third time running. A return of a day of forest stages is planned for the 2017 edition.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Ogier (l) says he won't chase Meeke (r)

O G I E R:

I WILL NOT FIGHT WITH MEEKE IN FRANCE

Reigning champion to keep focused on title battle

Ogier will concentrate on another world title

By David Evans

Sebastien Ogier won't get drawn into a battle with Britain's Kris Meeke when the pair meet at the Tour of Corsica at the end of this month.

Meeke's Portugal victory came on an event where Ogier was hindered by running first on the gravel stages. The Frenchman was struggling in similar – if less severe – conditions when he slipped off the road in Finland, scene of the Northern Irishman's second win. Volkswagen's then team principal Jost Capito said Meeke's success devalued the championship, given the Abu Dhabi Total World Rally Team's decision to only run a part-programme this season.

Ogier and Meeke have clashed on



Meeke will have win aim

the subject of the running order on numerous occasions and many have been looking forward to seeing them go head-to-head on the French island.

Ogier, however, wasn't about to be drawn into a war of words and said his focus would be on points helping to cement a fourth straight title.

The defending champion told *MN*: "I see behind your question you ask me if I need a revenge or something on Kris. I don't feel in this position because I haven't fought with him at all this season. Especially on the gravel events we never fought together for sure. In Monte Carlo, I had the advantage over him and he was doing great and he was not so far behind me when he had his trouble. But for Corsica, he will definitely not be my focus. I still have the championship to be done. I am going to be focusing on the points.

"OK, I think it would be exciting to have the battle with Kris, but to be honest can you imagine the situation when I am in front of my main contender for the championship, but I still have Kris

in front of me; of course I will try to keep the pressure [on Meeke], but I will not give myself 100 per cent to his fight. That would be stupid."

Ogier's response was entirely different when the focus shifts to next season.

He added: "I am looking forward to next year, when for sure he will be one of the biggest contenders. I am sure he's ready and the team is ready to be fighting at the front."

Ogier can be crowned world champion for the fourth time in Corsica, but he would need victory, a powerstage win and his nearest title rivals to retire.

Mathematically, seven drivers can still win the championship, with 112 points still on offer from the remaining four rounds.

"This is the first chance to win the title," he said, "but this chance is very small. I don't focus on that chance at all.

"I think about it in some way, like I do for every race – they are all important for the championship. It would be nice to fight for the win in Corsica as it's only the second time I have competed on this event in a World Rally Car, and

it would be a nice one to win."

Volkswagen has lifted its preparations for Corsica, with Ogier completing his pre-event test in the current Polo R WRC as opposed to the 2017 car, which has been used for the majority of the other pre-event tests this season.

"Because we lost China, we are testing with the current car," said Ogier. "It's quite a gap from Germany [until Corsica]. This is good. But I agree 100 per cent with the decision to test with the 2017 car this year. We are still a little bit behind some of our rivals. In areas like the centre differential, for example, we do not have the same experience as Citroen, we have not used it before – that's why we needed as much testing time as we could possibly get."

Corsica is the event where Ogier has the least experience of any current WRC rounds. Last year was his first time back on the island where he clinched his Junior WRC title in 2008. Twelve months ago, the Volkswagen man was restricted to 15th place after a puncture and a gearbox problem on the opening day.

Volkswagen's runs in final '17 spec

Volkswagen's Polo R WRC is running in full and final 2017 trim – including an all-new aerodynamic package that bears little resemblance to what's been seen previously.

VW technical director Francois-Xavier Demaison told *MN* the car had completed fast gravel testing with the new wings late last month and would be running on rockier roads and asphalt before the German team submitted its 2017 plans to the FIA on October 25.

Asked where the car had run in its conclusive specification, Demaison said: "I can't tell you exactly, but it's close to Finland! We were lucky we tested the last two weeks and no pictures [came out], nothing – we only suspect some spies

from Toyota were there, but they did not show anything.

"The change [in the car] is big from what we have shown you. The front bumper is completely different, the rear bumper and diffuser is bigger and different again. The front fenders have changed and the rear fenders have air intakes, the bonnet's also completely different and we have wider doors.

"The rear wing's bigger with more overhang. The car will look quite different. Now we have to test more; like everything the aero is a compromise between downforce and performance and reliability and that's our job in the six weeks when we count down to giving the FIA plans."

PREVIEW: BRITISH RALLY CHAMPIONSHIP BATTLE ON ISLE OF MAN

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The Strength of Experience

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'Wraps come off new Peugeot Dakar motor'
French firm's desert weapon, p15



Photos: mcklein-imagedatabase.com

LEFEBVRE TARGETS QUICK RALLY RETURN

French driver Stephane Lefebvre has set his sights on returning to competition before the end of the year following his shocking Rally Germany crash.

While the Citroen man has left hospital and is now recovering at home, his co-driver Gabin Moreau has undergone a second operation and remains in hospital in Strasbourg.

The pair were injured when their DS3 WRC hit a series of hinkelsteins and then a tree – the cars data-logger revealed an impact speed of 103mph. The engine was ripped from the car in the accident and Lefebvre suffered broken ribs and a burst lung, while Moreau was left with a broken left hand and foot and fractured right tibia.

Lefebvre said: "When my lower back is strong enough again, I'll be able to start working on specific physiotherapy sessions with Citroen Racing's osteopath. I hope to be in Corsica just to observe the event. That will allow me to spend time with the team before considering when I'll be back in action at a rally. The aim is to drive

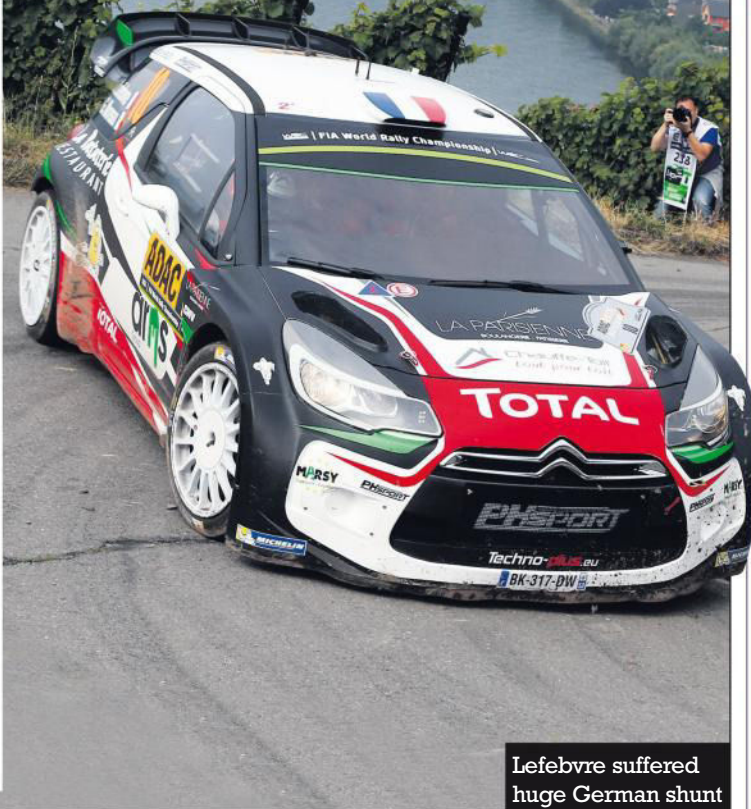
competitively again before the end of the season.

"Going back home was a key step for me. I stopped using the crutches to walk very quickly and can now get around easily enough, even though I still have some pain in my ribs. To keep myself busy, I took out a cable TV subscription and I've been spending time on a driving simulator."

Moreau is hoping to be moved to a recovery centre in the near future. He added: "My progress has been quick since the operation, which involved removing the pins that had been put in place in Germany. Obviously, I can't put any weight on my foot as yet, but I have been able to begin moving around whilst taking the right precautions. As soon as I'm sufficiently independent again, I'll be able to spend a few days at home. After that, I'll continue my recovery in a specialist centre. The whole process will take several weeks, so it'll probably take a bit longer than Stephane, but we are both determined to start working together again as soon as possible."



Lefebvre: on the mend



Lefebvre suffered huge German shunt

GROUP RALLYING EDITOR

DAVID EVANS

"She'd polished up well after 36 years..."



The Iltis was a trailblazer for rallying inspiration

Like Belinda Carlisle or Will Carling, Volkswagen's Iltis played a pretty big part in my youth.

I studied all three with similar levels of dedication, admittedly with slightly different motivation.

Belinda Carlisle played at Staffordshire University's summer ball in 1995; heaven was indeed a place on earth and that night it was Stoke-on-Trent. I spilled some of my sixth – or possibly seventh – pint down the back of Will Carling's coat in The Orange Tree in Richmond in 1999. But I couldn't really say I'd met them.

It was the same with VW's Iltis, until last week, when I came face-to-face with the thing that changed the sport I love beyond all recognition.

Of course I wasn't aware of the Iltis at the time, I was more preoccupied with marbles or something similar in the late 1970s. But as the 1980s progressed and Audi's stranglehold grew ever stronger, I dug deeper and devoured anything and everything I could get my hands on relating to the quattro and its lineage.

Don't get me wrong, it wasn't love at first sight for me and Ingolstadt's union of four driveshafts; I envied Phil Collins his jacket with 'Four wheel drive's boring' on the back. Turns out didn't make them for eight-year-olds.

Three and a bit decades on and we have to be honest, we have an awful lot to VW for. Today's cars are special, even if they did come from something resembling an amphibian vehicle with a tent on the back.

Unlike Belinda or a full-flight Carling, the Iltis was pretty underwhelming. Bigger than I thought, she'd polished up pretty well 36 years after Freddy Kottulinsky drove her from Paris to Dakar faster than anybody else, but still...

Looking inside was even more of an eye-opener. It was, well it was just far too comfortable: velour seats, nice three-spoke steering wheel, maybe I even spied some carpet. It all seemed a touch too mundane. And, boy, she didn't look any prettier in the flesh than she had in the books and magazines I'd pored over in my youth.

I checked myself, nodded to the bolt-upright windscreen, stared the bonnet-mounted spots square in the bulb, patted the bull-bars and said a silent thank you. Clumsy, awkward and ugly it might have been, but this was our history.

Should you find yourself in Berlin with a couple of hours to spare before the end of next month, head for Volkswagen's 50 Years of Excitement exhibition. Judge for yourself.

New Hyundai i20 R5 to face tough world baptism run in Corsica



Abbring will run the R5

Hyundai's all-new i20 R5 will face its toughest test yet when it makes its World Rally Championship debut in Corsica at the end of this month.

The Korean firm will field an official car for Kevin Abbring and his British co-driver Seb Marshall, with Hyundai's all-new Customer Racing department helping support a pair of private entries for former Tour of Corsica winner (when it was running as a European Rally Championship round) Stephane

Sarrazin and 23-year-old Italian Fabio Andolfi.

Abbring, who was a star of last year's Tour of Corsica, running in second place before crashing out, said: "We've been testing since January and it's all been building up to this point, so to be part of the car's WRC2 debut is a great way for us to celebrate our achievement in reaching this point in the project."

"We know we have a strong package for Tarmac, but Corsica is one of the toughest rallies of

the season. While it would obviously be great for me to come away with a strong result, the weekend will be all about the team and the i20 R5."

Hyundai team principal Michel Nandan said Corsica represented a proud and significant moment for the team. "The foundation of the Customer Racing department was an important expansion, and we will have six Hyundai Motorsport-built entries at the start. For the first time we will run a car other than our WRC."

Rally France gets an early date reshuffle

Corsica looks set to make two appearances in the World Rally Championship in six months as the FIA look to force the French island event into an April date for next season.

The Tour of Corsica was scheduled to run in April this season, before the organisers said such a plan was unworkable. In an effort to plug the seven-week gap between rounds three and four, the governing body and WRC Promoter are understood to be ready to pull rank over the Bastia-based event.

One source said: "In reality, Corsica has to move to

survive. We need the asphalt rally to break up a long run of gravel rallies and Germany and Spain are not really in a position to make the move."

Corsica has run in a spring date previously, but one of the areas of concern for the French governing body will be putting together the necessary finance – with a patchwork of deals from regions around the island bringing the budget together.

MN understands the first six rounds of the championship will run as: Monte Carlo, Sweden, Mexico, Corsica, Argentina and Portugal.

Ogier helps Volkswagen to celebrate 50 years

World Rally Champion Sebastien Ogier opened a two-month celebration of Volkswagen's 50 years in motorsport in Berlin last week.

The Frenchman's own 2013 title-winning Polo R WRC was on display alongside some of the German firm's most successful machinery, including Nasser Al-Attiyah's Dakar-winning Race Touareg.

Volkswagen's Iltis, the military vehicle built on behalf of the German government in the late 1970s, is on show. The Iltis won Dakar, but more importantly was the catalyst for Audi's quattro. Jochi Kleint's twin-engined Pikes Peak Golf is also present.

"It's great to come here and look at these displays, to see how



Some rare VWs were on show

things have changed and moved on," said Ogier. "The Pikes Peak car would be interesting for me to drive, but I prefer it when it was all gravel – this was like the ultimate rally stage. Now it's all asphalt, I think it's maybe a bit too dangerous."

The exhibition, which is open to the public, runs until the end of October.

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RALLY NEWS

RUNNING ORDER SOLUTION DRAWS NEARER

New plan meets with universal approval

By David Evans

Last month's World Rally Championship Commission meeting appears to have brought clarity to the controversial debate over running order regulations in the series.

The quarrel over who runs first on the road has plagued this year's season. When Sebastien Ogier wasn't voicing his disquiet, his former team principal Jost Capito was predicting his retirement

from the sport should change not be affected soon.

Change it appears is on its way and Ogier has spoken out in favour of what he sees as the fairest – and apparently the most likely – option.

That option is championship order for the opening day with championship order reversed for the priority drivers on day two before reversed classification order (as it has been this season) for Sunday's stages.

When asked if the format could work, Ogier said: "Why not? I will be fine with that – it is fair. I think this can work, it can still be affected by the weather, things can still happen. For me that will make me happy and it will be also a big gain for the championship because it means we can skip this subject which is all the time in the mind of everybody. It's impossible to avoid it – it's such a big influence on the performance and the result of everyone.

"Look to the last six months, it looks like I lost the performance, but that's not true – I still had the speed and I showed this on every Sunday morning and every powerstage. It was just that I was not able to do this when the conditions were not equal."

Ogier's new team principal Sven Smeets agreed that a solution could be in place before the end of September from the World Motor Sport Council meeting at the end of the month.

"That's the intention," Smeets told *MN*. "Like we have said consistently: we want the fairest option. We had a lot of ideas being talked about, now we're down to just a couple."

MN understands the alternative is a return to championship order on day one followed by reversed classification of World Rally Cars on both Saturday and Sunday.

A return to qualifying has been ruled out by WRC Commission.

PEUGEOT UNVEILS NEW 3008 DKR CHALLENGER



New car features improved reliability and suspension



Peugeot Sport will replace its successful 2008 DKR Dakar contender with a new 3008 DKR for next year's event, writes Hal Ridge.

It is based on a new 3008 SUV from parent company Peugeot that will be launched at the Paris Motor Show next month.

Former World champion Carlos Sainz will give the new machine its competitive debut in Morocco in early October, where team-mate Cyril Despres, who claimed victory on the Silk Way Rally in July, will drive a 2008 DKR.

The new car features upgrades in four main areas over its predecessor; reliability, drivability, suspension and air conditioning. Like the 2008 DKR, the new car will remain two-wheel drive. Dakar legend

Stephane Peterhansel claimed the first victory in 15 years for a two-wheel-drive car on the event in January this year.

"The 3008 symbolises the next step," said head of Peugeot Sport, Bruno Famin. "Our goal with this car was to take the weaker points of the existing car and make them stronger, while capitalising on all the existing strengths to improve them still further. There are also some new regulations, which we obviously needed to comply with."

For 2017, a 38mm turbo restrictor has been introduced to the Dakar regulations, down from 39mm this year. The French firm will field four cars for Peterhansel, Sainz, Despres and Sebastien Loeb in the 2017 South American event.

PLANET RALLY

FLAT-OUT WORLD NEWS



Kajetanowicz continues his push for second ERC title

Elfn Evans will conclude his WRC2 challenge at the Tour of Corsica later this month. The Welshman's entry went in from M-Sport late last week... Latvia's delayed European Rally Championship Rally Liepaja gets underway on Friday (September 16) night. As well as Kajto Kajetanowicz chasing a second ERC title and local hero Ralfs Simicis chasing a third ERC event win this season, there will be plenty of interest in national rally competitor, 15-year-old Kalle Rovanpera... **Mads Ostberg drove his own Ford Fiesta R5 to second place on last**

week's Rally Niedersachsen in Germany. The Norwegian was using the 80-mile asphalt event to gain more experience ahead of the Tour of Corsica. Skoda Fabia R5 driver Fabian Kreim won the rally... Despite retiring from the second day of Rally of Lebanon earlier this month, Nasser Al-Attiyah has been confirmed as Middle East Rally champion for the 12th time. The cancellation of MERC rounds in Oman and Dubai meant nobody could catch the Qatari at next month's Cyprus Rally, which becomes the season finale. Mitsubishi driver Tamer Ghandour picked up his

first MERC win in Lebanon... **Hyundai confirms Thierry Neuville and Dani Sordo will drive for the official team in Catalunya, while Kevin Abbring joins Hayden Paddon in the Hyundai N squad for the Spain's mixed surface WRC round next month...** Rally Sweden CEO Glen Olsson has confirmed the service park for February's event will be in Torsby, despite fears for the lack of accommodation in the area. The move is likely to offer a more snow-sure event with Torsby sitting further north-west and closer to the Norwegian border than Hagfors...

WRC2 rules tweaked to force battles

The FIA will make major changes to next year's WRC2 regulations – forcing competitors to go head-to-head with each other on at least three times in the season.

One of the primary criticisms of this year's WRC2 title fight has been the lack of rallies where the leading crews have competed against each other. Current regulations permit the drivers to select seven rallies from the 13-round calendar, with no need to pre-determine which events they will compete on.

Last time out in Germany, series frontrunners Pontus Tidemand and Teemu Suninen were present in Trier, but not registered for points. Next year, the final three rounds of WRC2 will be fixed with all crews coming together to compete against each other.

Mahonen said: "WRC2 has developed very well, but I have one problem with this championship – the best don't meet. We were supposed to have 14 (now 13) events the guys select the rallies tactically, saying: 'He's not here, so now we go there...' We had to find a solution and that's to nominate three rallies where they have to meet, this will make it more exciting."

Mahonen also told *MN* that WRC3 will be ditched for next season.

● The FIA has issued a tender for those interested in running next year's Junior WRC. The governing body has dropped the idea of trying to focus its junior effort on ERC with the winner stepping into the WRC. Next year's Junior WRC will run in the world championship.



The top WRC2 runner will have to face-off

RALLY NEWS

Photos: Jakob Ebrey, mcklein-imagedatabase.com, FIA ERC, Rally Gallery

CAMILLI AND EVANS HEAD TO RALLYDAY

M-Sport supply Ford Fiesta R5 for Castle Combe event



Evans returns to Combe event



Evans drove WRC car at Rallyday last year



Camilli: first time at Rallyday

By Jack Benyon

Elfyn Evans will be joined for the first time by M-Sport WRC driver Eric Camilli for Rallyday later this month, with both drivers scheduled to entertain fans around the Castle Combe circuit-based event.

Evans and Camilli will drive M-Sport's R5-spec Ford Fiesta demo car, which has WRC bodywork. It will be Camilli's first appearance at the event.

"I've heard a lot about Rallyday," said the 29-year-old, who sits 11th in the WRC

standings in his first year in a WR car. "This will be my first time at the event, but I'm really looking forward to it and I know it attracts a lot of really passionate fans every year. It will be great to get back behind the wheel after this unexpected break and to meet all the UK-based fans."

Camilli replaced Evans in the M-Sport WRC team for 2016, with Evans splitting a WRC2 and BRC campaign for M-Sport and DMACK respectively.

Evans has been a mainstay at Britain's biggest non-competitive rally show,

having driven Fiesta RS WRCs at the event before.

"I've been going every year for four or five years now and it's really fun," said the Welshman. "It's a bit of a rush this year as we fly to Corsica on the Sunday but nonetheless a good day out. They've always had a fantastic turnout and the last few years there's been some really interesting stuff there. The hard part has always been making time to go and have a look around myself. Hopefully this year I'll have a bit of time."

The event has attracted a large entry

with the main theme revolving around the 30th and 40th anniversaries of the RAC Rally – now Wales Rally GB – which featured a heavy presence in Bath, less than 15 miles from Castle Combe.

Evans compatriot Osian Pryce – who's been competing in the Drive DMACK Trophy this year – is also scheduled to take part, as are British Rally Championship competitors Jamie Anderson and Neil Simpson.

For more info on the attendees and for tickets visit rallyday.com.

Moffett misses final BRC round to focus on Cork

Josh Moffett will skip the last round of the new-era British Rally Championship on the Isle of Man this week.

A top three finish in the overall standings had been the target, but a torrid run on last month's Ulster Rally effectively dashed their hopes of achieving that.

They came home in sixth place BRC crew after clouting a wall early on day one before issues with the exhaust manifold on their Ford Fiesta R5 starved it of power. Even with double points up for grabs on the Manx, co-driver John Rowan concedes the odds of leapfrogging Swede Fredrik Ahlin and Ulsterman

Jonny Greer are very slim. "Perhaps if we were in a stronger position we

would have gone to the Isle of Man, but given how things are there wasn't much point," he explained.

"The Ulster Rally was a real disappointment and the incident with the wall knocked our confidence."

"We have given a good account of ourselves in the BRC. Winning the BRC is a three- or four-year plan."

Their non-attendance at the Manx Rally means they will use the time to prepare for the Cork '20' Rally, the deciding event on the Irish Tarmac calendar. Josh's brother Sam – also a Fiesta R5 driver – will also miss Rally Isle of Man.

He will instead race in Irish Supercars at Mondello Park in Ireland.

Moffett had a torrid Ulster



McGonigle upgrades to ex-Bogie Fabia R5

Joe McGonigle has upgraded to a Skoda Fabia R5 and will debut the car on the Donegal Harvest Rally on October 8.

McGonigle had campaigned a Skoda Fabia S2000 driven by Sebastien Ogier, but has purchased British Rally Championship frontrunner David Bogie's car ahead of an assault on the Irish Tarmac Championship next year.

"It's at Derek McGeehan Motorsport's workshop now having a once over, he'll look after it as he's the right man for the job," said McGonigle. "We'll do the Donegal Harvest Rally, I'd love to do the Cork '20' [final round of the Irish Tarmac Championship] but that may be too much too soon.

We've no spares so we've had to buy 16 wheels and a turbo, so we'll get that sorted first then we'll think about other events."

McGonigle added that he could return to gravel for the first time in five years in 2017, but it's dependant on cost.

"I'd love to do gravel but there's no gravel kit with the car. I haven't done gravel since 2012, so I would love to do gravel so maybe at some stage we'll pick up a kit." ● David Bogie has a new Skoda Fabia R5 ahead of the Manx, after McGonigle purchased his old car. Bogie has competed in the car in the British Rally Championship this year.



McGonigle's S2000 and his ex-Bogie Fabia (inset)

ISLE OF MAN SET FOR THREE-WAY VICTORY TUSSLE IN BRC FINALE

PAGE 18

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'Armstrong takes Scottish Rally Championship' Galloway Hills Rally report, p31

Photos: M & H Photography, Jakob Ebrey, Writtle Photographic



IN BRIEF

Duffy's Skoda to run
Callum Duffy's DEN Motorsport-built Skoda Fabia S2500 is due to run for the first time in a test tomorrow. The car is the first of its kind; a Fabia S2000 shell and running gear paired with a 2.5-litre Millington powerplant. Duffy is hoping to compete in the car on the Clare Stages on September 18, as he hopes to perfect the car ready for the Mull Rally in October.

Built event returns

The Built Stages - taking place on November 5 - will return for 2016 in mixed surface format. The event features 30 miles, split 50/50 between gravel and asphalt. Entries open on September 25. Herefordshire Motor Club are looking for marshals; contact Karen-phelps1@hotmail.co.uk.

Brits abroad

Former MSA Asphalt championship frontrunner Steve Hendy - co-driven by Aled Davies - finished second overall on the Rallye National le Bethunois in France last weekend. Hendy and Davies (Ford Focus WRC02) held off fellow Brits Graham Coffey and Patrick Walsh's Subaru Impreza S12B WRC in a final stage shootout. Hendy led Coffey by 0.2s into the last stage, but took 2s out of the Impreza duo to secure second. David Salonen won the event in a Ford Fiesta RS WRC.

Dunlop to the Manx

Michael Dunlop heads to the Isle of Man with a 100% record on the island this season. After finishing fourth overall and first four-wheel drive on last year's Rally Isle of Man, which wasn't a round of the British championship. Dunlop since took Isle of Man TT victory on two wheels. He's reunited with Rob Fagg and starts as car 33 for this weekend's event after a class win on the Ulster Rally in his Ford Escort Mk2 in August.

Hunter to return to BTRDA on Trackrod

Hugh Hunter and Andy Marchbank have entered the Trackrod Rally in October in their Ford Fiesta R5. Hunter had started the year in the British Rally Championship, but car problems and work commitments curtailed his planned campaign after the Circuit of Ireland.

Now Hunter is assessing the Trackrod event as he looks to pin down the next move in his rallying career.

"I don't know if I'll do it for sure, I stuck the entry in as it's filling up," said Hunter. "I went to watch on the Woodpecker and enjoyed it and got a little bit of an urge. We've got the Manx before then."

Hunter is competing on the Isle of Man for only the second time in his career after he retired in 2010.

The Welshman had been evaluating an entry into Wales Rally GB, but the 2008 BTRDA champion has ruled that out due to a lack of rallies this year.



Hunter could be back on gravel

Seb navigated for Steve at Brands Hatch



Steve (l) and Seb to Oulton

SEB PEREZ TO MAKE SENIOR RALLY DEBUT

Seb Perez will make his senior rally debut in the Motorsport News Circuit Rally Championship on the Neil Howard Stages in October, while father Steve could also bring his Lancia Stratos out in the series.

Seb Perez has competed in circuit racing in the Ginetta Junior Championship this year, but still hasn't decided on whether to commit to racing or rallying. He has competed in the Junior Formula 1000 Championship in the past. Steve - a two-time BTRDA Gold Star champion - confirmed Seb is undecided.

"I'm going to do selected rounds and so is Seb," said Steve Perez. "The idea for the first one is that I'm going to co-drive for Seb in either a Suzuki Swift or Renault Clio. He knows the circuit well and



Stratos set for MN series

we're considering the Clio Cup next year [part of the British Touring Car Championship support bill] and I wanted him to do something in a front-wheel-drive car. He wants to drive an Escort [Mk2]!"

Perez also confirmed an outing in the MN series - which is open for registrations for its second season - providing he can find a circuit that suits the Lancia's short-ratio gearbox.

"I'm probably going to get the Stratos out on one or two of the

events," he added. "As long as the straights aren't too long. We need to keep the noise down on it as well [to pass scrutineering]."

Perez added that he would be taking his Audi quattro S1 - driven by Malcolm Wilson at a demo at Croft earlier this year - and the Stratos to the Group B festival at Wales Rally GB. Seb will drive the quattro with Perez in the Stratos.

Perez has competed on a number of historic events in the Stratos in 2016. He did make a one-off appearance in his ex-Markko Martin Ford Focus in the MN championship at Brands Hatch in March, finishing fourth in tricky conditions.

● The Neil Howard Stages opened for entries last Friday. The event filled up in just over 30 minutes.



Williams has won two BTRDA 1400S rounds so far in 2016

Williams gets Opel Adam Cup for the Manx

James Williams will step up to the Rally Isle of Man in an Opel Adam Cup car run by Spencer Sport.

The 18-year-old will drive the Adam, which belongs to Vauxhall Junior British Rally Team manager Simon Mauger, for the first time in competition on the event. It will also be his first experience of writing his own pacenotes.

"I tested the car last week and clicked with it pretty quickly," said Williams. "We did about 20k and it's going

to be a different challenge but I'm looking forward to it. It's not as quick as an R2, it's only got 140bhp, but from what I've seen so far of it, it's a great car, great chassis and hopefully we can do some giant-killing."

The former Junior 1000 championship runner-up has been competing in the BTRDA 1400S category in a Ford KA this year, and has two wins from two finishes in the category. The car has been plagued by mechanical issues on the other rounds.

Evetts back in BTRDA with powerful MG

Joe Evett will bring out his 1400S-spec MG ZR for the first time this year on next month's Trackrod Rally after it broke on last year's Tempest Rally.

Evetts competed on the DMACK Carlisle Stages early this year, finishing second 1400 on the event in his 1400 MG ZR, despite having less power than the 1400S cars. He managed 37th overall.

"I'm in my 1400S as it's been rebuilt," said Evett. "I haven't driven it since the Tempest last year when the gearbox broke after two stages. The plan is to go and have a laugh and enjoy it."

The only reason Evett may miss the event is due to a hand injury. He said: "Hopefully it will be OK in time, I broke two fingers and injured two tendons in my hand in an accident on a JCB. Hopefully it will heal up in time."

Evetts will face strong competition from Jordan Hone, who has sealed the 1400S championship with a round to spare and has his Proton for sale.



Evetts impressed in Carlisle

KEEPING AN EYE ON IRELAND

BRIAN PATTERSON

"R5s have made ITRC ultra-competitive"



Fisher is among impressive R5 runners in '16

This time last year as the Irish Tarmac Championship was approaching the final round in Cork, there were, to say the least, mixed feelings about the decision by the series organisers to concentrate the 2016 Clonakilty Blackpudding-backed Championship on R5 and S2000 cars.

There was consternation from the men who owned the World Rally Cars, as well as disquiet from the fans who loved the sight and sounds of WRC machinery in full attack down Irish roads.

That final Cork '20' round last year was won by Donagh Kelly in his Focus WRC, which also clinched the Tarmac title for Kelly. However, this was no 'wham bang' classic swan song affair. There were no clutches of WRC machines breathing down the Donegal man's neck.

Instead, the interest was on how close second-placed Keith Cronin could get in his Citroen R5.

Here we are 12 months on and the Tarmac series has had an exciting and interesting year as any in recent times. Yes, we have had drivers in World Rally Cars win individual rallies, but at times it has been a lonely affair for them. Without the impetus of overall points their enthusiasm has waned.

Keith Cronin, Alastair Fisher, the Moffett brothers - Sam and Josh - Stephen Wright, Jonny Greer and several more have made it an ultra-competitive season in their R5 cars. They have really attracted the fans attention. It would be great to see WRCs battling it out, but there simply aren't enough of them.

A side issue is that such is the level of competition, along with the R5 upgrades that have been introduced during the year, is that the best S2000 cars can no longer match the R5s.

Joe McGonigle is a case in point. He has won rallies such as Shackleton outright in his Skoda S2000, and finished well into the top six in Cork last year. However on events such as the recent Ulster Rally he had to battle very hard just to get into the top ten.

World Rally Cars still dominate in the Triton Showers Irish National Championship of course, and are great to watch. However the right young driver in an R5 could at least shake that regime, even someone for example as fast as Declan Boyle in his Fiesta WRC.

Group N machinery, not so long ago a fascinating secondary feature, is slipping down the result lists. Ford Escort Mk2s have of course their own special place in Irish Rallying. Really though it is the 'young tiger' drivers in the R5 cars who are hogging the spotlight now.

Interesting times, and the stop watches don't lie. Irish rallying has passed a watershed of modernity with barely a hiccup!

AGREE/DISAGREE?
mn.letters@haymarket.com

ISLE OF MAN PREVIEW

Photos: Jakob Ebrey, Whittle Photographic, FIA ERC

MANIC MANX SHOWDOWN



Higgins won on last Manx outing in 2009



Elfyn Evans boasts BRC title heading into three-way Manx battle



Breen (r) and Scott Martin resume Circuit of Ireland partnership

Evans and Breen are joined by legend Higgins for an exhilarating entry list. Can anybody rob them of victory? By Jack Benyon

The British Rally Championship has been spoilt by asphalt rallies this year. Has there been as much hype in recent years around individual rallies as much as there was for the Circuit of Ireland and the Ulster?

The Circuit had the entry; WRC driver Craig Breen and a band of European Rally Championship cohorts led by Kajetan Kajetanowicz, not to mention the Irish Tarmac contingent led by Alistair Fisher and Keith Cronin.

The Ulster had the tough uncharacteristic stages – new for 2016 – narrow, ultra-tight and twisty, with the added controversy of being declared a wet rally thus giving the drivers permission to use cut and full wet tyres.

Now we're at the Manx.

Circuit winner Breen, now boosted by a Rally Finland podium and a confirmed outing in Corsica in the WRC with the pseudo-works PH Sport Citroen squad, joins newly crowned British champion and WRC2 points leader Elfyn Evans and his one off team-mate, Manx legend Mark Higgins, in a three-way battle for the overall win. Or so it seems.

Higgins hasn't driven an R5 car in anger on the Manx before. Indeed, he hasn't competed on the Manx since 2009. Of course, he won, but can he replicate his form in the TT course record-breaking Subaru he drove earlier this year?

"Those guys know the cars inside out," said Higgins. "We have to be realistic but if I can be right in the battle with those guys I'd be over the moon."

It'll be a tough ask for the Manxman but, to be on the pace, is all the five-time

winner is asking. His team-mate, Evans, has only driven on the Manx once before. But if we've learned anything this year it's that the young Welshman writes good pacenotes and drives to them as well as anyone. Irrelevant of surface, car or tyre choice, his four wins in the BRC prove as much and if he's anything like his father, he'll love and perform on the Manx in equal measure.

The real battle is likely to be between Breen and Evans. Fans were robbed of a similar battle on the Circuit of Ireland in April when Evans retired on stage three when the alternator belt came off in his Ford Fiesta. Strong times when he returned under Rally2 the next day proved there would have been a battle to be had, and the driver and team have made a step forward with set-up and tyres on asphalt respectively.

Titanic doesn't come close to this bout. "The gloves are off," says Breen, with a chuckle. He's driven by adding his name to Frank Meagher's on any rally winners' list, and this is another one his late, great hero was victorious in.

So, who can challenge them for victory? It would be no surprise if Higgins took the final spot on the podium. Not having the experience of the R5 will be the only factor likely cost him a shot at the win.

Next on the list is the fourth seed, Fredrik Ahlin. He has impressed after making his first start on asphalt in a four-wheel-drive car on the Circuit, and a few misdemeanours from his co-driver curtailed his efforts on the Ulster. He's unlikely to challenge for the win but could be a podium threat.

Tom Cave will no doubt go well despite struggling at times on Tar this year. The Welshman has shown flashes of championship-winning pace, but it hasn't quite come together for him. He'll be fighting Ahlin and Breen's DGM Citroen team-mate Jonny Greer for second place in the British championship: another fight which will make the Manx legendary.

Like a certain current TV programme, the Manx has all the ingredients to make a great cake. Can the bakers deliver under the heat? ■

ISLE OF MAN ITINERARY

Thursday

SS1 Villa Marina 1900hrs, 0.9 miles
SS25 Tons Bridge 2018hrs, 4.84 miles
SS3 Pond Road 2036hrs, 11.50 miles

Friday

SS4 Sloc 0958hrs, 5.57 miles
SS5 Phildraw 1040hrs, 13.49 miles
SS6 Pond Road 2 1238hrs, 11.50 miles
SS7 Ravensdale 1315hrs, 6.93 miles
SS8 Snuff the wind 1315hrs, 6.93 miles
SS9.179+ 1539hrs, 13.48 miles
SS10 Castletown Moor 1908hrs, 1.79 miles

SS11 Castle-Rushen 1920hrs, 4.82 miles
SS12 Sloc 2 1942hrs, 5.57 miles
SS13 D-ollagh 2029hrs, 11.49 miles
SS14 Ravensdale 2 2054hrs, 6.93 miles

Saturday

SS15 Tons Bridge 2 0938hrs, 4.84 miles
SS16 Dollagh 2 1001hrs, 11.49 miles
SS17 Snuff the wind 2 1218hrs, 3.85 miles
SS18.179+ 2 1239hrs, 13.48 miles
SS19 Phildraw 2 1446hrs, 13.49 miles
SS20 Classic 1547hrs, 13.15 miles
Total miles 162.96



Blomberg: BRC title hope

THE FINAL COUNTDOWN

With most titles wrapped up, the final BRC crown to be sorted is the National Rally Cup. Robert Blomberg almost has it wrapped up; he needs just two points to seal the deal. He and Mitsubishi Mirage team-mate Lars Andersson only have Scot Donnie MacDonald to fend off.

NOTABLE ENTRIES

Rally Isle of Man, September 15-17

SEED	DRIVER/CO-DRIVER	CAR
1	Craig Breen/Scott Martin	Citroen DS 3 R5
2	Elfyn Evans/Craig Parry	Ford Fiesta R5
3	Mark Higgins/Darren Garrod	Ford Fiesta R5
4	Fredrik Ahlin/Morten Erik Abrahamsen	Ford Fiesta R5
5	Tom Cave/James Morgan	Ford Fiesta R5
17	Jason Pritchard/Phil Clarke	Ford Escort Mk2
33	Michael Dunlop/Rob Fagg	Ford Escort Mk2
34	Rob Duggan/Ger Conway	Vauxhall Adam R2
52	Robert Blomberg/Lars Andersson	Mitsubishi Mirage
61	Jimmy McRae/Pauline Gullick	Porsche 911



Historics to thrill



Ahlin is a podium hope for CA1

Historics steal Manx limelight

Nowhere is the current historic exodus from the forests more amply demonstrated than in the entry for Rally Isle of Man.

The unprecedented historic entry totals 65 cars as competitors from five historic championships come together at this Mecca of asphalt rallying. It is an entry that surpasses any entry on this year's gravel programme and the appeal of the event is as strong as ever. At 160 stage miles between Thursday evening and Saturday afternoon, it is the longest and toughest historic event on the 2016 UK schedule.

Many crews are chasing the Mintex MSA British Historic Championship which, like its stablemate the R.A.C. Historic Asphalt Championship, has a double-header format.

The HRCR Old Stagers Historic Championship brings a horde of Minis, including three from Japan, while the HRCR Stage Masters Challenge and the Irish Historic Tarmac Rally Championship complete the line-up.

Sadly, 2015 historic winner Rob Smith now seems unlikely to run after rolling his Ford Escort Mk2 out of the Harry Flatters, but the field is still rammed with quality and four drivers stand out.

Reigning BHRC champion Jason Pritchard, former IoM winner Ryan Barrett, Ryan's elder brother Paul and Guy Woodcock are the top seeds but a whole raft of rivals could well be in the mix by the time the survivors show boat their way over the finish line at the TT grandstands on Saturday.

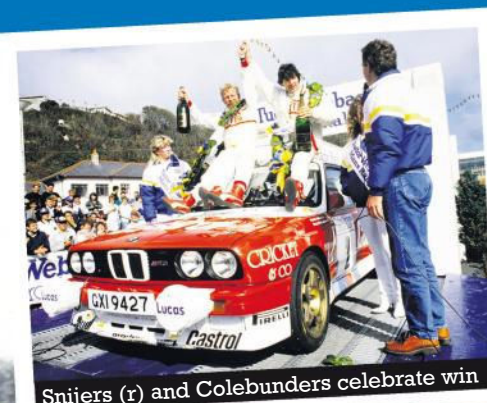
Paul Lawrence

RETRO: RALLY ISLE OF MAN

Photos: LAT



FORCEFUL DRIVING



Snijers (r) and Colebunders celebrate win



McRae (r) struggled to match Snijers pace

European championship runner Patrick Snijers arrived on the Isle of Man as a relative unknown in 1988. He left the island known as a tyre squealing spectacular hero. By Jack Benyon

Forceful driving. It's a term British rally fans will know well. The name given to the time when a European driver busted the myth that only the Brits, Irish and a couple of Finns could tame the yumpy lanes of the treacherous island, the Isle of Man. The Manx, 1988.

Patrick Snijers. Just the name is enough to make most rally fans watching the British Rally Championship, then the Shell Oils Open Rally Championship, weak at the knees. But if the name wasn't enough, the Bastos livery was, although it was reduced to just Castrol after a television row meant the company agreed to remove its logos for the event. The famous red and white remained.

The Belgian arrived as part of a relatively strong European Rally

Championship assault, the Manx forming part of its championship.

From the UK, Jimmy McRae and an impending fifth British title in the RED-backed Ford Sierra RS Cosworth.

From Europe, Dutchman Robert Droogmans in a similar Sierra, Snijers in the infamous BMW M3 E30 prepared by Prodrive, and Fabrizio Tabaton in a Grifone-run Lancia Delta Integrale. It was a field any rally would be proud of.

Right from the off, Snijers lived up to the forceful driving term coined by Steve Rider, then narrator of the BRC's review videotape. Why is the Belgian so infamous? The four-wheel drive Sierras, which were dominant at the time, were fairly planted an unspectacular, especially through slow corners.

When Snijers arrived on the lockstops, tyres squealing almost as loud as the 16-valve, 285bhp powerplant, it was a breath of fresh air. Fans of rallying hadn't seen a Scandinavian flick on Tarmac for a while. His flamboyancy was absolutely legendary.

But the Belgian was surprised early on by the reigning Irish Tarmac Rally champion: a familiar name to many, 1986 British champion Mark Lovell.

Also in a Sierra, the car of the day, the Somerset man set off like a scalded cat. It seemed the fight would be between the Axbridge driver and Snijers, with McRae admitting to



Flamboyant Belgian duo were spectacular in Prodrive BMW M3 E30

driving within himself to reach the end of the event in order to seal another British title.

However, the writing was on the wall for Lovell when water started to gather at the feet of co-driver Terry Harryman. After only three stages the header tank had pressurised and the engine temperature soared. The duo were out.

It was an interesting morning for Snijers, too. First, he'd lost seconds on SS2 adjusting the brakes with a resultant bout of confusion causing him to become flustered at a junction. Right or left?

Then on the following stage he thought he'd had a puncture and slowed, and on SS4 the Pirellis went off completely. Still, he led the Sierras even with a comical start to the rally. It didn't bode well for the opposition as he flung the Banbury-fettled car around the twisty Manx lanes. Perhaps he was aided by covering each stage on the rally a minimum of seven times on the

rece with co-driver Dany Colebunders having been on the island since September 1. The event began on the 14th...

Such was the pace of the frontrunners, they began to clean the stages part way through the first day. Much to Snijers chagrin – not unlike Fredrik Ahlin on the Pirelli Carlisle Rally in April 2016 – he'd gone quite a bit quicker than his rival (McRae) through SS8 but to no avail. Both drivers beat the bogey time and received a notional time.

Despite that, Snijers had his lead up to 28s despite his problems – which now included a £52.90 fine to the local constabulary for overtaking over a solid white line on a road section.

McRae trailed with Droogmans not far behind, but on Leg Two the Belgian was unseated on a yump and ricocheted into banks on either side of the road in fourth gear. A typical Manx accident, and his team didn't have a front corner ready for him and he went OTL.

With Droogmans out, Tabaton in the Delta took fourth. It would prove to be costly for Snijers as the Lancia driver would take the European title at the end of the year, on a co-efficient championship points system understandable only to members of MENSAs.

Back out front and Snijers was cruising. The lead built up early on the opening day fluctuated only slightly as he took time from McRae on the twistier stages while the Scot went quicker on the faster opening cruises over the moors. The only further worry for Snijers was a lack of Pirelli covers on the event, a special order had to be put in for more on day two, even though the Belgian had only used six to that point.

The eventual lead margin was 33 seconds between Belgian and Scot. Rounding out the podium was Phil Collins in the infamous Mr Thompson pink Sierra, he and Bryan Thomas emblazoned with matching pink overalls.

Despite the brightness of Collins/Thomas' firesuits, Snijers wouldn't be outshone. Perhaps the most glowing endorsement of his performance came from McRae. He declared: "I tell you, even if it wasn't for the championship, we'd have struggled to beat him." Snijers would contest the Manx only two more times – in a Sierra – retiring on both occasions with mechanical faults. ■



McRae drove carefully for BRC title

The story of mistaken identity, a stewards' meeting and one European frontrunner's foul play

MN's legendary national rally editor, the late DKW, was at the 1988 event for the title and he unearthed a story relating to the Euro crews and a backfiring appeal. Here's the story from MN, September 21 1988.

One of the most bizarre, not to say distasteful incidents of the rally was a protest against Patrick Snijers/Dany Colebunders by Fabrizio Tabaton/Luciano Tedeschini. The Italians alleged that Snijers had

serviced illegally between the first and second stages, along Sulby straight.

Nothing was said at the time, Tabaton only revealing his intentions during the afternoon of the second day, by which time Snijers was looking increasingly comfortable in the lead. Since no Judge of Fact had been present one might have expected the matter to be dismissed on the spot, but Tabaton gave photographic evidence, and a stewards' meeting was called.

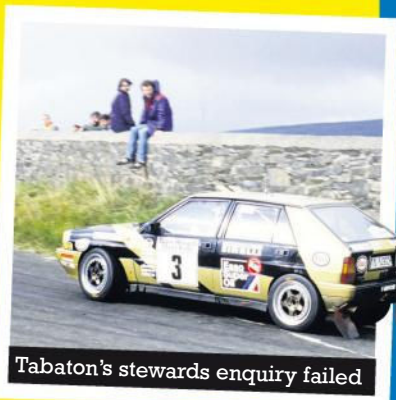
He maintained that the fact that it was Snijers, his main championship rival, was not the point; he wanted to establish whether restrictions on the servicing were real or sham. "It is important to know what is correct or what is not correct," he declared.

Prodrive vigorously denied allegations that it had serviced illegally. "I think he's just trying to throw our rhythm," stated the team manager John Spiller.

The protest fell flat well before the stewards' meeting. When Tabaton's

film was developed, it revealed a picture of a car receiving illegal service, but it was Droogmans' Sierra, not Snijers BMW, and Droogmans had retired that morning. Tabaton could only apologise, both to Snijers, and later on, the stewards. His £100 protest fee was not returned.

The next morning, one of the Grifone [Tabaton's team] service barges crashed into a peat bog while avoiding a car. It was towed out by Prodrive.



Tabaton's stewards enquiry failed

You can watch Snijers' forceful antics – complete with Steve Rider commentary – on youtube [youtube.com/watch?v=ZJB8BtkSEHM](https://www.youtube.com/watch?v=ZJB8BtkSEHM)

FEATURE: TRACK TEST LMP3

A FRIENDLY GIANT?



Our man handled Ligier



Christian England coached

LMP3 is designed to be an entry level prototype, but has it worked? By **Rob Ladbrook**



Ligier had loads of grip in the wet

The alarm was set for 0520hrs. I gave up trying to sleep at 0400hrs.

The easiest analogy is being like a kid at Christmas, but the 100-minute drive to Snetterton in Norfolk left just enough time for another emotion to creep in.

Ever since I first clamped eyes on a Le Mans prototype back in the 1980s I had dreamed of what it would be like to drive one. Today I was going to find out. And I was terrified.

It had been a few months since the email landed from Ligier's parent

company Onroak Automotive, suggesting I finally had a go in one of its LMP3 racers myself.

'I can't turn that down! That's a once in a lifetime opportunity,' I'd said to myself. However, the combination of a sleepless night and the scant early morning traffic conspired to tinge sheer excitement with doubt.

'I can't wait' suddenly became 'what have I got myself in to...'

I've gained some decent on-track experience as a result of my years on MN, having driven production saloons, Radicals and GT4 cars before. But this was a very different level, and one I wasn't sure if I was ready for.

LMP3 is designed to be an entry level into Le Mans racing. But, unlike many of the racers in the category, I don't have even one single-seater race on my CV, let alone a few years in Formula 3. Surely this would be out of my league?

United Autosports – Ligier's UK agent – was waiting for me upon arrival. There were no qualms with the crew. I've known team head Richard Dean since almost my first day in this job, and know first-hand how good an outfit United are having covered their exploits since Dean and Zak Brown founded the outfit in 2009.

What both excited and worried me in equal measure was sat in the garage, and also falling from the sky. After weeks of weather that finally resembled summertime, it was a soaking wet morning in Norfolk.

Track conditions were dreadful, and I was preparing for something faster and more powerful than anything I've ever driven. What could go wrong?

Regardless the engineers began work settling me in and checking I was comfortable in the car.

At first glance the trio of Ligier JS P3s look stunning, and highly intimidating. With the rear engine covers off exposing the five-litre 420bhp Nissan V8s, the large front dive planes and intricate splitters, and the tight confines of the carbonfibre

cockpit, it really brings home the reality of the situation – as does the noise. Engines firing in unison, the garage is a cacophony of exhaust note. "We come to Snetterton as it's easier to get unrestricted noise testing," says Dean. "Most tracks only give you 105db max, these tick over at 110..."

First job. Get in the thing. Second job. Try not to panic.

Getting in is actually more dignified than many racing cars. You sit on the side of the chassis then rotate your legs up and into the cockpit before sliding your bum down into the seat. The Ligier uses a low-slung seating position, akin to a formula car, with your legs raised like you're in a bath.

The interior is far more utilitarian than luxurious, with bare carbon enveloping you in what at first feels a claustrophobic cabin. There's only a basic switchboard and some wiring for company. The steering wheel consists of an easy to read digital display with info on gear, speed and revs and there's little else to distract you.

Seat fitting over, it's time for a briefing. My mentor for the day would be ex-British F3 racer Christian England, who handles the car in the European Le Mans Series.

He walks me through the controls and basic prototype driving hints. That sorted, and a few hours wasted

waiting for the track to dry and resemble something remotely drivable, and we're good to go.

I pull on my overalls, and my brave face, and clamber in to get belted up. Just before the door slams shut, a final word of what passes for encouragement from Dean: "We've only ever given one other driver their first P3 test in the wet, and he was one of our pros and came back in saying he felt in over his head, so it's OK to be sh*tting yourself..." gee, thanks.

For the purpose of the test day the cars are pushed out of the garage and then fired up on pit exit. As the crew gets the car rolling and I wrestle to get the Ligier lined up correctly on dry-steer, I'm given the signal to go. Dump the clutch, hit the green 'engine start' button and... dear Lord.

The Nissan VK50 V8 engine originates from the Japanese brand's top-line 4x4s, but via tuning from ORECA is transformed from luxury cruiser to something more akin to a cruise missile. When it comes on-song the sound is glorious. The vibrations almost take your breath away.

After the customary 'first timer' stall trying to pull away on low revs, I'm off. And the nerves subside about as quickly as the garages in the mirrors.

The hulking, intimidating machine in the garage is suddenly transformed

TECH SPEC

Ligier JS P3 LMP3

Chassis: HP Composites carbonfibre monocoque with carbon bodywork

Engine: 5000cc Nissan VK50 V8 **Power:** 420bhp

Transmission: X-Trac six-speed semi-automatic sequential gearbox with pneumatic paddle shift and oil exchanger cooled gearbox. Hydraulic power steering.

Suspension: Double wishbone, pushrod and spring damper combination. Three-way adjustable dampers and adjustable anti-rollbar.

Brakes: Six-piston calipers with 14-inch front and rear steel discs, master cylinder

Wheels: Magnesium 18 x 12.5in front, 18 x 13in rear

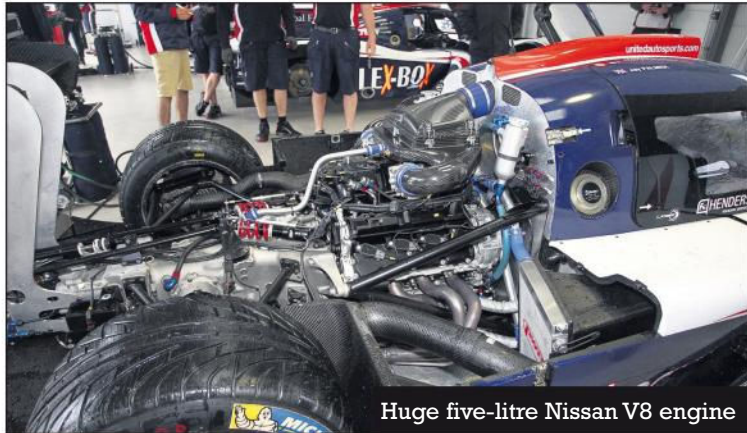
Dimensions: Length: 4605mm, Width: 1900mm,

Wheelbase: 2860mm, **Weight:** 900kg

Price: 206,000 euro (£175,000) price cap



Cars look very menacing



Huge five-litre Nissan V8 engine



Interior is basic but functional



Acceleration down the straights was brutal, and brakes were very solid



Getting into the Ligier took a little practice, but we nailed it pretty quickly

LMP3 racing is coming to the UK this year courtesy of Bute Motorsport's new Prototype Cup initiative

Europe won't be the sole place for LMP3 cars to race as of next month, when Bute Motorsport's new Prototype Cup initiative begins at Snetterton.

The new series aims to run six rounds next season, with a pilot event at the Norfolk circuit on October 8/9. The class – run by the organiser of the successful GT Cup Championship – caters for any variant of LMP3 car running to ACO regulations.

So far the class has attracted support from French giant Ligier and Ave-Riley as well as Le Mans organiser the Automobile Club de l'Ouest, which has given its blessing to the first national series dedicated to LMP3.

"The Prototype Cup will cater to a variety of drivers – from professional ones looking to gain extra mileage around their international LMP3 campaigns – to amateur drivers wanting to

build experience before stepping up to something like the European Le Mans Series," says series head Phil Boland.

United Autosports is the first squad to sign up with a multi-car team, with Tockwith Motorsport following along with Murphy Prototypes. Other squads – such as Porsche Carrera Cup giant Redline Racing – have also expressed interest in getting involved.

UA head Richard Dean says: "The

series' foundations are great.

LMP3 is aspirational. If a driver is big on motorsport chances are Le Mans is on the bucket list, and these are real Le Mans Prototypes running on our doorstep. The cars are built to last and guaranteed to run for way more mileage than something like a single ELMS campaign and they're good on spares and consumables. Budgets shouldn't be too much more than top-level GT4 racing."

into a precise and reassuring racer by the time I've rounded Riches. On the move the car feels nowhere near as big as its 4.6 x 1.9 metre floorplan. Instead it feels tight and connected and remarkably responsive.

"Everybody who drives the P3 for the first time can't believe the front-end on it, it's real precise, finger-tip stuff," said England beforehand. "The biggest adaptation is always the brakes. You never hit them hard enough at first and it takes a while to adapt to the pressure to stop overshooting apexes."

I see his point. The JSP3 is a real back-to-basics driver's car, with no ABS or traction control, leaving all of the key inputs up to the driver: A squeeze of the brakes with my left foot soon tells me I'd better stay traditional and use my right as the car doesn't scrub enough speed off into Agonstini. I run too deep, have to turn in to avoid the grass and wait, tensed for the back end to pendulum on me, but it never happens. The front end simply bites around the outside line and off we go. Remarkably calmly.

The front-end grip and response is unlike anything I've ever driven. Corners like Riches are taken with a slight turn of the wheel, and any movement is followed with an instant response. The Ligier makes you feel connected to it, with zero vagary at the

wheel when on throttle.

The engine is also a clever addition. Being naturally aspirated and tuned for torque over outright power, it pulls at any stage of the rev range. Exiting Williams and getting on the power brings an adrenaline rush as a huge boot in the back arrives with each gear shift. There's no waiting for turbos to spool, the acceleration is instant and you bang through the gears much faster than an amateur probably should on their first run, but the chassis always gives you the confidence that nothing could go wrong when you bury the throttle. The kick in the back whenever you pull a paddle to shift a gear in the X-trac six-speed sequential gearbox is more than a little addictive and the cocktail of noise, speed and sensation is frankly a little euphoric.

Through the corners the car behaves very serenely when being smooth, and more violently when not. It likes calm steering and throttle input, and dislikes mid-corner fiddling. More than once I got a slide on during corner exit by being a bit too keen on the loud pedal. The key is patience to avoid the rear wheels breaking traction.

The chassis also rides kerbs particularly well, with the suspension willing to surf the bumps happily. However, dipping the rear-left onto the

wet kerbing at Murrays isn't advisable. The chassis gives good feedback as to what it's up to, but in the wet the line between 'everything's fine' and 'good luck mate' I found to be rather slim. It tried to break away from me once or twice with little warning, but after the initial rebellion was quite happy to play along at the second attempt. A perfect 360 degree spin out of the final turn was relatively easy to catch before continuing knowing that even if something did go wrong, there's enough wriggle room to work your way out of it. I'm told feedback at the rear is much improved in the dry.

While the Ligier is simple to jump in and drive, finding the best lap times from it is notoriously tough. Having never raced an aero-dependant car before, learning to trust the chassis through high-speed turns takes a lot of time as you have to adjust your mind to think beyond just the mechanical grip.

Ligier worked hard to find an optimal balance between downforce and drag, meaning the JSP3 can corner like an F3 car, and pull like a GT3 down the straights.

As the track dried the best example of this was down the Bentley Straight. Running on the Michelin wet tyres used in the European Le Mans Series, when you approach the top end of fifth gear you can feel the car beginning to

bob around slightly as the aero pressure forces the tyre tread to move about. It's never unsettling, but probably time for slicks.

Sadly my time was up, time to trundle back to the pits for a debrief with Dean. Sporting a huge grin.

"People see a big, scary sports car, but LMP3 has been designed with amateur drivers in mind," he says. "During ELMS races the Bronze-graded guys have to do the majority of the racing, so the car has to be accessible and comfortable by design."

"The overriding emotion with it for any driver on their first go is sheer enjoyment. Everybody loves the sensation of it, the speed of it, the fact you have power in every gear at any revs. It's a real prototype for sensible money and it gives drivers that buzz. It has enough aero that it makes you want to drive it more and get closer to the limits. Amateur drivers love the comfort and the fact you can jump in and drive at a decent pace relatively easily, whereas the pros love the fact that getting those final tenths out of it is a real challenge."

If you dream of Le Mans one day and the experience of a real prototype, it's tough to find a better entry point than LMP3. The old saying dictates that you should never meet your heroes, but I did and I loved every second. ■

The rise of LMP3, should GT3 be worried about it?

While currently the majority of LMP3 crews are made up of single-seater graduates aspiring toward a fresh career direction in sportscars, there's a shift toward prototype racing among other drivers too, mainly from GT3.

GT racing has long been seen as the first step on the path to Le Mans, but as the cars have become faster, more technologically advanced and the racing more professional, the budgets have gradually risen. GT3 now finds itself standing on the precipice.

It is thriving in Europe in the Blancpain classes, but that's mainly due to factory teams and paid drivers, the amateur driver element of GT3 racing – something the class has always depended upon – is dying, or rather, being priced out.

United Autosports was a big player in GT3, having run Audis and McLarens in British, European, Asian and American classes.

That has now largely stopped due to the hike in cost of running GT3 machinery, as team head Richard Dean explains.

"The new generation GT3 cars are stunning things, but they don't make much business sense for a team," says Dean. "They've gotten so fast now and so complex that budgets are too high in my opinion."

"Part of the difficulty is the Balance of Performance [equalisation measures]. It means that picking the best car is near impossible as the best car on one circuit isn't the best on another, and if by chance you do get the best car then you can't expect it for long as a BoP change is probably imminent. That's a frustration."

"The majority of enquiries we're having for LMP3 now are coming from GT3 teams and drivers. LMP3 is fixed homologation, no BoP, and cost-capped, which seems to be a winning mixture."

"It's only in its second year and there are already 20 cars in the European Le Mans Series, it's in the Asian Le Mans Series and looks likely to be adopted by IMSA in America, so it's spreading in the same way GT3 did."

"The Automobile Club de l'Ouest [ACO] doesn't allow manufacturers to come in and develop the cars, and there are strict cost caps surrounding them. Cars cannot be sold for more than 205,000 euro (roughly £175,000), which is a third of the price of the new Ferrari 488 GT3, and spares packages cannot exceed 150 per cent of that figure. Drivers like the fact they can turn up to any circuit and know they have a car that's on a par with everyone else and they won't suddenly have to tow a caravan for a weekend."

"If drivers want the Le Mans experience LMP3 is the best possible starting point now. It's cheaper than GT3 and by doing the Road to Le Mans support race at the 24 Hours you get the full experience – from being involved with scrutineering and night qualifying to racing in front of 250,000 people on race day."



United ran Audi GT3 machinery

GOODWOOD REVIVAL

British Touring Car champions Andrew Jordan and Gordon Shedden starred at last weekend's 19th Goodwood Revival, both scoring hard-fought victories.

The duo went head-to-head in Saturday's wet St Mary's Trophy Austin A30/A35 opener: Shedden qualified on pole from Jordan, whose car required two engine changes, one of many similarly affected.

Jordan made the best start, holding off tin-top legend Steve Soper initially. Soper's big slide at St Mary's allowed Shedden past, setting up a race-long duel.

With Jordan's replacement engine off song, Shedden's challenge grew ever stronger; but the leader put his car in all the right places to hold on by 0.144 seconds, with Soper 1.5s adrift. "I had the best view in the house," said Soper. "They had a fantastic race between them."

The aggregate result was completed by the owner/regulator drivers. James Dorlin came through to win part two, helped by polesitter James Colburn's engine expiring, but the trophy was fought out by those behind.

Soper's co-driver Charles Knill-Jones took second, but Mike Jordan stayed close enough for the father-and-son combo to take overall victory by a second. Despite an off, Neil Brown (in for Shedden), rose from ninth to fourth to secure third overall. Shedden had better luck in the RAC TT Celebration. Chris Ward started their 2015-winning Jaguar E-type and built a 10.6-second lead before pitting at the start of the window.

Only a few other cars, including the chasing David Hart/Giedo van der Garde and Andrew Smith/Oliver Bryant AC Cobras, made it in before Bill Shepherd (Cobra) took Jo Bamford's Ferrari off into the gravel at Lavant Corner, bringing out the safety car.

Although Shedden couldn't drop van der Garde after the restart, he

looked to have enough in hand until the E-type ran briefly off track at Woodcote, allowing the Dutchman's Cobra through.

Shedden then launched a mighty assault and got his chance when van der Garde ran wide in traffic at Lavant. The E-type went for a closing gap and clipped the inside kerb. As he corrected, Shedden nudged the rear of the Cobra, itself sideways. "It hardly felt like anything at all," said Shedden, but it sent van der Garde spinning down to fourth.

The battling Frank Stippler and Bryant thus stepped up to second and third, while Gary Pearson/Chris Harris (E-type) topped the unfortunate runners who had to stop after the safety car period.

World Touring Car ace Rob Huff won a soggy Whitsun Trophy for pre-1966 sports-prototypes, but had to work for it. However, he was rewarded with the 'driver of the weekend' honour. Poleman Mike Whitaker – having a first wet run in his Lola T70 Spyder – recovered from a spin before the race started and a tentative getaway. He passed early leader Huff on the exit of Madgwick on lap three, but could not shake off the less powerful Lotus-Oldsmobile 19 replica. Eventually the pressure told and Whitaker went off at Lavant, allowing Huff to win by 0.8s.

Stuart Roach was another polesitter to be denied in the front-engined Formula Junior split for the Chichester Cup. The Alexis man lost out to Ray Mallock's U2 and Chris Drake's Terrier off the line, whereupon the U2 broke a rear leaf spring and retired. Roach then went around Drake at Woodcote to lead.

A series of fastest laps took Roach clear; with Drake increasingly having to worry about Andrew Hibberd (Lola) after Jonathon Hughes' similar machine wilted.

Then the Alexis broke on the penultimate lap, just as Hibberd passed Drake. With the Terrier slowed by fuel and front-brake issues, Drake couldn't respond to Hibberd and lost second to the flying Stanguellini of Joe Colasacco, who

stormed up from P8 on the grid.

Having shot his Elva Mk7 from seventh into a 2.1s lead in two laps, Joe Twyman lost the Madgwick Cup for under three-litre sports-prototypes after the chequer. A 20-second penalty for hitting Stuart Tizzard's Lotus 23B at the chicane on the final lap dropped him to fifth. After a fantastic 23B fight with Andrew Hibberd, Andy Newall wasn't quite in range to attack Twyman, but was elevated to victor.

Tom Kristensen was superb in the new Kinrara Trophy one-hour enduro for pre-1963 GT cars.

Brought in to share Joe Macari's Ferrari after double BTCC champion Jason Plato's late withdrawal, Kristensen qualified on pole during his first session in the car.

Macari fell back to a safe seventh, but Kristensen charged through to defeat the Jaguar E-type of James Cottingham and the Aston of Simon Hadfield, later demoted to fourth after a clash with Henry Arundel's lapped Chevrolet Corvette at the chicane.

Martin Hunt made the running in the Lavant Cup for two-litre BMW and Bristol-engined cars. The Frazer Nash Le Mans Replica driver could not, however, shake off Malcolm Harrison (Cooper-Bristol T25). When Hunt was delayed by backmarkers, Harrison's bold move at Woodcote on the final lap was decisive.

In tricky conditions, Richard Woolmer handled the monstrous HWM-Cadillac brilliantly to win the Freddie March Memorial Trophy for 1952-55 sportscars. He was nevertheless fortunate it ended early, as Rob Hall's drifting efforts in the 1952 Goodwood 9 Hours-winning Aston Martin DB3 had brought him onto Woolmer's tail.

Ward (Lister-Jaguar Costin) added to his TT success in the Sussex Trophy holding off the Lister 'Knobby' of Gary Pearson throughout. James Cottingham's Tojeiro had just overtaken Oliver Bryant's Lotus 15 for third when a multi-car shunt brought the race to a premature conclusion.



Ward/Shedden (left) took controversial win in the RAC TT enduro



Whitsun Trophy went to Huff



Kristensen (r) was a star once again



All three front-row starters in Formula Junior would hit trouble

TIN-TOP DRIVE

Andrew and Mike Jordan headline Austin A30/A35 opener. Rob Huff takes driver of the weekend. By K



Jordan held off BTCC rival Shedden in wet encounter

Scarab and Lotus take fraught F1 victories

The Revival's F1 races proved dramatic, both being decided in the closing stages.

Tony Wood put the unique Tec-Mec on pole for the front-engined 2.5-litre Grand Prix cars encounter, but events conspired against him.

Former C2 sportscar champion Nick Adams launched the four-wheel-drive Ferguson P99 into the lead from row two, but was overpowered by Julian Bronson's Scarab exiting Madgwick. As Adams kept Wood behind approaching St Mary's, Rob Hall's slow-starting Ferrari 246 Dino swept around both of them into second.

Wood was soon on the move, rising to third before the end of the lap, then engaging in a fierce duel with Hall. The Ferrari fought hard, but ran wide at Lavant, handing Wood second. The Tec-Mec flew up to Bronson and dived by into the St Mary's left-hander on the next tour.

The race seemed over; but an increasingly greasy track made things treacherous and Bronson stayed close. Too close, in fact, as he hit the rear of the Tec-Mec when Wood slowed early for Woodcote. The Scarab's nose flew off, striking



Bronson's nose-less Scarab won after a dramatic

Bronson on the head and he backed off, falling briefly to fourth before pressing on again.

At half distance Wood, the recovering Bronson, Adams and Andrew Willis (Dino) were running nose to tail at the head of the field. With two laps to go, Adams spun at Madgwick, forcing Hall to take avoiding action, and Wood – already spewing liquid – spun at St Mary's before retiring. Bronson's nose-less Scarab thus took an unlikely victory, with Willis and Hall making it a Ferrari two-three ahead of Adams.

Nick Fennell has come close to winning the Glover Trophy for 1500cc 1961-'65 cars before and finally made his Goodwood breakthrough, making it six Lotus 25 victories in successive years.

Fennell was third early on behind the Lotus-BRM 24s of polesitter

Martin Stretton and Griffiths. But ahead and staying on, Fennell had to make it by inches and closed on.

The two swayed times before a secure victory down the inside, what seemed then Stretton on the start/finish line with one the clock. Stretton but another gap at St Mary's.

Griffiths came ahead of period Attwood, Am having spun in after annexing

Photos: Bloxham/LAT, Gary Hawkins, Drew Gibson/Goodwood

WINNERS STAR

Justin race while
Kevin Turner



Jordans celebrate St Mary's success



RESULTS

St Mary's Trophy: Austin A30/A35 Academy cars (10+11 laps) 1 Andrew/Mike Jordan; 2 Steve Soper/Charles Knill-Jones +0.957s; 3 Gordon Shedden/Neil Brown; 4 Sam Tordoff/James Dorlin; 5 Mark Blundell/Kerry Michael; 6 Matt Neal/Nick Powell. **Saturday (11 laps)** 1 Andrew Jordan; 2 Shedden +0.144s; 3 Soper; 4 Blundell; 5 Tom Ingram; 6 Adam Morgan. **FL Shedden 1m59.662s (72.20mph)** Establishes Record. **P Shedden. S 29. Sunday (11 laps)** 1 Dorlin; 2 Knill-Jones +0.407s; 3 Mike Jordan; 4 Brown; 5 Jason Stanley; 6 Foster. **FL Mike Jordan 1m43.784s (83.24mph)** record. **P Colburn. S 30.**

RAC TT Celebration: Closed-cockpit GT cars in the spirit of the Goodwood TT races 1963-'64 (41 laps) 1 Chris Ward/Gordon Shedden (Jaguar E-type); 2 Michael Squire/Frank Stippler (AC Cobra) +13.943s; 3 Andrew Smith/Oliver Bryant (AC Cobra); 4 David Hart/Giedo van der Garde (AC Cobra); 5 Gary Pearson/Chris Harris (Jaguar E-type); 6 John Young/Jackie Oliver (Jaguar E-type) 40 laps. **FL van der Garde 1m26.094s (100.34mph).** **P Ward/Shedden. S 25.**

Whitsun Trophy: Unlimited capacity Sports Prototypes to 1966 (13 laps) 1 Rob Huff (Lotus-Oldsmobile 19/c); 2 Mike Whitaker (Lola-Chevrolet T70 Mk2) +0.787s; 3 Tiff Needell (Lotus-Ford 30); 4 Chris Ward (Ford GT40); 5 Laurie Bennett (McLaren-Chevrolet M1B); 6 Chris Jolly (Cooper-Chevrolet T61 Monaco). **FL Whitaker 1m51.891s (77.21mph).** **P Whitaker. S 27.**

Chichester Cup: Front-engined Formula Junior 1958-'62 (14 laps) 1 Andrew Hibberd (Lola-Ford Mk2); 2 Joe Colasacco (Stanguellini-Fiat) +1.098s; 3 Chris Drake (Terrier-Ford T4); 4 Robin Longdon (Lola-Ford Mk2); 5 Mark Woodhouse (Elva-BMC 100); 6 Andrew Tart (Bond-Ford). **FL Colasacco 1m29.050s (97.02mph).** **P Stuart Roach (Alexis-Ford Mk2). S 30.**

Madgwick Cup: Sports Prototypes under 3-litres 1960-'66 (11 laps) 1 Andy Newall (Lotus-t/c 23B); 2 Andrew Hibberd (Lotus-t/c 23B) +4.711s; 3 Max Bartell (Ehra-BMW Mk7S); 4 Chris Goodwin (Lotus-t/c 23B); 5 Joe Ivyman (Elva-t/c MK7); 6 John Pearson (Lotus t/c 23B). **FL Newall 1m55.095s (75.06mph).** **P Goodwin. S 25.**

Kinrara Trophy: Closed-cockpit GT cars in the spirit of the Goodwood TT races 1960-1962 (34 laps) 1 Joe Macari/Tom Kristensen (Ferrari 250 GT SWB/C); 2 James Cottingham/Andrew Smith (Jaguar E-type) +12.811s; 3 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra); 4 Wolfgang Friedrichs/Simon Hatfield (Aston Martin DB4GT); 5 Richard Meins/Rob Huff (Aston Martin DB4GT Zagato); 6 John & Jack Young (Jaguar E-type FHC). **FL**

Kristensen 1m29.511s (86.52mph) establishes record. **P Kristensen. S 28.**

Lavant Cup: Drum-braked BMW & Bristol-engined sports cars 1930s-1950s (10 laps) 1 Malcolm Harrison (Cooper-Bristol T25); 2 Martin Hunt (Frazer Nash Le Mans Replica) +1.144s; 3 Patrick Blakeney-Edwards (Frazer Nash Targa Florio); 4 Philip Champion (Frazer Nash Mille Miglia); 5 Will Nuttall (Tojeiro-Bristol); 6 Ian Dalgligh (Frazer Nash Le Mans Replica). **FL Harrison 1m59.400s (72.36mph)** establishes record. **P Blakeney-Edwards. S 28.**

Freddie March Memorial Trophy: Sport Racing cars in the spirit of the Goodwood Nine-Hour races 1952-'55 (7 laps) 1 Richard Woolmer (HWM-Cadillac); 2 Rob Hall (Aston Martin DB2) +0.380s; 3 Steve Boulbee Brooks (Aston Martin DB3S); 4 Gregor Fisker (Maserati 200S); 5 Martin Hunt (HWM-Jaguar); 6 James Cottingham (Ferrari 500TRC). **FL Boulbee Brooks 1m55.980s (74.49mph).** **P Cottingham. S 24.**

Sussex Trophy: World Championship Sports Cars 1955-'60 (14 laps) 1 Chris Ward (Lister-Jaguar Costin); 2 Gary Pearson (Lister-Jaguar Knobbly) +1.017s; 3 James Cottingham (Tojeiro-Jaguar); 4 Oliver Bryant (Lotus-Climax 15); 5 Richard Kent (Lister-Jaguar Costin); 6 Tony Wood (Lister-Jaguar Knobbly). **FL Ward 1m26.725s (100.78mph).** **P Ward. S 29.**

Richmond Trophy: Front-engined 2.5-litre Grand Prix cars 1954-'60 (13 laps) 1 Julian Bronson (Scarab-Offenhauser); 2 Andy Willis (Ferrari 246 Dino) +6.899s; 3 Rob Hall (Ferrari 246 Dino); 4 Nick Adams (Ferguson-Climax P99); 5 Joaquin Folch-Rusinol (Lotus-Climax 16); 6 Niklas Halusa (Maserati 250F). **FL Tony Wood (TecMec-Maserati 415) 1m27.227s (99.05mph).** **P Wood S 24.**

Glover Trophy: 1.5-litre Grand Prix cars 1961-'65 (15 laps) 1 Nick Fennell (Lotus-Climax 25); 2 Martin Stretton (Lotus-BRM 24) +3.316s; 3 Miles Griffiths (Lotus-BRM 24); 4 Richard Attwood (BRM P261); 5 James King (Brabham-Climax BT7); 6 Andrew Beaumont (Lotus-Climax 24). **FL Fennell 1m24.129s (102.69mph).** **P Stretton. S 28.**

Goodwood Trophy: GP cars & Voitures to 1951 (11 laps) 1 Calum Lockie (Maserati 6CM); 2 Matt Grist (Alfa Romeo Tipo B P3) +6.929s; 3 Tom Dark (Bugatti T73C); 4 Paddins Dowling (ERA R10B); 5 Nick Topliss (ERA R4A); 6 Michael Gans (ERA R1B). **FL Mark Gillies (ERA R3A) 1m50.471s**

KEVIN TURNER

"New ideas help keep historic motorsport fresh"



Stock car pack included Ecclestone replica

One of the challenges for organisers of historic race events is keeping things fresh. By definition, given they are relying on set periods and categories from the past, it would be very easy for things to look basically the same every year.

That is particularly true for the Goodwood Revival, which is limited to pre-1966 machinery. But Lord March and his team work hard to change things around and did so again for the 19th edition last weekend.

To a certain degree the discovery of unseen cars or event debuts by stars such as David Coulthard (who raced an Austin A35) helps, but what really makes the difference are new elements. This year the two-driver Kinrara Trophy race for pre-1963 GT cars was a very welcome addition.

Not only did it give the spotlight to cars like the Ferrari 250 GT Berlinettas and Aston Martin DB4 GTs that have long since been left behind by developments in the pre-1966 RAC TT pack, it also gave Goodwood a new, great-looking grid.

Even better, the race was a stormer, with a number of potential winners, drama aplenty, and a standout drive from Le Mans legend Tom Kristensen (see report).

Far less exotic but also new for 2016 was a demonstration of early stock car racers from the 1950s. With machines based on NASCARs brought over from the US, stock car racing kicked off the on-track action each day.

UK stock car racing began in 1954 and immediately proved popular. Goodwood prime mover Julius Thurgood instigated the revival movement with a meeting in 2003 and it has since gained momentum.

Among the new sights to most spectators last weekend was a replica of the Ford Coupe in which F1 supremo Bernie Ecclestone started out in motorsport.

At the moment, the pack – largely made up of American sedans and coupes from the '30s and '40s with Ford V8 side valve engines – only competes occasionally. But demonstrations such as that at Goodwood, and previously at Brands Hatch, Oulton Park and Rockingham, could lead to something more.

"We've never seen so many cars of the 1950s together as here at Goodwood," said long-time stock car expert Max Sanderson. "People are interested and some want to compete."

That's unlikely to happen at Goodwood of course. But it all goes to show that, perhaps contrary to expectation, historic motorsport can continue to grow and prosper by expanding and evolving.

Lockie ends 10-year ERA winning run

Calum Lockie's joyous flying dismount from Sean and Laura Danaher's Maserati 6CM spoke volumes. Although he started from pole, from Friday's dry practice, the Scot's superlative Goodwood Trophy victory broke a 10-year drought for the marque. Not since 2006, when Germany's Stefan Schollwoeck won in a sister car, had the Modenese trident been sharp enough to burst English Racing Automobiles' bubble.

Five of those nine ERA victories were notched by Mark Gillies in R3A but his quest to become the first six-time winner of a Revival feature was ill-starred. The green machine careered into the corn at St Mary's early in qualifying, yet the US-domiciled Briton recovered to grid second between the silver Maserati #1556 – period mount of French-Argentine George Raphael Bethenod de las Casas, aka 'Raph' – and Christian Glasel (Alfa P3).

Lockie's hopes of a dry race were dashed when drizzle greeted Saturday's start. He departed boldly, but Gillies was ahead inside a lap and twitched away. Exhibiting fingertip control as rivals tip-toed



Lockie won in Maserati as the rapid ERAs were finally defeated

in worsening rain, Mark was 11 seconds up after four laps when a spark plug oiled-up. He dived for the pits where James Ricketts changed it, but his charge from 16th to ninth was punctuated by a Lavant spin.

New leader Lockie was being reeled by Michael Gans (ERA R1B) who had slithered past Matt Grist (Alfa P3) with the ballsy Tom Dark (Bugatti T73) in tow. Irishman Paddins Dowling, whose ex-Peter Whitehead '38 Australian GP-winning ERA R10B stalled as the Union Jack fell, tore through the field thereafter, catching the leaders hand-over-fist in his 1500cc steed.

In Gans' angst to land gold he

tripped over Julian Wilton's ERA R7B (ex-Arthur Dobson) into the chicane and spun, falling to fifth behind Grist, Dark and Topliss and landing a 10 second penalty. Dowling leapfrogged Gans and, on the final lap, wrested fourth from Nick Topliss in ERA R4A, Pat Fairfield's '37 Rand (South African) GP winner.

But the day belonged to Lockie and the Sam Jordan-prepared Maserati. "I had to monitor how hard to push, how much risk to take, but in the four years I've raced this car it's never run better," he enthused.

Marcus Pye



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FEATURE: MATT NEAL AT 600



Honda ace will reach 600 BTCC races this weekend. By Matt James

This weekend at Silverstone, Honda British Touring Car Championship racer Matt Neal will be focused on his battle for the title. He is only five points away from Sam Tordoff's BMW and the year is reaching its end. He is hot on the trail of a fourth crown.

That would be a landmark in itself, and it would draw Neal level with Andy Rouse as the most successful driver in terms of crowns. But there is another landmark in race two when Neal starts his 600th round. It means he stands well above anyone else on the grid. The next is Jason Plato on 505.

"It will not be on my mind because I am hunting for this championship, but it is a nice thing to have in the record books," says Neal, now 49. "I will just be looking forwards when I get to Silverstone."

"I never even thought I would do one race, let alone 600," said Neal, whose tin-top career started in 1991 when he took part in the British GP support race in a BMW M3. "I was just happy enough to be hanging around the paddock and rubbing shoulders with people like Robb Gravett and Rouse. I never thought it'd be a long-term home for me."

But it turned out to be that way. Neal was a stalwart of the Independents Trophy throughout the 1990s, taking three privateers' crowns and he lifted £250,000 from series organiser Alan Gow for becoming the first privateer to win a race at Donington Park in 1999.

When the rules changed from Super Touring to the cut-price BTC-spec regulations in 2001, Neal opted to join Peugeot after tying up a late deal to race the 406 Coupe. But it all fell apart very quickly, and very nearly ended Neal's BTCC career.

"Then the team had a sponsor pull out. Because I was the last signed driver, I was the first driver out. I thought my BTCC career was all over," says Neal.



Neal's BMW M3 back in 1992



Third title win came in 2011

It wasn't, because a chance phone call by [Triple Eight Race Engineering's] Ian Harrison got him a drive in the egg:sport team in 2002 and then another chance call got him into the works Honda team in 2003. "The lesson there is to keep your phone on and answer all your calls..." he jokes.

"At that stage, I hadn't won a title, but I was never thinking about that. I was a privateer, then I was with Peugeot and egg:sport, which was the second-string Vauxhall team and you were never going to win there, and then the Arena-run Honda Civics were too unreliable."

The chance to claim the silverware came when the family-run team that had run Neal in the 1990s, Team Dynamics, was rejuvenated in 2004. It took over the Honda from Arena and then developed the all-conquering Honda Integra, which took Neal to his first two overall titles.

"When you look at the differences between touring cars when I started and now, the main one is the equality on the grid," adds Neal. "People say that the Super Touring period of the BTCC in the 1990s was its heyday, but in reality, it was only the latter seasons that were truly competitive. Yes, it was full of international drivers and top

teams. People herald drivers like Laurent Aiello, Frank Biela and Gabriele Tarquini as geniuses, but they had the best equipment.

"To win the British Touring Car Championship these days, when you have all the handicapping and there is no way for anyone to stretch away, it is much harder to put a championship-winning season together."

But Neal is doing just that this season. He has won three times in the Team Dynamics-built Honda Civic Type-R and is in the slipstream of the title leader Tordoff and ahead of his team-mate Gordon Shedden.

He has lost none of his competitiveness that he displayed from his opening seasons, despite approaching his 50th birthday at the end of the season. "When I reach milestones like this, it just reminds me that I am getting older – not that I feel it," he says.

"I was brought up through the school of hard knocks. Nothing was easy. I made the journey with my dad Steve running the team, but we had to go out and earn every bit of sponsorship we had. It was hard. That makes you a certain kind of driver, and I am not so sure that there are that many drivers out there like that now. It was a battle, and that makes you hungry and you appreciate what you have got."

And it is that hunger that has led him to have a career that has lasted nearly three decades. Neal says he is not fazed by the younger chargers on the modern-day grid. "I am still prepared to go toe-to-toe with any of the younger guys, be that in a foot race or a cycle race or whatever it might be. I am not afraid of any of them and I feel at the top of my game right now," he says. "I am not ready to slow down yet. I still love doing this, and as long as that continues, I will."

He should, because there is a still a strong chance that Neal could be returning with the number one on the side of the Honda. That would cap a season of real celebrations. ■

MATT NEAL'S TRACK RECORD IN THE BTCC

BTCC RACES: 598 BTCC WINS: 59 BTCC PODIUMS: 162 BTCC POLES: 15 BTCC FASTEST LAPS: 47

2016

Races: 24 (ongoing)
Car: Honda Civic Type-R
Championship position: 2nd (ongoing)

2015

Races: 30
Car: Team Dynamics Honda Civic Type-R
Championship position: 3rd

2014

Races: 28
Car: Team Dynamics Honda Civic Tourer
Championship position: 8th

2013

Races: 30
Car: Team Dynamics Honda Civic Type-R
Championship position: 4th

2012

Races: 30
Car: Team Dynamics Honda Civic Type-R
Championship position: 2nd

2011

Races: 30
Car: Team Dynamics Honda Civic Type-R
Championship position: 1st

2010

Races: 30
Car: Team Dynamics Honda Civic Type-R
Championship position: 2nd

2009

Races: 30
Car: Triple Eight Racing Vauxhall Vectra
Championship position: 4th

2008

Races: 30
Car: Triple Eight Racing Vauxhall Vectra
Championship position: 5th

2007

Races: 27
Car: Team Dynamics Honda Civic Type-R
Championship position: 4th

2006

Races: 30
Car: Team Dynamics Honda Integra Type-R
Championship position: 1st
Independents champion

2005

Races: 30
Car: Team Dynamics Honda Integra Type-R
Championship position: 1st
Independents champion

2004

Races: 29
Car: Team Dynamics Honda Civic Type-R
Championship position: 5th
Independents: 4th

2003

Races: 20
Car: Honda Racing Honda

Civic Type-R

Championship position: 3rd

2002

Races: 20
Car: Vauxhall Astra Coupe
Championship position: 3rd

2001

Races: 2
Car: Peugeot Sport 406 Coupe
Championship position: 14th

2000

Races: 24
Car: Team Dynamics Nissan Primera GT
Championship position: 8th
Independents champion

1999

Races: 26
Car: Team Dynamics Nissan Primera GT
Championship position: 9th
Independents champion

1998

Races: 26
Car: Nissan Primera
Championship position: 13th
Independents: 3rd

1997

Races: 21
Car: Team Dynamics Ford Mondeo/Nissan Primera eGT
Championship position: 21st
Independents: 5th

1996

Races: 19
Car: Team Dynamics Ford Mondeo Si
Championship position: 22nd
Independents: 3rd

1995

Races: 24
Car: Team Dynamics Ford Mondeo Ghia
Championship position: 21st
Independents champion

1994

Races: 5
Car: Mazda Xedos
Championship position: 23rd

1993

Races: 16
Car: Team Dynamics BMW 318is/318i
Championship position: 20th
Independents champion

1992

Races: 15
Car: Rimstock Racing BMW M3/BMW 318si
Championship position: 16th

1991

Races: 2
Car: Pyramid Motorsport / TechSpeed BMW M3
Championship position: N/A



2016: title ambition



2011: third crown



2008: T888 Vectra



2005: maiden crown



2003: Arena Honda



2008: T888 Vectra



2008: T888 Vectra



2007: T888 Vectra



2006: T888 Vectra



2005: T888 Vectra



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1945: T888 Vectra

BRITISH GT REPORT

McLarens swept the board, but it was Aston Martin's day. By **Rob Ladbrook**

ROUND-UP

Tom Witts kept his **VW Racing Cup** title hopes alive with another round to go at Brands Hatch next month taking two wins to current leader Phil House's one.

Toby Davis led race one from pole, with House, Witts, Simon Rudd and Peter Barrable engaging in a four-way fight for second, until the safety car intervened for four laps. Davis was clear again from the green flag, but a broken balljoint sent House dropping down the order and left Witts to close in on Davis's lead.

Into McLeans on lap 10, they were nose-to-tail before Witts made the decisive move exiting the Esses. Rudd and Davis then exchanged as Barrable looked on but, after running four abreast into Goddards on consecutive laps, Davis settled back into second with a lap to go, as Barrable completed the podium and Paul Ivens snatched a last lap fourth from Rudd.

The partially reversed grid for race two handed Paul Dehadray pole, but his lead soon ended in the Redgate gravel. That left Ivens to hold off Bobby Thompson, with Barrable into third when Witts went wide into Goddards.

Thompson piled the pressure on and led into Melbourne on lap two, leaving Witts to fight Ivens for second, as the safety car appeared again.

Within a lap of the green flag, House had demoted both Ivens and Witts, but Witts was third into McLeans. Thompson's advantage soon disappeared and House went by into Melbourne to claim a last lap victory, with Witts following after Thompson was forced wide and down to third. Ivens held onto fourth, well clear of Kieran Gordon, after Barrable pitted.

Witts got his second win after taking Davis and easing clear of a scrap. Thompson eventually broke for second with Rudd completing the podium.

Newly crowned **Ginetta GT5 Challenge** champion Ollie Chadwick led home Ryan and Jonny Hadfield in their first race of the weekend, with all three holding station throughout. In race two, Matt Chapman battled hard but had to give best to the Hadfields. Once ahead Ryan escaped. Jonny joined him a lap later as seven cars fought for third. But into McLeans on the last lap Jonny was tripped up by backmarkers, leaving Jac Constable in second as Chapman just held off Alex Toth-Jones for third.

Chadwick ended his season with another win in race three, with Ryan Hadfield a clear second and Matt Palmer classified third after Chapman was penalised for starting out of position.

Phil Ingram had a winning treble in the **Ginetta Racing Drivers' Club**. Richard Tetlow had been caught up in a first corner melee in race one, but still fought back to claim second on the last lap from Richard Anderson. Tetlow found himself chasing Ingram again in the second and third races from start to finish. Richard Isherwood completed the second race podium. Anderson ousted David Holloway at Redgate for third on the last lap in race three.

Mark Ashworth's TVR Grantura led the **Equipe GTS** from the third lap. Andrew Bentley's MGB was in second for the most part.

In the first **Saloon & Sports** race Gary Bate's Caterham just held off Dean Cook's TVR Sagaris to win race one. With Cook in the gravel on the first lap, Bate shook off Anthony Bennett's Caterham for win number two.

Peter Scherer

TF SPORT COMPLETES TITLE TURNAROUND



Johnston led early on, but McLaren won

Mistakes decide titles. But what's most crucial is the timing of them. Stumble at the right time, and there's often a chance to come back. Err at the wrong one and it's game over.

That was the story of this year's British GT Championship fight. Jonathan Adam and Derek Johnston were gifted the GT3 title by an uncharacteristic error by Barwell Motorsport's Jon Minshaw.

TF got its bad luck out of the way last time out in Norfolk, when a mix-up in a pit stop and an on-track clash twice handed Minshaw and Phil Keen the laurels, and the championship momentum. But the timing worked out for TF.

For Minshaw, his error left no room for return, leaving him watching on from a gravel trap as his title hopes faded away.

In truth, this year's two-hour finale at Donington wasn't a classic. But neither was it predictable. In terms of the racing, Ecurie Ecosse swept all before them with GT3 and GT4 wins for McLaren. But Aston Martins were on top for most of the weekend, a fact that was compounded when Johnston and Adam claimed top spot in qualifying.

The Vantage was nothing short of a monster in sectors one and two, with both TF cars topping the speed traps, with the rest of the Gaydon contingent close behind. In contrast, the Lamborghini crews had to seek solace through the more flowing second sector, when the Huracan's strong aero balance paid dividends.

"The Vantage is a beast around here, so we have to push like mad through the middle of the lap to stay in the game," said Keen, who would line up in third. "But Jon's not feeling the pressure, as what happens happens."

While technically three crews came into Derbyshire in contention for the title, one felt out of it after qualifying. Team Parker Racing's Bentley Continental crew of Rick Parfitt Jr and Seb Morris knew only a win would do, and it looked unlikely when they

could only line up in fifth position.

"We're just really struggling on traction, and for some reason on the brakes too," said Morris. "We should be quick here, but we're struggling getting out of every hairpin and the others just drive away from us. To be honest the title is a long shot."

However, with Johnston up front, and with his favourite track clear ahead of him, the tag of title favourite began to swing gradually towards TF.

Johnston got a great start to open up an early gap over Alasdair McCaig's McLaren 650S, which had qualified a fine second. The GT3 ranks were thinned by the end of turn one, when Liam Griffin and Mark Farmer clashed around Hollywood and Farmer's Aston was spat into the barriers.

Cue the safety car, and annoyance for Johnston: "In our pre-race chat, Jonny just told me to do exactly what I did at Rockingham and here last year [where Johnston scorched away early on, resulting in a win both times]. I'd got a few seconds clear at the start and then it was gone. Also our Achilles heel is tyre pressures. Once they go down it takes two or three laps to get them up again. I knew I'd be hanging on at the restart."

He was. McCaig piled the pressure on until Johnston hit GT4 traffic, which squeezed the top three together and contributed to the flashpoint of the race. Minshaw had made a solid start to shadow McCaig in third. But, knowing that third wouldn't be good enough for the title should Johnston/Adam win, knew he had to make a move on track to stand a chance.

Minshaw tried that move around the outside of the Craner Curves, just as McCaig was lapping Paul Hollywood's GT4 Aston. Minshaw was caught out by

the closing speed as McCaig had to get off the throttle and Minshaw was forced wide, dipped a wheel on the dirt and spun violently down the track and into the Old Hairpin barriers.

Game over.

"Jon was devastated, but it was sheer bad luck," said Barwell head Mark Lemmer. "He was simply caught out in traffic, which can happen to anybody at any time. It's just sod's law it was at the trickiest part of the track. He's been superb all year regardless."

With the Demon Tweaks Lambo stranded, Johnston knew it was his to lose. "I saw the Lambo in the gravel and got on the radio shouting 'He's off, he's off!'" said Johnston. "The team kindly reminded me there was 90-minutes left, so I just got my head down."

Johnston pulled a sizeable gap by the time he handed across to Adam, but the 15-second pit stop success penalty handed the lead to the McLaren, now with Rob Bell installed. Bell put in a superb stint to surge into a lead he'd never lose, with a content Adam happy to trail home in second.

It was McLaren's day, but Aston Martin's season.

"It's just amazing as we were pretty downbeat after Snetterton, but this race was almost perfect," said Adam. "Derek's stint was excellent and we put in so much preparation work for this round. It feels amazing."

Seb Morris took third in the Bentley ahead of Andrew Howard/Rory Butcher's Beechdean Aston. Griffin/Alexander Sims were fifth ahead of Richard Neary/Martin Short.

Optimum Motorsport's Graham Johnson and Mike Robinson snatched the GT4 title after a tense run to third place, amid constant pressure from

their title rivals Jack Bartholomew and Ross Gunn in the Beechdean entry.

The Ginetta wasn't the strongest package over the weekend, and again lagged in qualifying against the more fancied Aston Martins as Beechdean bagged pole. But the star of the race was again the McLaren 570S of Sandy Mitchell and Ciaran Haggerty, who doubled the Ecurie Ecosse team's joy.

Mitchell put in a stunning first stint to pull well clear of the pack and, with no success penalty to serve in the stops, the car stayed out front in Haggerty's hands, despite the Scot suffering badly from a major hand injury inflicted a few days before the race (see *Racing News*).

"Ciaran drove like a hero and was in a lot of pain afterwards," said Mitchell. "My stint was great and I managed to get a gap. After that it was the longest race ever watching the final laps as I was worried about him."

With the McLaren long gone, the championship fight centred on the battle for third. Bartholomew got a terrible start and was mugged as the pack hit turn one. He fought back to sit seventh when the pit window opened and he dived in for Gunn. Gunn set a furious pace when he rejoined, and gradually towed into fourth and got within 10 seconds of Robinson, before a braking issue spelled the end. "The pedal was going to the floor, there was nothing I could do," said Gunn, who had to cruise around to an eventual sixth.

Matthew Graham and Jack Mitchell took second for Generation AMR, but the real party was with Optimum. "It's amazing as we didn't have the fastest car and we've been up against it all weekend," said Robinson. "Being British GT champion will take some getting used to."



Optimum pair beat Beechdean in GT4



Minshaw's off at the Old Hairpin ended Barwell's title challenge



Johnstone/Adam (left) took GT3, Johnson/Robinson topped GT4

RESULTS



Mitchell and Haggerty scored a tough GT4 victory in McLaren

British GT Championship GT3 (77 laps) 1 Alasdair McCaig/Rob Bell (Ecurie Ecosse McLaren 650S); 2 Derek Johnson/Jonathan Adam (TF Sport Aston Martin Vantage) +8.125s; 3 Rick Parfitt Jr/Seb Morris (Team Parker Racing Bentley Continental); 4 Andrew Howard/Rory Butcher (Beechdean AMR Aston Martin Vantage); 5 Liam Griffin/Alexander Sims (Barwell Motorsport Lamborghini Huracan); 6 Richard Neary/Martin Short (Team ABBA with Rollcentre BMW Z4). Fastest lap Adam 1m28.223s (101.49mph). Pole Johnston/Adam. Starters: 11.
Championship points (after 10/10 rounds) 1 Johnston/Adam 163pts; 2 Jon Minshaw/Phil Keen (Barwell Lamborghini Huracan) 147.5; 3 Parfitt/Morris 143; 4 Mark Farmer/Jon Barnes (TF Sport Aston Martin Vantage); 5 Griffin 98.5; 6 Lee Mowle/Joe Osborne (AMD Tuning BMW Z4) 96.

GT4 (71 laps) 1 Sandy Mitchell/Ciaran Haggerty (Ecurie Ecosse McLaren 670S); 2 Matthew Graham/Jack Mitchell (Generation AMR MacMillan Racing Aston Martin Vantage) +10.644s; 3 Graham Johnson/Mike Robinson (Optimum Motorsport Ginetta G55); 4 Marcus Hoggarth/Abbie Eaton (Ebor GT Maserati MC); 5 Anna Walewska/Nathan Freke (Century Motorsport Ginetta G55); 6 Jack Bartholomew/Ross Gunn (Beechdean AMR Aston Martin Vantage). FL S. Mitchell 1m37.410s (91.92mph). P S. Mitchell/Haggerty. S 18.
Points (after 10/10 rounds) 1 Johnson/Robinson 165pts; 2 Bartholomew 152; 3 Haggerty/Mitchell 115.5; 4 Hoggarth/Eaton 106; 5 Graham/Mitchell 100.5; 6 Joey Foster/Alex Reed (Lanan Racing Ginetta G55) 97.

BRDC British Formula 3 (8 laps) 1 Matheus Leist (Double R Racing); 2 Harrison Scott (HHC Motorsport) +0.519s; 3 Ben Hingeley (HHC); 4 Toby Sowery (Lanan Racing); 5 Thomas Maxwell (SWR); 6 Enaam Ahmed (Douglas Motorsport). FL Leist 1m27.225s (102.65mph). P Hingeley. S 18.
Race two (13 laps) 1 Sowery; 2 Eugene Denysen (SWR) +7.624s; 3 Maxwell; 4 Scott; 5 Leist; 6 Enaam Ahmed (Douglas Motorsport). FL Sowery 1m25.250s (105.03mph). P Denysen. S 17.
Race three (13 laps) 1 Sowery; 2 Ahmed +4.479s; 3 Thomas Randle (Douglas Motorsport); 4 Scott; 5 Leist; 6 Ricky Collard (Carlin). FL Sowery 1m25.590s (104.63mph). P Sowery. S 17.
Championship points (after 24/24 rounds) 1 Leist 493pts; 2 Collard 466; 3 Sowery 457; 4 Randle 424; 5 Ahmed 349; 6 Tarun Reddy (Fortec) 284.

Volkswagen Racing Cup (13 laps) 1 Tom Witts (Scirocco); 2

Toby Davis (Golf) +0.924s; 3 Peter Barrable (Golf); 4 Paul Ivns (Scirocco); 5 Simon Rudd (Golf); 6 Kenan Dole (Passat). FL P. Barrable 1m44.507s (85.68mph). P Davis. S 18.
Race two (10 laps) 1 House; 2 Witts +0.682s; 3 Bobby Thompson (Polo); 4 Ivns; 5 Kieran Gordon (Golf); 6 Benjamin Wallace (Golf). FL Witts 1m44.121s (86.00mph). P Paul Dehadray (Scirocco). S 17.
Race three (7 laps) 1 Witts; 2 Thompson +2.538s; 3 Rudd; 4 House; 5 Dole; 6 Davis. FL Witts 1m44.900s (85.36mph). P Davis. S 18.

Ginetta GT5 Challenge & Drivers' Club (+ 9 laps) 1 Ollie Chadwick; 2 Ryan Hadfield +3.704s; 3 Jonny Hadfield; 4 Matt Chapman; 5 Matt Flowers; 6 Jac Constable. CW Adrian Campbell-Smith. FL Chadwick 1m46.977s (83.70mph). P Chadwick. S 40.
Race two (8 laps) 1 R.Hadfield; 2 Constable +2.685s; 3 Chapman; 4 Alex Toth-Jones; 5 Chadwick; 6 Flowers. CW Shawn Fleming. FL Chadwick 1m47.275s (83.47mph). P Chadwick. S 40.
Race three (8 laps) 1 Chadwick; 2 R.Hadfield +0.141s; 3 Matt Palmer; 4 Flowers; 5 Steven Wells; 6 Chapman. CW Fleming. FL R.Hadfield 1m47.077s (83.62mph). P Wells. S 39.

Ginetta Drivers' Club (8 laps) 1 Phil Ingram; 2 Richard Tetlow +26.449s; 3 Richard Anderson; 4 Richard Isherwood; 5 Keith Gibson; 6 Ron Linn. FL Isherwood 1m57.233s (76.38mph). P Ingram. S 22.
Race two (8 laps) 1 Ingram; 2 Tetlow +4.331s; 3 Isherwood; 4 David Holloway; 5 Anderson; 6 Jack Oliphant. FL Ingram 1m55.810s (77.32mph). P Ingram. S 19.
Race three (8 laps) 1 Ingram; 2 Tetlow +3.916s; 3 Anderson; 4 Oliphant; 5 Ron Linn; 6 Karim Sekkat. FL Ingram 1m55.788s (77.33mph). P Ingram. S 19.

Equipe GTS (19 laps) 1 Mark Ashworth (TVR Grantura); 2 Andrew Bentley (MGB) +1.971s; 3 Pete Foster (Triumph TR4); 4 Richard Lawson (MGB); 5 Brian Arculus (Lotus Elite); 6 Henry Rice (MGB). CW Foster; Arculus; Paul Kennelly (Jaguar XK150S). FL Marlin Richardson (MGB) 2m00.955s (74.03mph). P Foster. S 28.

Saloons & Sportscar Trophy (9 laps) 1 Gary Bate (Caterham R400); 2 Dean Cook (TVR Sagaris) +1.652s; 3 Anthony Bennett (Caterham Superlight R300); 4 David Kravem (Ginetta G50); 5 Ben Scrivens (Ginetta G50); 6 Keith White (BMW Z4). CW Cook; Mark Braden (Global GT Light); Gary Burke (Caterham Sigmex); Daniel Rogers (Mazda MX5). FL Cook 1m37.858s (91.50mph). P Bate. S 32.
Race two (12 laps) 1 Bate; 2 Bennett +4.279s; 3 Kravem; 4 Scrivens; 5 White; 6 Chris Everill (Ginetta G50). CW Bennett; Peter Drennan (Global GT Light); Burke; Rogers. FL Bate 1m39.197s (90.26mph). P Bate. S 33.



Leist led Collard home in race three

Matheus Leist snatches British F3 title after Collard's error costs him dear

Much like the GTs that headlined the weekend, the destination of this year's BRDC British Formula Three title hinged on a single mistake. As Ricky Collard sat in the Redgate gravel trap on Saturday afternoon he knew he'd already made it.

Brazilian Matheus Leist pulled off a superb smash and grab job to steal the crown from long-term points leader Collard, who sadly endured more smash than grab.

It was ironic that it was two on-track collisions with Leist's Double R team-mate Enzo Bortoleto that ultimately cost Collard the title. But there was no controversy around either of them.

Through all of the chaos, Toby Sowery emerged as the star of the weekend to score two wins, but his title chances were only slim to start with, meaning the final round was very much about two men.

Collard's weekend started badly when he struggled to get a time in the soaking wet qualifying session. He could only go fourth fastest, and Leist lined up second. Still, things looked rosy with Collard holding a 15-point lead before racing began. But by lap eight it had gone.

Collard out-braked himself into turn one and dropped back, then he was hit

by a sliding Enaam Ahmed into the Esses. It left him 14th at the end of the first lap, just as Leist stole the lead from pole man Ben Hingeley.

Collard had work to do, and set about forging his way back up the order, until he got things wrong chasing fifth-placed Bortoleto into Redgate. "The conditions were improving and I was pushing like mad, and to get an overtake done you have to tuck in and stay nice and close," said Collard. "I felt Enzo braked early and there was nothing I could do. I'm gutted."

Collard ploughed into Bortoleto, sending both into the gravel and out of the race. "I braked in my normal place and Collard hit me," said Bortoleto.

With Collard out, and Leist securing the win from Harrison Scott and Hingeley, it signalled a 35-point swing, putting Leist 20 ahead.

"I can't believe it, we got so lucky," said Leist. "The race was even red flagged just after I had a moment at the chicane and lost the lead to Harrison. Perhaps this is our weekend."

He was right, as Collard was pinged with a five-place grid penalty for race two, meaning he started last. "I feel it's pretty harsh, but I have to deal with it, said Collard. "There's still a chance tomorrow so I'm not giving up."

But more drama was to come in race two. Collard again came together with Bortoleto into the Melbourne hairpin. Collard ran up the inside of the Brazilian, who turned in. They clashed wheels and Bortoleto flipped.

No action was taken, but Collard was consigned to 10th place with bent suspension after the clash.

Sowery ran away to win ahead of Eugene Denysen, Thomas Maxwell and Scott, as Leist took more points for fifth place.

It meant Collard trailed by 25 points with just the final race to go. He needed a miracle, but it never came.

As Sowery again dominated to win from pole ahead of Ahmed and Thomas Randle, Leist ran a solid fifth, a place ahead of Collard. All Collard could do was stare at the Brazilian's gearbox for 13 laps as his title hopes faded.

"This is so special," said Leist. "To win the British F3 title, and follow in the footsteps of great Brazilians like Ayrton Senna and Rubens Barrichello is amazing. Plus to win the title here, where Senna did that amazing lap. I watched that lap so many times before the weekend. I'm so proud to be champion here."

Rob Ladbrook



Collard trudges away after race one clash with Bortoleto (inset), that ultimately cost him the F3 crown

RACING REPORTS

ROCKINGHAM: 750MC BY RORY MITCHELL
SEPTEMBER 10/11

Photos: Steve Jones

FLETCHER BANISHES LAST YEAR'S DEMONS FOR CLIO TITLE



Fletcher (29) battled Bark (85) for title win

The Clio 182 championship decider was the closest of the several title battles settled amid mixed weather at Rockingham.

Patrick Fletcher and James Bark mirrored their championship battle from 12 months ago, coming into this weekend separated by just four points. Bark triumphed in the first outing from third on the grid. Fletcher defended aggressively throughout the race, parking his Clio 182 at the apex of most corners. After a couple of nudges at the back of Fletcher's bumper, Bark made his move coming into the Deene hairpin on the penultimate lap. Fletcher wasn't about to let him lead the points gap by too much heading into the final race though, setting the fastest lap to put just one point between them.

In the second race Bark started from pole position, but Fletcher dropped back behind Nick Balmer, who was also having a good run after finishing third in the first race. Fletcher made swift work of Balmer, setting his sights on Bark, who had built up a reasonable gap. Fletcher made a bold move up the inside into Tarzan and the pair made contact. Bark was forced wide, putting Fletcher into first place and allowing Nick Garner to come through to second. Bark didn't take long to regain second place, but had no time to catch Fletcher as the race ended a lap early due to Simon Donoghue's stricken Clio 182 at Deene.

The result meant Fletcher won the

championship by five points, the result being reversed after Bark won last year, when the pair finished level on points and the championship was decided on race wins.

Will Ashmore took the **Hot Hatch** win in his Class A Honda Civic, getting a good start from second. Polesitter Tom Bell managed to retake the lead the following lap, but it was short-lived as he suffered another retirement due to rear brake failure. That promoted Alice Hughes to second, but she was passed by Alistair Camp heading through the final corner on the run to the flag. Bell won the second race.

Paul Jarvis won the first **Stock Hatch** outing, while championship rival Ryan Polley finished fourth. Polley was battling with Robert Fagg for third, with the pair going door-to-door through Deene and Kirby. Fagg prevailed but Polley won the second race after forcing his way past Phil Law and Jarvis on the penultimate lap.

Matt Higginson wrapped up the **RGB** title after Billy Albane suffered a gear-box failure on the final lap. The race was re-run on Saturday afternoon after two red flags in the morning. Albane led for most of the race, getting a good start along with John Cutmore. The pair ran nose-to-tail in the opening stages, but Cutmore misjudged the braking on the damp surface and ran wide into Deene. His mistake let Albane cut through into the lead before his malady.

Behind Alastair Boulton, Scott

Mittell finished third after starting on dry tyres, giving him a disadvantage to those in front on wets, but he took the honours in the considerably drier second race on Sunday. Mittell diced for position with Albane, before the pair made contact on the exit of Tarzan, spinning Albane to the back of the field. That allowed John Cutmore to finish third, putting him in good standing to take the Class championship.

The **MX-5 Cup** drivers had to deal with slippery conditions in the rain on Saturday. Will Blackwell-Chambers took both race wins however, despite a challenge from Ben Short. The pair made contact fighting for the lead in the first race through Deene when Short got a bit of oversteer and was tagged by Blackwell-Chambers. Sam Smith was there to pick up the pieces, demoting Short to third.

During the next outing the pair ran side-by-side through Pif Paf. Short took the lead, until Blackwell-Chambers executed a challenge on the final lap, which settled the dispute. Blackwell-Chambers also set the fastest lap, extending his championship lead over rival Jack Sycamore further, who finished fifth.

Carl Swift took the Class B championship win in the **Civic Cup** after title rival Mark Grice finished in 17th place. But it was Ben Sharpe who impressed, taking double race wins despite finding the wet conditions challenging.

Running wide at Deene from pole, he had to fight his way back through the field, soon recovering to fourth and overtaking Swift for third around the outside of Chapman Curve. Sharpe's battle with Martin James became the battle for first when David Buky ran wide, allowing them both through. Sharpe and James ran side-by-side at Tarzan for the lead, with Sharpe making the move stick on the run into Brook.

Starting from 10th on the reverse grid in the second race, Sharpe pulled off another masterful drive to come through the field for his second victory.

Bill Cowley won the two **750 Formula** races from pole, securing second in the championship after Peter Bove spun out of the first race.

Chris Preen took his first **Bikesport** victories last weekend. He finished ahead of title contender Philip Knibb on the first occasion, before Knibb retired with battery issues in the second race. Simon Wing won the **Armed Forces** race having started from seventh, while Lakhvinder Khera won the **Sport Special** race.

Shaun Traynor claimed a double in the **Toyota MR2** races, ahead of Kristian White on both occasions. Title leader Jim Davies went off in the first race but recovered to fifth. He finished sixth in the second encounter.

Gregan Thruston took his third race win of the season, ahead of Michael Harvey, in the **750 Trophy** race.

RESULTS

Clio 182 (9 laps) 1 James Bark; 2 Patrick Fletcher +0.51s; 3 Nick Garner; 4 Mark Balmer; 5 Arron Sharp; 6 Simon Donoghue. Fastest lap Fletcher 1m45.77s (69.77mph). Pole Fletcher. Starters 21. **Race two (8 laps)** 1 Fletcher; 2 Bark +0.54s; 3 Garner; 4 Balmer; 5 Don De Graaff; 6 Arron Sharp. FL Barker 1m45.44s (69.99mph). P Bark. S 21.

Stock Hatch/Hot Hatch (9 laps) 1 Will Ashmore (Honda Civic VTI); 2 Alistair Camp (Ford Fiesta ST) +5.18s; 3 Alice Hughes (Fiesta ST); 4 Matthew Howarth (Vauxhall Astra GSi); 5 Andrew Tsang (BMW Compact); 6 David Allen (Fiesta ST). CW Hughes; Adam Read (BMW Compact); Paul Jarvis (Citroen Saxo VTR). FL Tom Bell (Fiesta ST) 1m41.76s (72.52mph). P Bell. S 24. **Race two (9 laps)** 1 Bell; 2 Ashmore; 3 Camp; 4 Howarth; 5 Allen; 6 Tsang. CW Camp; Mac 'Dr Evil' McCarthy (Fiesta ST); Ryan Polley (Citroen Saxo VTR). FL Bell 1m42.08s (72.30mph). P Bell. S 21.

RGB (5 laps) 1 John Cutmore (Spire GT3 S); +3.87s; 3 Scott Mittell (Mittell MC-53); 4 Matt Higginson (AB Arion S2); 5 Oliver Hewitt (Mittell MC-53); 6 Daniel Larner (Mittell MC-52b). CW Higginson. FL Mittell 1m55.36s (63.97mph). P Mittell. S 23. **Race two (5 laps)** 1 Mittell; 2 Boulton +5.61s; 3 Cutmore; 4 Larner; 5 Higginson; 6 John Whatley (Spire GT3). CW Higginson. FL Billy Albane (Spire GT3) 1m30.38s (81.66mph). P Mittell. S 23.

MX-5 Cup (8 laps) 1 Will Blackwell-Chambers; 2 Sam Smith +2.97s; 3 Ben Short; 4 Adam Bessell; 5 Jack Sycamore; 6 Ian Tomlinson. FL Smith 2m08.05s (57.36mph). P Blackwell-Chambers. S 28. **Race two (7 laps)** 1 Blackwell-Chambers; 2 Short +2.18s; 3 Sam Smith; 4 Michael Comber; 5 Sycamore; 6 Tomlinson. FL Blackwell-Chambers 2m09.72s (56.89mph). P Blackwell-Chambers. S 26.

Civic Cup (8 laps) 1 Ben Sharpe; 2 David Buky +10.11s; 3 Martin James; 4 Carl Swift; 5 Chris Coomer; 6 Tim Evans. CW James. FL Sharpe 2m02.53s (60.23mph). P Sharpe. S 18. **Race two (7 laps)** 1 Sharpe; 2 Buky +8.95s; 3 Evans; 4 David Vincent; 5 James; 6 Mark Hughes. CW Evans. FL Sharpe 2m05.91s (58.61mph). P Jon Peerless. S 17.

750 Formula (2 laps) 1 Bill Cowley (Cowley MKV); 2 Bob Simpson (SS/F 750F) +2.75s; 3 Ian Barley (Racekits Falcon); 4 Mark Glover (Racekits Falcon); 5 Daniel Welsh (Racekits Falcon); 6 Martin Kemp (Racekits Falcon). CW Andrew Lake (Darvi 91D) FL Cowley 2m00.56s (61.21mph). P Cowley. S 10. **Race two (9 laps)** 1 Cowley; 2 Peter Bove (Darvi Mk4/5) +12.49s; 3 Glover; 4 Simpson; 5 Barley; 6 Lake. CW Lake. FL Cowley 1m37.91s (75.38mph). P Cowley. S 13.

750 Trophy (8 laps) 1 Gregan Thruston (Rawson); 2 Michael Harvey (JB Special) +9.89s; 3 Christian Pedersen (Austin 7); 4 Martin Depper (Centaur MK4); 5 Nigel Howard (HCS Trophy); 6 Lyndon Thruston (DNC). CW Ian Grant (Austin 7 Pigsty Special). FL G Thruston 1m55.65s (63.81mph). P G Thruston. S 13.

Bikesports (6 laps) 1 Chris Preen (Radical SR3 RS); 2 Philip Knibb (Radical SR3) +1.49s; 3 Adrian Reynard (Radical SR3); 4 Richard Hardie (Radical SR3); 5 Richard Wise (Spire GT3); 6 John Watson (Radical SR3). CW Robert Gardiner (Spire GT3). FL Knibb 1m43.10s (71.58mph). P Hardie. S 11. **Race two (12 laps)** 1 Preen; 2 Hardie +30.07s; 3 Wise; 4 Reynard; 5 Doug Carter (Radical PR6); 6 Watson. CW Carter. FL Preen 1m43.18s (71.53mph). P Hardie. S 10.

Armed Forces Challenge (19 laps) 1 Simon Wing (Peugeot 205); 2 Darren Barris (Westfield V8) +7.84s; 3 Ray Honeybone (Ford Fiesta); 4 Andrew Stacey (Mini Cooper S); 5 Kelly Williams/Daniel Williams (Ford Fiesta ST); 6 George Wright/Jack Wright (Porsche 944S2). CW Barris; Williams/Williams; Matty Taylor (BMW Compact). FL Wing 1m54.26s (64.59mph). P George Wright/Jack Wright. S 32.

Sport Specials (8 laps) 1 Matthew Booth (MK Indy RR); 2 Paul Rhodes (FRS Arrow 2) +3.16s; 3 Rob Johnston (Cyana MK2); 4 Stuart Adam (ARD SR2); 5 Clive Hudson (Eclipse SM1); 6 John Moore (FRS Arrow 2). CW Marcus Roskill (Sylvia Phoenix); David Roberts (Cyana MX500R). FL Booth 2m00.72s (61.13mph). P Booth. S 22. **Race two (9 laps)** 1 Paul Collingwood (Eclipse SM1); 2 Booth +0.28s; 3 Hudson; 4 Paul Boyd (Eclipse SM1); 5 Rob Johnston (Cyana MK2); 6 Stuart Adam (ARD SR2). CW Bridgette Smart (Sylvia Phoenix); Roberts. FL Collingwood 1m35.50s (77.28mph). P Booth. S 22.

MR2 (6 laps) 1 Shaun Traynor; 2 Kristian White +3.32s; 3 Lewis Ward; 4 Stuart Nicholls (Roadster); 5 Graham Malings; 6 Jim Davies. CW Nicholls; Paul Callaway (Mk1). FL Traynor 1m45.52s (70.00mph). P White. S 28. **Race two (9 laps)** 1 Traynor; 2 White +1.67s; 3 Nicholls; 4 Paul Cook; 5 Ben Rowe; 6 Matthew Rowe. CW Nicholls; Callaway FL Traynor 1m45.52s (69.94mph). P Traynor. S 27.

Roadsports (26 laps) 1 Lakhvinder Khera (BMW E92 M3); 2 Jamie Sturges (SEAT Supercopa) +5.48s; 3 Andy Marston/Brett Evans (BMW E46 M3); 4 Balginder Singh (BMW M3); 5 George Wright/Jack Wright (Porsche 944S2); 6 Darren Langeveld (Renault Clio). CW Sturges; G Wright/J Wright; Steve Hewson; Jeff Kite/Steve Kite (Hyundai Coupe). FL Lakhvinder Khera 1m39.21s (74.39mph). P Khera. S 25.



Davies (far left) goes off in MR2 race



Carl Swift fought for Civic title



Thruston won in 750 Trophy race

AND THE WINNERS ARE...

'Maclennan sealed title'
Formula Ford 1600



'Daily and Crocker won'
Saloon/Sportscars



KNOCKHILL: SMRC BY JONATHAN CRAWFORD

SEPTEMBER 10/11

Photos: Jim Moir



Tarquini won in ex-Leslie Accord

TARQUINI TAMES SUPER TOURERS IN LESLIE TROPHY

The return of touring car champions Gabriele Tarquini and John Cleland brought out a healthy crowd as the HSCC Super Touring Car Championship made its Knockhill debut.

Tarquini's Accord suffered a brake problem in qualifying which left him down in fourth on the grid while Cleland's Vectra did not make it out on Saturday after a problem with a throttle body. Reigning champion Stewart Whyte and Colin Noble Jr headed the front row on Saturday.

In true touring car fashion, there was drama right from the start as the two leaders ran side by side through Turn One but collided at the bottom of the hill, causing both to retire. Somewhat surprised, Tarquini was through into the lead and he eased away at a second a lap from Mark Jones's Renault Laguna and took a comfortable victory.

"It was great to drive a car with David Leslie's name on the side in front of all the people," Tarquini explained. "Sure, I was a bit lucky with what happened at the first corner because he [Whyte] probably had the strongest car here."

While the two qualifying pacesetters started at the back for race two, there was more

disappointment for Cleland who slowed soon after the start with an engine problem. Whyte and Noble Jr wasted little time moving through the field and by lap five both had Tarquini in their sights.

Noble Jr muscled past Whyte at Scotsman corner on lap eight and brought the gap down to under three seconds but began to struggle with his tyres over the last few laps. Tarquini took his second win despite suffering from rising water temperatures, which slowed his pace.

Whyte was promoted back to second after the race as Noble Jr was later excluded from the results for driving standards infringements. Darren Fielding clinched the championship in his ST2 category BMW.

Neil Maclennan sealed the Scottish Formula Ford Championship with another two victories. Nearest championship rival Jamie Thorburn pushed Maclennan hard and got into the lead before a brief safety car period for David Thorburn's crashed car at Clark Corner. When the race resumed, Maclennan made a bold move past his rival at Duffus and edged away.

There was heartbreak for Thorburn in the second race after he too crashed out at Clark corner, which secured the title for Maclennan with three rounds

to spare. Sebastian Melrose profited from Thorburn's demise but he was made to work hard by returning former champion Alan Kirkaldy.

The final race of the day was the annual David Leslie Trophy and it was dominated by Maclennan. Jamie Thorburn quickly made it through the pack to second, which clinched him the Newcomer's title for this year. The best battle was for third with five cars running nose to tail, headed by Melrose with Matthew Cowley making a late move past Kirkaldy to clinch fourth.

Having won Saturday's race, Gary Clark sealed the BMW Championship with a second place in race two behind Calum King, who took his first victory in the series. Although Clark held the lead for the majority of the race, a mid-race safety car closed up the field and King made his move at Scotsman on lap 11 to lead a four-car train home.

Four wins out of six for John Paterson sealed him this year's Scottish Legends Championship. As always, David Hunter was Paterson's closest challenger and took two more wins. Guest driver Chris Grieve was awarded driver of the meeting for his spirited drives to five podium spots. Grieve bravely fought off Paterson to keep second in

the final race after Paterson had spun on lap five with a gearbox problem.

A dramatic weekend of Mini Cooper Cup action did little to cement the championship standings with Ian Munro's lead being cut to just 15 points heading into October's finale where five drivers could win the title. Morgan Murray won the first two races to move up the standings and had to defend staunchly from Munro in both encounters. John Duncan started race three from pole position after the top seven were reversed and held off Malcolm McNab for the win. The story of this race was the retirement of standings leader Munro after a collision at the hairpin on lap one.

The strongest entry of the year for Fiestas provided some of the best action of the day with Chris Milford sealing victory on the last lap of race two after a race long battle with Wayne Macaulay. ST Cup leader Kevin Whyte won race one but dropped to eighth after an early coming together with his championship rival Macaulay.

Finlay Crocker and Steven Dailly won a race apiece in the Saloons and Sportscars, Harry Simpson dominated the Classics races and Katie Milner and Matteo Zanetti shared the Junior Saloon spoils.

RESULTS

HSCC Super Touring Car Championship (20 laps) 1 Gabriele Tarquini (Honda Accord); 2 Mark Jones (Renault Laguna) +14.607s; 3 Dave Jarman (Nissan Primera); 4 Alvin Powell (Ford Mondeo); 5 Alistair McMillan (Nissan Primera); 6 Keith Butcher (Audi A4). Class winner McMillan. Fastest lap Tarquini 54.996s (82.93mph). Pole Stewart Whyte (Honda Accord). Starters 12. **Race two (20 laps)** 1 Tarquini; 2 Whyte +18.746s; 3 Jones; 4 Jarman; 5 Butcher; 6 Powell. CW Butcher. FL Noble Jr 54.241s (84.08mph). P Tarquini. S 12.

Scottish Formula Ford (12 laps) 1 Neil Maclennan (Ray GR14); 2 Jamie Thorburn (Ray GR15) +2.541s; 3 Sebastian Melrose (Ray GR14); 4 Alan Kirkaldy (GR10); 5 Matthew Chisholm (Van Diemen RF92); 6 Matthew Cowley (Van Diemen JL13). CW Chisholm. FL Maclennan 55.499s (82.17mph). P Maclennan. S 13. **Race two (12 laps)** 1 Maclennan; 2 Melrose +15.043s; 3 Kirkaldy; 4 Cowley; 5 Chisholm; 6 Neil Broome (Swift SC93C). CW Chisholm. FL Maclennan 55.210s (82.60mph). P Maclennan. S 13. **Race three (12 laps)** 1 Maclennan; 2 Thorburn +12.535s; 3 Melrose; 4 Cowley; 5 Kirkaldy; 6 Chisholm. CW Chisholm. FL Maclennan 55.259s (82.53mph). P Maclennan. S 13.

Scottish BMW Championship (12 laps) 1 Gary Clark; 2 Calum King +4.727s; 3 Neil MacInnes; 4 Steven Dailly; 5 Lee Erick; 6 David McNaughton. FL Clark 1m03.416s (71.91mph). P Clark. S 24. **Race two (12 laps)** 1 King; 2 Clark +0.204; 3 MacInnes; 4 Erick; 5 McNaughton; 6 Ashleigh Morris. FL Clark 1m03.132s (72.24mph). P Clark. S 24.

Scottish Legends (8 laps) 1 John Paterson; 2 David Hunter +0.070s; 3 Ben Mason; 4 Billy Wait; 5 Carol Brown; 6 Chris Grieve. FL Hunter 1m03.147s (72.22mph). P Wait. S 14. **Heat 2A (8 laps)** 1 Paterson; 2 Hunter +1.432s; 3 Grieve; 4 Mason; 5 Steve McGill; 6 Ross McCulloch. FL Paterson 59.884s (76.16mph). P Hunter. S 14. **Final A (10 laps)** 1 Paterson; 2 Hunter +3.766s; 3 Grieve; 4 Mason; 5 McGill; 6 McCulloch. FL Hunter 59.624s (76.49mph). P Colin McNeill. S 17. **Heat 1B (8 laps)** 1 Hunter; 2 Paterson +0.242s; 3 Grieve; 4 McGill; 5 Mason; 6 Ryan McLeish. FL Paterson 59.265s (76.95mph). P Freeland. S 17. **Heat 2B (8 laps)** 1 Paterson; 2 Hunter +3.636s; 3 Grieve; 4 McCulloch; 5 McGill; 6 Carol Brown. FL Grieve 59.309s (76.90mph). P Errico Palazzo. S 17. **Final B (10 laps)** 1 Hunter; 2 Grieve +5.132s; 3 Paterson; 4 Mason; 5 McCulloch; 6 Palazzo. FL Hunter 59.110s (77.12mph). P Mark Beatty. S 17.

BARC Junior Saloon Car Championship (15 laps) 1 Katie Milner; 2 Matteo Zanetti +1.300s; 3 George Sutton; 4 Oli Wilmont; 5 Ed Moore; 6 Ethan Hammetton. FL Milner 1m04.622s (70.57mph). P Zanetti. S 20. **Race two (15 laps)** 1 Zanetti; 2 Sutton +5.972s; 3 Luke Browning; 4 Milner; 5 Wilmont; 6 Callum Jenkins. FL Milner 1m03.395s (70.82mph). P Zanetti. S 20.

Scottish Minis (9 laps) 1 Morgan Murray; 2 Ian Munro +0.365s; 3 Paul Bell; 4 John Duncan; 5 Vic Covey Jr; 6 Mark Geraghty. FL Bell 1m03.162s (72.20mph). P Hannah Chapman. S 26. **Race two (9 laps)** 1 Murray; 2 Munro +0.415s; 3 Bell; 4 Geraghty; 5 Covey Jr; 6 Malcolm McNab. FL Murray 1m03.241s (72.11mph). P Murray. S 24. **Race three (9 laps)** 1 Duncan; 2 McNab +0.478s; 3 Murray; 4 Geraghty; 5 Robbie Dalgleish; 6 Bell. FL Courts 1m03.198s (72.16mph). P Duncan. S 25.

Scottish Fiesta Championship (12 laps) 1 Kevin Whyte (Fiesta ST); 2 Wayne Macaulay (Fiesta ST) +1.790s; 3 Chris Milford (Fiesta ST); 4 Dave Colville (Fiesta ST); 5 Andrew Christie (Fiesta ST); 6 Reis Robertson (Fiesta ST). CW Steven Gray (Fiesta XR2). FL Macaulay 1m01.956s (73.61mph). P Whyte. S 19. **Race two (12 laps)** 1 Milford; 2 Macaulay +1.829s; 3 Robertson; 4 Stephen Ward (Fiesta ST); 5 Colville; 6 David Birrell (Fiesta ST). CW Barry Farquharson. FL Macaulay 1m02.223 (73.29mph). P Whyte. S 19.

Scottish Saloons and Sportscar Championship (12 laps) 1 Finlay Crocker (Honda Civic TC); 2 Steven Dailly (Ginetta G50) +0.391s; 3 Paul Brydon; 4 Gary Wait; 5 Thomson McIntyre; no other finishers. FL Dailly 53.523s (85.21mph). P Dailly. S 8. **Race two (12 laps)** 1 Dailly; 2 Crocker +6.439s; 3 Drummond; 4 Brydon; 5 McIntyre; 6 Graham Wait (Sierra Cosworth). CW Drummond; McIntyre. FL Dailly 53.234s (85.67mph). P Crocker. S 10.

Scottish Classic Sports and Saloons (12 laps) 1 Harry Simpson (Ginetta G4); 2 Raymond Boyd (Porsche 911) +8.142s; 3 John Kinnmond (Rover 3500); 4 Alistair Baptie (MGB GT V8); 5 Jimmy Crow (Ford Escort); 6 Bruce Mitchell (Lotus Europa). CW Boyd; Kinnmond; Crow; Mario Ferrari (Alfa Sprint Trionfo); FL Baptie 58.215s (78.34mph). P Simpson. S 11. **Race two (12 laps)** 1 Simpson; 2 Baptie +10.482s; 3 Boyd; 4 Crow; 5 Ian Blacklin (Ford Capri); 6 George Leitch (Ford Fiesta). CW Baptie; Boyd; William Conway (Mini Clubman GT). FL Simpson 57.830s (78.86mph). P Simpson. S 11.

CROFT: BRSCC BY TOM ERRINGTON

SEPTEMBER 10/11

Three Caterham titles were decided last weekend, with close racing throughout.

Back-to-back wins gave Aaron Head the premier Superlight R300-S crown. He was handed a reprieve in the first race, as a poor start due to driveshaft problems went unpunished thanks to a red flag.

Leaving it late, Head swept through the field, eventually passing podium finishers Jack Sales and Lee Wiggins for the win.

The win meant he only needed to finish 16th or higher in the finale, but he still made it two wins from two. An excellent safety car restart helped his path from third to victory, passing Stephen Nuttall and Wiggins late on.

Anthony Barnes won the Tracksport Championship, with a brace of second places enough to take the title. He was kept off the top step of the podium by a superb defensive display from polesitter Alistair Calvert.

At the start, Barnes rose from third to challenge Calvert, creating a long battle that ended side-by-side at Barcroft with Calvert edging ahead to win. Second place would virtually seal the title for Barnes, but he admitted afterwards that he "couldn't resist" another go at Calvert. Their battles in both races meant lonely

thirds for Damian Milkins and Daniel Bremner respectively.

The third Caterham champion was William Smith in the Supersports, with a win and a fourth enough to seal the title.

Race two winner Ben Tuck was his rival throughout the weekend, hounding Smith all the way to the end of race one. Smith's victory started with recovery from a poor start as he fell to third from pole, before eventually besting Tuck despite his stubbornness to yield. Those battles meant Jack Brown was a lonely third twice.

In the Caterham Roadsports, Russ Olivant stormed to two wins that all but sealed his title ahead of the season finale. In both races he beat Guy Hawkins, with Alan Cooper and Daniel Quintero sharing the two third positions.

The Caterham Academy championship contenders continued their learning curve, with the split grids producing Jay McCormack and Steven Tozer as the winners.

The Formula Ford 1600 Championship Post-'89 title was decided last time out, but it didn't stop champion Niall Murray from

taking a brace of wins in his Van Diemen.

Chase Owen came closest to beating Murray, with the American pipping him to the lead at the start of the first race. A drive-through penalty for a supposed practice start under the green flag sent him down the order, leaving Murray to a comfortable win ahead of Graham Carroll and David McArthur.

Murray made it two from two in the second race with Carroll and McArthur swapping places on the podium. Ben Tinker took two class victories in a combined grid Pre-90s class.

The eclectic grid of the Northern Saloon and Sportscar Championship had wins for Jeff Wilson and Andrew Morrison, but the real story was all about title protagonists Martin Whitehouse and Matthew Kirby. Level on points in the final race, each having recorded the same number of victories, the finale was a heartbreaker for Kirby as he retired on the last lap, losing the title on dropped points to Whitehouse.

Jeff Cooper won both Honda VTEC and 4Two Cup races, with Peter Dixon, Robert Burkinshaw and Paul Donkin all scoring podiums. Alan Palmer and David Nash shared SmartCar victories.

RESULTS

Caterham Superlight R300-S Championship (19 laps) 1 Aaron Head; 2 Jack Sales +0.337s; 3 Lee Wiggins; 4 Clive Richards; 5 Stephen Nuttall; 6 Matt Dyer. FL Head 1m29.995s (85.00mph). P Head. S 18. **Race two (14 laps)** 1 Aaron Head; 2 Nuttall +3.048s; 3 Wiggins; 4 Dyer; 5 Mike Hart; 6 Sales. FL Head 1m30.705s (84.34mph). P Head. S 15.

Caterham Tracksport (19 laps) 1 Alistair Calvert; 2 Anthony Barnes +0.472s; 3 Daniel Bremner; 4 Damian Milkins; 5 Steve McCulloch; 6 Paul Aram. FL Bremner 1m35.845s (79.81mph). P Calvert. S 15. **Race two (19 laps)** 1 Calvert; 2 Barnes +0.700s; 3 Milkins; 4 Bremner; 5 McCulloch; 6 Aram. FL Barnes 1m35.837s (79.83mph). P Calvert. S 15.

Caterham Supersport (19 laps) 1 William Smith; 2 Ben Tuck +0.470s; 3 Jack Brown; 4 Henry Heaton; 5 Max McDonagh; 6 Christian Szaruta. FL Tuck 1m33.635s (81.70mph). P Smith. S 25. **Race two (19 laps)** 1 Tuck; 2 Heaton +6.383s; 3 Brown; 4 Smith; 5 McDonagh; 6 Szaruta. FL Tuck 1m34.335s (81.09mph). P Smith. S 25.

Caterham Roadsport (13 laps) 1 Russ Olivant; 2 Guy Hawkins +0.277s; 3 Alan Cooper; 4 Daniel Quintero; 5 William Lloyd; 6 Lee Collins. FL Hawkins 1m36.964s (78.89mph). P Hawkins. S 17. **Race two (13 laps)** 1 Olivant; 2 Hawkins +2.632s;

3 Quintero; 4 Cooper; 5 Lloyd; 6 David Bevan. FL Hawkins 1m37.148s (78.74mph). P Olivant. S 17.

Caterham Academy - White Group (9 laps) 1 Jay McCormack; 2 Eric Tw +4.180s; 3 Phillip Bianchi; 4 Anthony Taylor; 5 Ben Gillias; 6 Spencer Wright. FL James Beardwell 1m39.769s (76.67mph). P Beardwell. S 20. **Green Group (9 laps)** 1 Steven Tozer; 2 Tom John +0.557s; 3 Carl Varney; 4 Matt Gray; 5 Peter Spencer; 6 Marcus Rawlinson. FL John 1m40.500s (76.12mph). P Tozer. S 24.

Formula Ford 1600 National (11 laps) 1 Niall Murray (Van Diemen RF99); 2 Graham Carroll (Firman RF16) +3.752s; 3 David McArthur (Van Diemen LA10); 4 Luke Williams (Firman RF16); 5 James Roe (RFR RFF16); 6 Chase Owen (Ray GR14/15). CW Ben Tinker (Reynard FF89); Andrew MacGregor (Van Diemen RF86). FL Murray 1m29.654s (85.32mph). P Murray. S 19. **Race two (12 laps)** 1 Murray; 2 D McArthur +6.913s; 3 Carroll; 4 Joshua Smith (Van Diemen JL13K); 5 James Roe; 6 Jordan Dempsey (Van Diemen RF00). CW Daniel Obierne (Swift SC95); Tinkler; MacGregor. FL Murray 1m30.106s (84.90mph). P Murray. S 18.

DDMC Northern Saloon & Sportscars (11 laps) 1 Jeff Wilson (Lotus Elise); 2

Andrew Morrison (SEAT Leon Eurocup) +6.6637s; 3 Matthew Kirby (Caterham C400); 4 John Woolfitt (MK Indy); 5 Mark Leybourne (Westfield FW); 6 Stuart Carr (Caterham CSR). CW Kirby; Leybourne; Stephen Kell (Ford Sierra XR4i4); Neil Finnigan (Caterham R400 SV); David Cox (Peugeot 205GT); Martin Whitehouse (BMW 328i); Simon Baker (Ford Fiesta). FL Wilson 1m28.095s (86.83mph). P Wilson. S 32. **Race two (11 laps)** 1 Morrison; 2 J Woolfitt +19.921s; 3 Simon Mayne (AB Performance Airon S2); 4 Paul Woolfitt (Z-Cars Mini); 5 Kell; 6 Carr. CW Mayne; Kell; Carr; Scott Hubel (Peugeot 205GT); Mark Campbell (Triumph TR5); Cox; Whitehouse; Baker. FL Morrison 1m31.075s (83.99mph). P Wilson. S 27.

VTEC/The 4Two Cup (13 laps) 1 Jeff Cooper (Honda CRX); 2 Peter Dixon (Honda CRX) +5.127s; 3 Robert Burkinshaw (Honda Integra DC5 Type R); 4 Stuart Bennett (Honda S2000 F20); 5 Mark King (Honda Integra Type R); 6 Paul Donkin (Honda Civic). CW Burkinshaw; Donkin; David Nash (Smart Car). FL Cooper 1m34.253s (81.16mph). P Dixon. S 15. **Race two (13 laps)** 1 Cooper; 2 Burkinshaw +1.849s; 3 Donkin; 4 Bennett; 5 Adam Jones (Honda Civic Type R); 6 Martyn Kemp (Honda Civic). CW Burkinshaw; Donkin; Alan Palmer (Smart Car). FL Burkinshaw 1m34.848s (80.65mph). P Cooper. S 12.

RACING REPORTS

SNETTERTON: BARC BY JASON NOBLE
SEPTEMBER 10/11

Photos: Richard Styles

Mills did double at damp Snett


MILLS AND FASTRES MAKE THEIR LEGENDS MARK

Guy Fastres and Connor Mills shared the spoils on Saturday's trio of soggy Legends races at Snetterton.

Belgian polesitter Fastres managed the wet weather to claim his first win of the season in the opener by 9.753 seconds in a car he described as "perfect".

Stephen Whitelegg tried to challenge for the lead early on but a moment at Brundle and Nelson meant he couldn't keep up, which allowed Jack Parker and Connor Mills to pass for the two remaining podium spots.

Fastres followed up the victory with a charge from 16th to third in race two, but it was Mills who was most delighted with a first win since the Pembrey event in April. He then went on to take a second victory in race three thanks to an astonishing opening lap that took him from 13th to first. "It just shows what we can do, especially if it's raining," he added.

The clouds parted on Sunday for a Stephen Whitelegg victory, holding off the bump-drafting pair of Mills and John Mickel, the latter nursing a late oil leak.

The title leader repaired the leak in time for wins in races five and six, thanks to two trademark storming starts – including 11th to first in a lap and a half in race five. Parker made steady progress up to second, and looked like he would challenge for the lead, but ended up squabbling with Fastres for the second step of the podium – a duel that ultimately ended in favour of the Belgian.

The first two **British Truck Racing Championship** races were stop-start affairs

in greasy conditions. A spin for Michael Oliver on the exit of Wilson in race one brought the red flags out, leaving a two-lap dash to the chequered flag when racing resumed. Ryan Smith emerged first, fresh from his win in the European series at Most in the Czech Republic, also picking up the race three winner's trophy. Smith was tagged on the first lap of race two along with Michael Oliver at Agostini to cause a restart, but the biggest heartache was for Oly Janes who was denied a maiden win by an injector issue which forced him to pit from a 10s lead. That gifted David Jenkins the victory after a torrid Saturday. Shane Brereton tasted the race four champagne, while a first 2016 win for Simon Reid was dashed by a gearbox failure on the Bentley Straight, leaving Stuart Oliver to claw a handful of points back in the title hunt with the race five silverware.

Shayne Deegan wrapped up the **Mini Miglia** title with a pair of wins, crossing the line a breathtaking 43.998s ahead of James Coulson in second place, before confirming the brace in race two. "What a way to sign off," the 21-year-old beamed afterwards. Ashley Davies goes into the **Se7ens** finale at Zandvoort with one hand on the title after a race one class win, with Kieren McDonald taking the second.

Classic Thunder, Pre-'03 and Classic VW Touring Cars were headed by the Thunder's Subaru. Vaughan Fletcher won the first race, but with one more lap Dale Gent may have taken it for himself. A spin at halfway at Oggies for Gent remarkably didn't cost him his second place, and after that lapped between 1.3s and 2s

per lap quicker than Fletcher, bringing the lead down from 4.7s to just 0.2s at the flag. Gent made quicker work on Sunday, passing Fletcher for the lead at Oggies before Fletcher spun at Williams, the race one winner eventually crossing the line fourth.

In the **Pre-'66 and Pre-'83** races, Stephen Primett got bogged down at the start in his Ford Escort, handing Ted Pearson the win, before Pearson did it again in race two. Phil Manser claimed both Pre-'66 class honours.

Kenny Coleman eased his Ford Capri to victory from the front row in a truncated first **Pre-'93, Pre-'05 and BOSS** race, shortened as a result of Brian Long stopping at Wilson and causing a red flag just over a minute from the end. Ray West was the weekend's other winner.

Newly crowned Class B champion Oliver Taylor made the step up to the A1 class in the **Kumho BMW Championship** finishing second behind James MacIntyre-Ure. The pair were in a class of their own, finishing more than 28s ahead of third-placed Ian Hill.

MacIntyre-Ure tried to make it two from two, but Lee Spencer used his E36's superior straightline speed to pass on the Bentley Straight a lap and a half from home.

The 2013 **Luna Logistics Classic Formula Ford** champion Adriano Medeiros pulled off the seemingly impossible when he scored two wins by 1m12.143s and 42.213s, lapping more than 6s per lap quicker than his rivals.

David Mellor and Adrian Wray shared the **MG Owners' Championship** spoils to keep the title fight alive heading to Silverstone.

RESULTS

Legends (6 laps) 1 Guy Fastres (Chevy Coupe); 2 Jack Parker (34 Ford Coupe) +9.753s; 3 Connor Mills (34 Ford Coupe); 4 Stephen Whitelegg (Coupe); 5 Jean-Michael Poncelet (34 Ford Coupe); 6 Robert King (34 Ford Coupe). Fastest lap Fastres 2m47.377s (63.85mph). Pole Fastres. Starters 17. **Race two (6 laps)** 1 Mills; 2 Parker +3.233s; 3 Fastres; 4 John Mickel (34 Ford Coupe); 5 Sean Smith (34 Ford Coupe); 6 S Whitelegg. FL Mills 2m48.223s (63.53mph). P Mickel. S 17. **Race three (8 laps)** 1 Mills; 2 Parker +6.885s; 3 Fastres; 4 Smith; 5 Poncelet; 6 Mickel. FL Parker 2m47.710s (63.72mph). P Nick Whitelegg (Legend 34 Ford Coupe). S 17. **Race four (6 laps)** 1 S Whitelegg; 2 Mills +3.251s; 3 Mickel; 4 Paul Simmons (34 Ford Coupe); 5 Poncelet; 6 Fastres. FL Mickel 2m16.402s (78.35mph). P Gary Whitelegg (34 Ford Coupe). S 17. **Race five (6 laps)** 1 Mickel; 2 Fastres +1.479s; 3 Parker; 4 Mills; 5 Simmons; 6 Nathan Anthony (Ford Sedan). FL Parker 2m15.784s. P Simmons. S 17. **Race six (8 laps)** 1 Mickel; 2 Simmons +3.066s; 3 Mills; 4 Fastres; 5 Parker; 6 King. FL King 2m15.692s (78.76mph). P Smith. S 17.

British Truck Racing Championship (2 laps)

1 Ryan Smith (MAN TGA); 2 Stuart Oliver (Volvo RH13) +2.085s; 3 Mat Summerfield (MAN TGX); 4 Steven Thomas (MAN TGX); 5 Michael Oliver (Scania); 6 Simon Reid (veco Stralis). Class winners John Powell (Ford Cargo). FL Smith 2m49.204s (63.16mph). P Smith. S 18. **Race two (4 laps)** 1 David Jenkins (MAN TGX); 2 Shane Brereton (MAN TGA Euro 6) +0.432s; 3 Summerfield; 4 Thomas; 5 S Oliver; 6 Smith. CW Adam Bint (Volvo Aerodyne). FL Oly Janes (Buggya-Freightliner Big-Boy-16) 2m38.118s (67.59mph). P Janes. S 18. **Race three (8 laps)** 1 Smith; 2 S Oliver +5.615s; 3 Thomas; 4 Jenkins; 5 Steve Powell (MAN); 6 Reid. CW J Powell. FL Smith 2m25.388s (73.51mph). P S Powell. S 18. **Race four (7 laps)** 1 Brereton; 2 Jenkins +5.524s; 3 Thomas; 4 Smith; 5 S Oliver; 6 Summerfield. CW Bowler. FL Smith 2m26.046s (73.18mph). P Luke Garrett (Renault T Range 12000). S 18. **Race five (8 laps)** 1 S Oliver; 2 Thomas +0.738s; 3 Smith; 4 Jenkins; 5 Brereton; 6 Janes. CW J Powell. FL Smith 2m25.318s (73.54mph). P Garrett. S 18.

Mini Miglia and Se7ens (8 laps)

1 Shayne Deegan (Miglia); 2 James Coulson (Miglia) +43.998s; 3 Aaron Smith (Miglia); 4 Tristen Knight (Miglia); 5 Damon Astin (Miglia); 6 Dave Drew (Miglia). CW Ashley Davies (Se7en); Josh Collins (Se7en S). FL Deegan 2m30.364s (71.08mph). P Deegan. S 36. **Race two (8 laps)** 1 Deegan; 2 Rupert Deeth (Miglia) +0.275s; 3 Smith; 4 Astin; 5 Daniel Wheeler (Miglia); 6 Robert Howard (Miglia). CW Kieren McDonald (Se7en); Collins. FL Deeth 2m12.348s (80.75mph). P Deegan. S 36.

Classic Thunder, Pre-'03 and VW (7 laps)

1 Vaughan Fletcher (Subaru Impreza); 2 Dale Gent (Subaru Impreza) +0.246s; 3 Dave Cocker (Ford Escort Cosworth); 4 Andy Robinson (Ford Falcon); 5 Ian Froggatt (Subaru Impreza); 6 Andy Thompson (SEAT Toledo). CW Robinson; Thompson; Ken Lark (Volkswagen Corrado); Alexander Owen (Honda Civic Type R); Chris Mohan (Volkswagen Golf GTI Mk4); Steven Barden (Honda Civic Type R); Andrew Robey (BMW E36 M3); Marcus Reynolds (BMW E36 Turbo). FL Gent 2m15.134s (79.07mph). P Fletcher. S 30. **Race two (8 laps)** 1 Gent; 2 Robinson +3.450s; 3 Andrew Wilson (Holden Monaro); 4 Fletcher; 5 James Janicki (Nissan Skyline); 6 Lee Penn (Alfa Romeo 33). CW Robinson; Penn; Robey; Thompson; Owen; Barden;

Classic Thunder, Pre-'03 and VW (7 laps)

1 Vaughan Fletcher (Subaru Impreza); 2 Dale Gent (Subaru Impreza) +0.246s; 3 Dave Cocker (Ford Escort Cosworth); 4 Andy Robinson (Ford Falcon); 5 Ian Froggatt (Subaru Impreza); 6 Andy Thompson (SEAT Toledo). CW Robinson; Thompson; Ken Lark (Volkswagen Corrado); Alexander Owen (Honda Civic Type R); Chris Mohan (Volkswagen Golf GTI Mk4); Steven Barden (Honda Civic Type R); Andrew Robey (BMW E36 M3); Marcus Reynolds (BMW E36 Turbo). FL Gent 2m15.134s (79.07mph). P Fletcher. S 30. **Race two (8 laps)** 1 Gent; 2 Robinson +3.450s; 3 Andrew Wilson (Holden Monaro); 4 Fletcher; 5 James Janicki (Nissan Skyline); 6 Lee Penn (Alfa Romeo 33). CW Robinson; Penn; Robey; Thompson; Owen; Barden;

+5.163s; 3 Burgess; 4 Joe Stables; 5 Brian Harvey/Tom Harvey; 6 Richards. CW Chittenden FL Smith 2m04.789s (105.77mph). P Smith. S 30.

Lotus Cup & Elise Trophy (12 laps)

1 Ryan Savage (2-Eleven); 2 Adam Knight (Exige V6 Cup R) +0.292s; 3 Jason Baker (Elise S2 Honda); 4 Adam Balon (Exige V6 Cup R); 5 Rob Myers (Exige V6 Cup R); 6 David McIntyre (Exige V6 Cup R). CW Knight, William Stacey (Elise S1) FL Adam McKay (Exige V6 Cup R) 2m37.954 (83.56mph). P Knight. S 31. **Race two (12 laps)** 1 Baker; 2 McKay +16.864s; 3 Myers; 4 Jewell (Exige V6 Cup R); 5 McIntyre; 6 Drummond (Exige V6 Cup R). CW McKay, Jason McIntyre (Elise Cup R) FL McKay 2m36.805s (84.18mph). P Ian Fenwick (Exige S1 Honda). S 32.

Monoposto (8 laps)

1 Chris Hodgen (Dallara F304); 2 Ben Cater (Dallara F301) +16.004s; 3 Jeremy Timms (Dallara F309); 4 Tony Bishop (Dallara F302/4); 5 James Harris (Titus Formula Renault); 6 Cato Poulsen (RF1000). CW Timms, Poulsen, Terry Clark (Van Diemen RF00), Robin Dawe (Vauxhall Lotus), Alex Feres (Van Diemen RF97), Geoff Fern (Van Diemen RF89) FL Cater 2m31.176 (87.31mph). P Cater. S 42. **Race two (10 laps)** 1 Cater; 2 Hodgen +1.995s; 3 Timms; 4 Bishop; 5 Richard Gittings (Jedi Mk6); 6 Poulsen. FL Cater 2m03.067s (107.25mph). P Bishop. S 40.

F3 Cup (11 laps)

1 Robbie Watts (Dallara

Mark Lloyd-Jones (Volkswagen Golf 1800). FL Fletcher 2m01.753s (87.78mph). P Fletcher. S 30.

Classic Touring Cars Pre-'66 and Pre-'83

(6 laps) 1 Ted Pearson (Alfa Romeo Sud); 2 Stephen Primett (Ford Escort Mk1) +3.863s; 3 Malcolm Jeffs (Alfa Romeo Alfasud SC); 4 Richard Drake (Alfa Romeo Alfasud); 5 John Wright (Ford Escort RS2000 Mk1); 6 Simon Jeffs (Alfa Romeo Alfasud Trofeo 1286). CW Primett; M Jeffs; Stuart Caie (Ford Capri); Phil Manser (Austin Cooper); David Hall (Ford Lotus Cortina); Jon Davis (Ford Mustang); Freddie Brown (Hillman Imp); Keith Wright (Morris Minor); Stuart Radford (Triumph 2000). FL Primett 2m47.265s (63.89mph). P Primett. S 20. **Race two (7 laps)** 1 Pearson; 2 Caie +34.665s; 3 M Jeffs; 4 J Wright; 5 Manser; 6 Simon Jeffs (Alfa Romeo Alfasud Trofeo). CW Caie; M Jeffs; Wright; Manser; Hall; Brown; K Wright. FL Pearson 2m17.334s (77.82mph). P Pearson. S 21.

Classic Touring Cars Pre-'93, Pre-'05 and BOSS

(4 laps) 1 Kenny Coleman (Ford Capri); 2 Ray West (BMW M3) +4.518s; 3 Alan Eason (Ford Fiesta XR2); 4 David Clark (Renault 5 GT Turbo); 5 Jody Halse (BMW M3); 6 Mark Fowler (BMW M3 E36). CW West; Eason; Clark; Wil Arif (Alfa Romeo 145 TS); Simon Ward (Vauxhall Astra GTE 16V); Scott Parkes (Peugeot 206GT); Jeffrey Windsor (Ford Puma); Stuart Caie (Ford Capri); Simon Arthrell (Volkswagen Golf GTI 16V). FL Coleman 2m37.182s (67.99mph). P Eason. S 31.

Race two (7 laps)

1 West; 2 Fowler +6.134s; 3 Ian Hill (E46); 4 Coleman; 4 Coleman; 5 Clark; 6 Malcolm Wise (Ford Sierra Cosworth). CW Card; Coleman; Clark; Eason; Caie; Parkes; Andrew Sheraton (BMW 325i E36); Arif; Craig Langley (Peugeot 206 GTI). FL West 2m12.126s (80.89mph). P Coleman. S 31.

BMW Championship (9 laps)

1 James MacIntyre-Ure (M3 E46); 2 Oliver Taylor (E36 M3) +5.825s; 3 Ian Hill (E46); 4 James Card (M3 E40); 5 Lee Spencer (E36 M3); 6 Daniel Wylie (M3 E46). CW John Bardburn (M3 E36); Colin Whitmore (M3 E36 Evo); Paul Travers (328i); Russell Dack (E46 Compact); Max Walton (318is). FL MacIntyre-Ure 2m20.188s (76.24mph). P MacIntyre-Ure. S 28.

Race two (10 laps)

1 Spencer; 2 MacIntyre-Ure +2.379s; 3 Card; 4 Hill; 5 Kai Ezzar (M3); 6 Wylie. CW Robert Davidson (E36 M3 Evo); Whitmore; Travers; Dack; Walton. FL Spencer 2m20.938s (86.93mph). P MacIntyre-Ure. S 29.

Classic FF1600 (10 laps)

1 Adriano Medeiros (Van Diemen RF80); 2 Andrew Smith (Van Diemen RF81) +1m12.143s; 3 Colin Williams (PRS RH01); 4 Nigel Lingwood (Van Diemen RF80); 5 Thomas Roark (Van Diemen VDT8); 6 Tom Brown (Van Diemen RF79). CW Kevin Howell (Elden Mk8). FL Medeiros 2m07.774s (83.64mph). P Medeiros. S 13.

Race two (10 laps)

1 Medeiros; 2 Lingwood +42.213s; 3 Smith; 4 Williams; 5 Steve Pearce (Van Diemen RF81); 6 Roark. CW Howell. FL Medeiros 2m06.754s (84.32mph). P Medeiros. S 13.

MG Owners' Club Championship (9 laps)

1 David Mellor (ZR); 2 Adrian Wray (ZR) +1.238s; 3 Adam Jackson (ZR); 4 James Perry (ZR); 5 Mark Baker (F); 6 Brian Butler (F). CW Baker; Jim Baynam (B). FL Mellor 2m20.477s (76.08mph). P Mellor. S 19.

Race two (9 laps)

1 Wray; 2 Mellor +5.675s; 3 Jackson; 4 Perry; 5 Stuart Philips (ZR); 6 Baker. CW Baker; Baynam. FL Wray 2m20.083s (76.29mph). P Mellor. S 19.

SILVERSTONE: MSVR BY STEPHEN BRUNSDON

SEPTEMBER 10/11

Photo: Mick Walker

Jordan Witt heads into the final round of the GT Cup next month with a three point advantage over Tom and James Webb after an up-and-down Silverstone weekend.

The 25-year-old took pole for the opening race by nearly three seconds but the Bentley driver was soon forced into damage limitation. Graham Davidson bagged a double victory in his McLaren in the sprint events, but Witt bounced back to win the 50-minute endurance race.

Witt's weekend nearly unravelled on the first lap of race one. A spin at Brooklands while contesting the lead with Davidson left the former Carrera Cup driver at the back of the pack. Witt fought back to claim points in several, only four places behind main rivals, Tom and James Webb in their BMW M3. That pair had been beaten to second by the Ferrari 458 of John Dhillon and Aaron Scott.

On pole again for race two, Witt was overhauled by Davidson once more, this time on the run to Copse. The gap ebbed and flowed, but the Bentley couldn't keep pace and had to settle for second. With the title in mind, Witt made an


Witt moved closer to GT title

assertive move on Davidson into Village in the closing stages to win the final 50-minute endurance race.

Jack Manchester profited from a blistering start from fourth on the grid to cruise to a maiden win in the opening **Radical Challenge Championship** race. Fresh from a season's best second place last time out at Brands Hatch, Manchester was imperious in the wet, beating nearest rival Brian Caudwell by over 17s. Caudwell and Manchester were both in the wars in race two, both having separate spins on the opening lap, leaving polesitter Jack Lang to add an easy win to his race one podium.

Lang's exceptional consistency proved key as he picked up maximum points in the dry endurance race. Bradley Smith took victory in the Invitational class. Ryan Savage made a daring last-lap

pass on Adam Knight to take a thrilling victory in the first **Lotus Cup and Elise** encounter. Having headed the field early on, Savage was caught and passed by Knight midrace but fought back to snatch the win by under 0.3s.

Jason Baker pounced late on Adam McKay, who had led most of the way, to take the honours in a substantially drier second race. Rob Myers finished a lonely third, almost a minute behind.

Ben Cater withstood intense pressure from **JMT Monoposto** race one winner Chris Hodgen to take the second by 1.9s.

Robbie Watts prevailed in an epic battle with poleman George Line to score his third consecutive **F3 Cup** win. Line received a 10s penalty for a jump-start but continued to race to the end, running side-by-side with Watts on the final tour. Daryl Jones inherited second, while Shane Kelly recovered from a lowly grid slot to extend his points advantage in third. Race two was just as close. Line won ahead of James Heffernan.

Stuart Waite cruised to a brace of **Production BMW & Toyo Tires Saloons** victories in his M3, while James Raven won the **SuperSeries FF1600** race in the Ray GR15.

RESULTS

GT Cup (10 laps)

1 Graham Davidson (McLaren MP412C); 2 John Dhillon/Aaron Scott (Ferrari 458 GT3) +17.333s; 3 Mike Wilds/Antonny Wilds (Ferrari 458 Challenge); 4 Andy Demetriou/Piers Masarati (Porsche 991 GT3 Cup); 5 Tom Webb/James Webb (BMW M3 E46 GT3R); 6 Peter Litter (Aston Martin GT3). CW Wilds/Wilds, Webb/Webb, Rob Gaffney/Ian Goodchild (Ginetta G55) FL Jordan Witt (Bentley Continental GT3) 2m28.299 (89.01mph). P Witt. S 28. **Race two (11 laps)** 1 Davidson; 2 Witt +12.399s; 3 Dhillon/Scott; 4 Litter; 5 Wilds/Wilds; 6 Tim Richards (Lamborghini Huracan). CW Wilds/Wilds, Nigel Armstrong/Jamie Dawson (Porsche 997 GT3 Cup), Esmee Hawkey/James Birch (Porsche Cayman GT4) FL Witt 2m25.529s (90.70mph). P Witt. S 26. **Race three (23 laps)** 1 Witt; 2 Davidson +2.178s; 3 Dhillon/Scott; 4 Hudson/Adam Wilcox; 5 Wilds/Wilds; 6 Litter. CW Thomas/Bell (McLaren 650S Sprint), Webb/Webb, Brent Millage/Ginetta G55) FL Dhillon/Scott 2m03.962s (106.48mph). P Witt. S 21.

Radical Challenge (9 laps)

1 Jack Manchester; 2 Brian Caudwell +17.448s; 3 Jack Lang; 4 Steve Burgess; 5 Brian Murphy; 6 Stuart Maloney. Class winners Peter Tyler/Tom Gladdis, Andy Chittenden FL Manchester 2m27.007 (89.79mph). P Lang. S 30.

Race two (6 laps)

1 Lang; 2 Burgess +9.344s; 3 Tyler/Gladdis; 4 Murphy; 5 Mark Richards; 6 Tony Wells. CW Tyler/Gladdis, Chittenden FL Lang 2m26.363s (90.18mph). P Lang. S 30.

Race three (28 laps)

1 Bradley Smith; 2 Lang

+5.163s; 3 Burgess; 4 Joe Stables; 5 Brian Harvey/Tom Harvey; 6 Richards. CW Chittenden FL Smith 2m04.789s (105.77mph). P Smith. S 30.

Lotus Cup & Elise Trophy (12 laps)

1 Ryan Savage (2-Eleven); 2 Adam Knight (Exige V6 Cup R) +0.292s; 3 Jason Baker (Elise S2 Honda); 4 Adam Balon (Exige V6 Cup R); 5 Rob Myers (Exige V6 Cup R); 6 David McIntyre (Exige V6 Cup R). CW Knight, William Stacey (Elise S1) FL Adam McKay (Exige V6 Cup R) 2m37.954 (83.56mph). P Knight. S 31. **Race two (12 laps)** 1 Baker; 2 McKay +16.864s; 3 Myers; 4 Jewell (Exige V6 Cup R); 5 McIntyre; 6 Drummond (Exige V6 Cup R). CW McKay, Jason McIntyre (Elise Cup R) FL McKay 2m36.805s (84.18mph). P Ian Fenwick (Exige S1 Honda). S 32.

Monoposto (8 laps)

1 Chris Hodgen (Dallara F304); 2 Ben Cater (Dallara F301) +16.004s; 3 Jeremy Timms (Dallara F309); 4 Tony Bishop (Dallara F302/4); 5 James Harris (Titus Formula Renault); 6 Cato Poulsen (RF1000). CW Timms, Poulsen, Terry Clark (Van Diemen RF00), Robin Dawe (Vauxhall Lotus), Alex Feres (Van Diemen RF97), Geoff Fern (Van Diemen RF89) FL Cater 2m31.176 (87.31mph). P Cater. S 42. **Race two (10 laps)** 1 Cater; 2 Hodgen +1.995s; 3 Timms; 4 Bishop; 5 Richard Gittings (Jedi Mk6); 6 Poulsen. FL Cater 2m03.067s (107.25mph). P Bishop. S 40.

F3 Cup (11 laps)

1 Robbie Watts (Dallara

F308); 2 Daryl Jones (Dallara F308) +4.234s; 3 Shane Kelly (Dallara F308); 4 Stuart Wiltshire (Dallara F308); 5 George Line (Dallara F308); 6 Wade Eastwood (Dallara F307). CW Tim Buckley (Dallara F304) F L Kelly 1m57.360 (112.36mph). P Line. S 13.

Race two (11 laps)

1 Line; 2 James Heffernan (Dallara F308) +0.429s; 3 Jacopo Sebastiani (Dallara F311); 4 Wiltshire; 5 Kelly; 6 Eastwood. CW Paul Dagg (Dallara F304) FL Kelly 1m57.968s (111.89mph). P Line. S 13.

Production BMW & Racing Saloons (8 laps)

1 Stuart Waite (M3); 2 Darren Stamp (E36 M3) +8.419s; 3 Rob Payne (E36 M3 Sport Evo); 4 Andy Baylie (VW Golf GTI); 5 Brian Jones (E36 M3); 6 Hugh Guyner (M3). CW Payne, Jason Dzenis (Peugeot 205), Matthew Swaffer (320), Steve Allen (Honda Civic) FL Waite 2m29.622 (84.87mph). P Karl Cattiff (BMW E36 M3). S 36. **Race two (8 laps)** 1 Waite; 2 Cattiff +9.457s; 3 Stamp; 4 Hughes; 5 Baylie; 6 Jones. CW Hughes, Dzenis, William Davison (E30), Karl Graves (120d) FL Cattiff 2m28.657s (88.79mph). P Waite. S 33.

SuperSeries FF1600 (7 laps)

1 James Raven (Ray GR15); 2 Stuart Gough (Van Diemen DP08) +1.593s; 3 Luke Williams (Van Diemen RF16); 4 Nathan Ward (Spectrum); 5 Matt Rivett (Ray GR10); 6 Henry Chart (Van Diemen RF022). FL Raven 2m19.516 (94.61mph). P Raven. S 18.

GALLOWAY HILLS RALLY

Photos: Writtle Photographic

IN BRIEF



Milne flamboyant in Escort Mk2

Crowd-pleasing Milne

Top two-wheel-drive runner on the day was Quintin Milne – leading a trio of Ford Escort Mk2s – and he might have done better than seventh overall had he not been playing to the fans: “I love to see the crowds stepping back!” Seamus O’Connell impressed in ninth overall, with Steve Bannister third and also winning the Historic Class.

Lawrie is 1400 master

Angus Lawrie made an impressive showing in his 1450cc class-winning Vauxhall Corsa finishing 25th overall with regular rivals Ross Carby and Niall Cowan both failing to finish. Grant MacRae continued his impressive finishing record with second in class in his Peugeot 205 Rallye.

Sportsmanship rules

Robbie Beattie won the Peugeot 1600 class in his 205, but only after season-long series rival Donald Peacock loaned him the parts to finish the rally after Beattie arrived in service with a bent rear axle and damaged hub. By finishing second, Peacock still managed to win the class championship, but he was struggling too after chipping a bone in his elbow. His co-driver had to engage fifth gear.

No Gray area in 1650cc

Thomas Gray was another to post a good result finishing 30th overall in his Ford Fiesta and winning the 1650cc class from Murray Coulthard, whose Citroen C2 arrived at the finish with a bent rear axle. Even more delighted than those two was newcomer Ross Hughes, who finished third in his Citroen holding off the more experienced Jim Robertson and David Martin in their Citroens. Regular frontrunner Scott Beattie rolled his Talbot Sunbeam in the second stage.

Who you gonna call?

There was one worrying incident during the rally when three competitors all spotted what looked like a marshal with a bib. They all slowed up and were later awarded notional times, but the identity of the phantom culprit remains a mystery. Needless to say he (or she) was not a rally official.

Phillips wedding-bound

First time out in a Subaru Impreza WRC, ex-works Volkswagen Golf driver Robin Phillips heaved a big sigh of relief at the rally finish when he and his daughter Laura finished in 33rd place overall. “I’m just so pleased we’re back here in one piece,” said Robin. “Laura is getting married to Joe (Brown) next Friday back home in County Down. We couldn’t afford to miss that!”

Impressive newcomers

As both Mike Faulkner and Bruce McCombie observed at the rally finish, there are quite a few good drivers coming through the ranks to take on the ‘status quo’. Michael Binnie scored his best result to date in his Mitsubishi with 10th place overall just snatching the place from Iain Wilson who finished 11th. Alasdair Graham also posted notice of good intention with 12th place and this all bodes well for next year’s Scottish Championship season.

ARMSTRONG WINS AS PEARSON SUFFERS

Penultimate-stage retirement for Pearson gives Jock the title. By **John Fife**

POINTS		
ARR Craib MSA Scottish Rally Championship points		
POS	DRIVER	POINTS
1	Armstrong	143
2	Pearson	142
3	Faulkner	131
4	McCullough	131
5	McCombie	124
6	Groundwater	109



Bad luck for contender Pearson



Brilliant home win yields title for Impreza crew

Scotland has a new rally champion, but perhaps not the one everyone was expecting. Going into the final round of the national ARR Craib Championship the on-form Garry Pearson and Robbie Mitchell looked unbeatable in their Dom Buckley-prepared Ford Fiesta R5.

As series leaders, all they had to do was win or finish right behind Jock Armstrong and Paula Swinscoe in their TEG Sport Subaru Impreza. The top two could, therefore, ignore John MacCrone and Stuart Loudon, who were widely tipped to win the Armstrong Galloway Hills Rally, as long as they kept tabs on each other.

It was therefore no surprise to learn that three seconds covered the top three times in the first stage, with Armstrong quickest by a second from MacCrone and two seconds quicker than Pearson.

Then came the first big shock of the day in the second stage at Cairn Edward. MacCrone hit something in the grass, broke a wheel and the Ford Fiesta spun itself backwards into a ditch. The duo were left to

sunbathe – in complete contrast to the previous day’s storms – as the rest of the 90-car field sped by.

Oblivious to this, Pearson hit back with a time 10 seconds better than Armstrong to snatch the rally lead, although Armstrong pinched one back in the next test at Glengap before service, where there seemed to be quite a bit of earth and grass being cleared from under the Fiesta.

“A corner tightened up a bit more than the notes suggested and we were off down a banking and through the weeds,” smiled Pearson. “Clear the debris and we’re good to go.”

As for Armstrong: “That second stage didn’t suit me. It was wet, tight and twisty in the middle and faster at start and finish. Arron (Newby, TEG Sport) told me I should just click the ‘map’ up one in the tight bits and down two on the fast bits. What does he think I am, an airline pilot – I was busy at the time!”

Meanwhile, behind these two, just 20 seconds covered the next nine places. Mike Faulkner was third, but by only five seconds from Mark McCulloch with Greg McKnight a further second behind him, while Bruce McCombie thought a podium finish was still possible despite a “half spin” in the third test.

Armstrong was quickest in the fourth test, but by only four seconds from Pearson. After the next stage, the gap was bigger, with Armstrong snatching the rally lead, taking 14 seconds out of his championship rival. In fact, both Faulkner and McCulloch took time out of Pearson too, with McKnight matching his stage time.

All became clear on the subsequent road section when Pearson and Mitchell smelled smoke in the car. They were forced to pull over and extinguish an under-bonnet fire. The

RESULTS

Galloway Hills Rally, Scottish Rally Championship, round 6/6, September 10

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Jock Armstrong/Paula Swinscoe	Subaru Impreza	38m39s
2	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9	+57s
3	Mark McCulloch/Michael Hendry	Mitsubishi Lancer E9	+1m08s
4	Greg McKnight/Laura Marshall	Mitsubishi Lancer E9	+1m34s
5	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9	+1m42s
6	Andrew Gallacher/Jane Nicol	Ford Focus WRC	+2m43s
7	Quintin Milne/Sean Donnelly	Ford Escort Mk2	+2m54s
8	Wayne Sisson/Neil Shanks	Mitsubishi Lancer E10	+2m57s
9	Seamus O’Connell/Sean Magee	Ford Escort Mk2	+2m58s
10	Michael Binnie/Claire Mole	Mitsubishi Lancer E5	+3m06s

11 Iain Wilson/Keith Riddick (Impreza); 12 Alasdair S Graham/Laura Stuart (Lancer E9); 13 Ian Baumgart/Mike Dickson (Impreza); 14 Scott McCombie/Mark Fisher (Lancer E9); 15 Fraser Wilson/Craig Wallace (Lancer E9); 16 Steve Bannister/Callum Atkinson (Escort Mk2); 17 Nigel Feeney/Abi Loudon (Impreza); 18 Richard Dickson/Roger Alcorn (Impreza); 19 Ross MacDonald/Matthew Johnstone (Lancer E9); 20 Simon Hay/Calum Jaffray (Lancer E9).

Class winners Andy Struthers/Alasdair McLroy (Citroen C2); Angus Lawrie/Paul Gribben (Vauxhall Corsa); Robbie Beattie/David Findlay (Peugeot 205); Thomas Gray/Dave Robson (Fiesta); Scott McQueen/Alan Falconer (205); Bannister/Atkinson; Luke McLaren/Phil Kenny (Fiesta); Q Milne/Donnelly; O’Connell/Magee; Graham/Stuart; Faulkner/Foy; Armstrong/Swinscoe; Gallacher/Nicol.

manifold had split and although they both thought they might make the finish, the heat melted the plastics and set fire to the wiring. Game over.

Armstrong was now on course to score his eighth win on his home event and his second championship title. All he had to do was get through the final stage and road section.

Then young Greg McKnight posted the fastest time on the final stage. Mark McCulloch was second fastest. Armstrong was third fastest. A canny run was called for and he duly delivered arriving back in Castle Douglas to a huge crowd at the finish. Among the first to congratulate Armstrong and Swinscoe were Pearson and Mitchell. A gesture much appreciated by the winners.

“I felt for Garry. I couldn’t believe it when I heard what happened,” said Armstrong. “You couldn’t make it up, could you? I remember being told at school that to finish first, first you had to finish. That’s what I did today.”

Faulkner just managed to hang on to second place as McCulloch closed

in. “I just kept the old tyres on for this afternoon,” said Faulkner, “that’s as well as I’ve ever driven, and they’re all snapping at my heels.”

McCulloch was happy enough with third position, but rued what might have been.

“After an all-nighter fixing a misfire I was pretty slow off the start this morning, but got going in the afternoon,” he explained.

McKnight’s final-stage push also earned him his best forest rally result with fourth place just edging out a surprised McCombie. “I think I was lucky to get fifth, the pace of the top 10 up here is just unbelievable at the moment,” said McCombie.

One second behind McCombie was Andrew Gallacher in an ex-Carlos Sainz Ford Focus WRC.

Perhaps the last word should be left to Armstrong’s proud mum, Joyce, who remarked: “I’m just so pleased. That makes Jock a double [Scottish] champion too, just like his sister Barbara who was a double [British Ladies] champion in 1998 and ‘99.”



Armstrong jumps for SRC joy

RALLY REPORTS

Photos: Pro-Rally Photography, Songasport, Kevin Money

Gravel set-up didn't halt Lancer E9 duo



McKNIGHT TAMES PENDRAGON

Pendragon Stages

By Phil James

Organiser: Kirkby Lonsdale Motor Club; Eden Valley MC & Northallerton Automobile Club **When:** September 11 **Where:** Warcop, Cumbria **Championship:** NETRC; ANWCC; ANCC; KLMC **Stages:** 8 **Starters:** 94

Greg McKnight and Laura Marshall took what proved to be a convincing Pendragon Stages victory bringing their Mitsubishi Lancer E9 home over a minute clear of the Ford Escort Mk2 of runners up Martin Hodgson and Tony Jones.

Last year's winners Simon Bowen and Richard Robinson set the early pace in their Subaru Impreza WRC. Then in SS3, trying to take evasive action to avoid the Lotus Exige of Alistair Inglis and Tom Hynd, both cars finished up in a ditch and out of the rally. Also retiring

at this point were Gary and Gordon Adam who had been in second place before hitting a wall in their Escort Mk2.

That left the way open for McKnight, who was forced to use his gravel-spec Evo when parts for his Escort Mk2 failed to arrive, to snatch a lead that he wouldn't relinquish. Escort Mk2 pairing Mark Borthwick and Aaron McClure's role as his closest challenger ended on SS4 with suspension woes allowing Hodgson to take hold of second place for the rest of the rally.

Colin Gemmill and Derek Keir claimed third place on SS3 and the Impreza crew were another who wouldn't be moved. Alistair Tough and Dee Addison grabbed fourth when fellow Ford Escort Mk2 incumbents Stephen and Louise Hope retired their example with mechanical problems in SS5. Tough had to survive issues of his

own, losing the rear part of his exhaust on SS6 before developing gear selector problems at the start of SS7.

A close battle for fifth went in favour of Andy Bird and Shona MacGillivray in their Vauxhall Chevette. Class 3 winners Stephen Thompson and David Crosbie were happy to finish sixth after a troublesome day with a misfire and a last stage brake issue with their Ford Escort Mk2.

Stuart and Alan Paterson also had a misfire issue but brought their Impreza home seventh having survived a visit to a SS3 ditch that caught out a number of crews.

An altercation with a bale on SS2 necessitated a change of steering arm for Sean and Dave Robson's Citroen C2R2 Max but, with no further issues, they finished eighth overall and first in Class 2.

Ross Hunter and Callum Atkinson brought their Peugeot 205 home ninth ahead of the Escort Mk2 of Rob Snowden and Tommy Rogers who edged ahead of Tommy Graham and Mike Bailey's Lancer E6 on SS8.

Stephen Bethwaite and Ann Forster claimed Class A honours in their Vauxhall Nova after narrowly avoiding the embarrassment of running out of fuel on SS6 as a result of a faulty gauge.

Results

1 Greg McKnight/Laura Marshall (Mitsubishi Lancer E9) 1hr15m46s; 2 Martin Hodgson/Tony Jones (Ford Escort Mk2) +1m11s; 3 Colin Gemmill/Derek Keir (Subaru Impreza); 4 Alistair Tough/Dee Addison (Escort Mk2); 5 Andy Bird/Shona MacGillivray (Vauxhall Chevette); 6 Stephen Thompson/David Crosbie (Escort Mk2); 7 Stuart Paterson/Alan Paterson (Impreza); 8 Sean Robson/Dave Robson (Citroen C2R2 Max); 9 Ross Hunter/Callum Atkinson (Peugeot 205); 10 Rob Snowden/Tommy Rogers (Escort Mk2). **Class winners** Stephen Bethwaite/Ann Forster (Vauxhall Nova); Robson/Robson; Thompson/Crosbie; Tough/Addison; Paterson/Paterson.



Welch scores another impressive single-venue victory in Subaru

Welch in grand old vale of York win

Vale of York Stages

By Peter Scherer

Organiser: Lindholme MSC & Slaithwaite **When:** September 11 **Where:** Melbourne Airfield, Yorkshire **Championship:** ANEMMC; EMAMC; ANWCC **Stages:** 10 **Starters:** 59

With the fastest time on all but one stage, David Welch and Connor Tolson's Subaru Impreza was never seriously challenged on the way to a comfortable victory on the Vale of York Stages.

James Sparrow/Phil Pickard led the pursuit for the first two stages until their battery let them down, promoting Dave Hornbrook/Matthew Sample's Mitsubishi Lancer E4 to second.

In third spot, Ian Tiffany/Jack Shepherd (Impreza) soon found themselves safe, aided by Nick Stamper/Matt Daniels' Impreza running out of fuel on stage four and Hugh Peat/Dane Chapman's similar car suffering gearbox maladies two stages from home.

Michael Umbrich/Marion Stead's Mitsubishi E5 moved up to fourth

after Peat's departure, but they joined the casualties too with power steering pump failure, which finally handed the first spot outside of the podium places to Steve Adamson/Marcus Blenkinsop's Impreza.

Class 2 winners Matt Wood/Riki Musson clinched fifth in their Vauxhall Corsa on the last stage after Mick Davey/David Batley's Ford Escort lost out, but still retained their Class 3 lead over Nick Kitching/Andrew Trollope's Escort.

Peter and Jemma Outram's Escort took the Class 4 win from 10th overall.

Alex Mill/Ryan Watkins' Nissan Micra took the Class 1 spoils. The up-to-one litre class was topped by Jonathan Lee/Andy Johnson's Micra.

Results
1 David Welch/Connor Tolson (Subaru Impreza) 1h18m11s; 2 Dave Hornbrook/Matthew Sample (Mitsubishi Lancer E4) +1m56s; 3 Ian Tiffany/Jack Shepherd (Impreza); 4 Steve Adamson/Marcus Blenkinsop (Impreza); 5 Matt Wood/Riki Musson (Vauxhall Corsa); 6 Mick Davey/David Batley (Ford Escort Mk2); 7 Nick Kitching/Andrew Trollope (Escort Mk1); 8 Gavin Parry/Graham Hepworth (Impreza); 9 Stephen Oade/Joe Oade (Escort Mk2); 10 Peter Outram/Jemma Outram (Escort Mk2). **Class winners** Alex Mill/Ryan Watkins (Nissan Micra; Wood/Musson; Davey/Batley; Outram/Outram.

Gould takes vital Dorset victory

BCCC Bovington

By Gary Simpson

Organiser: Marches 4x4 **When:** September 10/11 **Where:** Bovington, Dorset **Championship:** Britpart MSA British Cross Country Championship; Freeland Challenge; BCC Trophy **Runs:** 15 **Starters:** 30

Martin Gould made it four Britpart MSA British Cross Country Championship wins in a row with victory in round five at Bovington in Dorset.

Several hours of rain through night made the course, which used Ministry of Defence tank training terrain, extremely slippery and large amounts of standing water caused problems for several crews.

Ryan Cooke had no such issues though as he powered his Milner LRM-1 into the lead on the opening run. Cooke, Gould and championship leader Richard Wynne-Williams fought over the top three positions through most of day one although Wynne-Williams' hopes of a good result were dashed when he had to take a maximum on his final run due to starter motor problems. It was Gould who led overnight, 40 seconds ahead of Cooke.

A broken shaft on the second run of day two ended Cooke's chances of taking a victory, Gould eventually winning by almost three minutes. Mark Jacques took third in his Lofthouse Freeland.

"What an event, it's been so rough on both the car and crew," said Gould. "We wanted to get the win and we've achieved that - it's sets up a great climax for the final round now. We're in a good position for the title but we've got to get a decent finish at Walters Arena."

In the BCC Trophy Phil Bayliss took another win, despite having to drive his race car to the venue after his tow car broke down. Pat Masters triumphed in the Freeland Challenge ahead of Alex Howard.

Results

1 Martin Gould/Simon Kerfoot (Buxton 4x4 Rivet) 2h 11m 34s; 2 Ryan Cooke/Darren Cooke (Milner LRM-1) +2m 52s; 3 Mark Jacques/Simon Last (Lofthouse Freeland); 4 Andy Powell/Evalda Kazia (Simmbughini); 5 Justin Birchall/Louise Birchall (Lofthouse Freeland); 6 Neil Davey/Tony Barley (Yamaha YXZ1000R); 7 Richard Wynne-Williams/Ian Jones (Lofthouse Freeland); 8 Jonny Koonja/Matt Lowe (Simmbughini); 9 Alan Thomas/Aaron Burch (Warrior Indy); 10 Steve Smith/John Griffiths (JRG Clio V8).



Gould beat cross country championship rivals to victory at Bovington

Wood and Moriarty steer Subaru to Wexford win

Wexford Stages Rally

By Brian Patterson

Organiser: Wexford Motor Club **When:** September 10/11 **Where:** Wexford, Ireland **Championship:** Suirway Group South East Stages Rally **Championship Stages:** 15 **Starters:** 89

Welshman Steve Wood and his co-driver Keith Moriarty took a fine victory in their Subaru Impreza WRC on the Wexford Rally as tricky conditions on Sunday morning caught out a number of frontrunners.

Ford Escort Mk2 driver Enda O'Brien took a surprise lead of the two-day event early on, but slid into a chicane on stage five gifting Wood the lead.

As the stages dried on Saturday afternoon, Paddy McVeigh powered his Subaru Impreza into the lead, but he and overnight third place man Gary Kiernan went off on Sunday morning.

Wood retook the lead, despite spins on the final day, to head O'Brien and Adrian Hetherington/Gary Nolan's Ford Escort Mk2.

Eddie Power in his Toyota Corolla WRC finished 20th overall which was enough to clinch the top driver spot in the class-based South East Stages Championship.

Mickey Conlon was a fine fifth in his Escort, which gave his co-driver Ciaran McPhillips the top co-driver Award in the SE Championship.

Results

1 Steve Wood/Keith Moriarty (Subaru Impreza S10 WRC) 2h06m20s; 2 Enda O'Brien/John Butler (Ford Escort Mk2) +46s; 3 Adrian Hetherington/Gary Nolan (Escort Mk2); 4 Kevin Barrett/Declan Tumilty (Subaru Impreza S14B WRC); 5 Mickey Conlon/Ciaran McPhillips (Escort Mk2); 6 Tomas Davies/Eurig Davies (Ford Fiesta R5); 7 Richard Moore/Brian Halligan (Escort Mk2); 8 Wesley Patterson/Johnny Baird (Escort Mk2); 9 Neil Hickey/David Byrne (Escort Mk2); 10 Wayne Evans/John Smithwick (Escort). **Class winners** Eamonn Bates/Aaron Kavanagh (Honda Civic); Ray Kirwan/David Busher (Civic); Tonya Fortune/Damian Lawlor (Civic R); Joe Gallagher/Ashley Boulton (Mitsubishi Lancer E9); Davies/Davies; Wood/Moriarty; Alan Moloney/Mark Furlong (Suzuki Swift); Kenny O'Brien/Sarah Jane Stamp (Vauxhall Nova); Fran Kinsella/David Doyle (Vauxhall Nova); Conor Moore/Leo Tector (Civic); Leon Galvin/Ger Foley (Escort Mk2); Christopher Lewis/Christopher Johns (Escort Mk1); Conlon/McPhillips; O'Brien/Butler; Barry Jones/Iwan Griffiths (Escort Mk2); Sarah Purcell/Seamus O'Grady (Lancer).

ROAD RALLY ROUND-UP

Arwel Hughes-Jones/Dafydd Evans made it a hat-trick of wins on the **Rali Meirion** as they took victory once again on the Harlech event last weekend.

They finished the testing route just under a minute ahead of Welsh Championship frontrunners Dale Furniss/Nick Bloxham.

However the main talking point at the Finish was the police observations of the event. The constabulary observed the rally and were unhappy with the driving standards of many competitors. In an attempt to improve the situation offending crews were reported to the organisers for penalties to be applied. The drivers could accept these penalties or face prosecution. As a result four crews, the most serious offenders, were excluded, while 14 others were given fails. This police policy will continue in forthcoming North Wales rallies.

These unusual circumstances shook up the final results, giving three novice crews top 10 finishes, thus immediately promoting them to Experts.

Ian Mills

Results

Organiser: Harlech & District Motor Club **When:** September 10/11 **Where:** North-West Wales **Championships:** WAMC AWMCC & ANWCC **Route:** 110 miles **Starters:** 64
1 Arwel Hughes-Jones/Dafydd Evans (Ford Escort) 2m55s; 2 Dale Furniss/Nick Bloxham (VW Golf GTI) +53s; 3 Carwyn Evans/Dylan John Williams (Escort); 4 Wyn Rowlands/Phil Dancer (Mitsubishi Colt); 5 Polly/Chris Ashley (Rover 200 Vi); 6 Darren Hughes/Keith Morris (Honda Civic Sport); 7 Malcolm Atherton/Dave Andrew (Peugeot 205 GTI); 8 John Pozzi/Osian Parry (Ford Focus); 9 Alun Pennington/Christopher Mansfield (Focus); 10 Jamie Atherton/Llyr Williams (Citroen Saxo VTR). **Class winners** Polly/Ashley; Hughes/Morris.

SPORTING SCENE

SPRINT

Graham masters the revamped Blyton course

Blyton

By Paul Parker

Organiser: BTRDA Where: Blyton Park, Lincolnshire
When: September 10 Starters: 47

John Graham's final run time at Blyton during the British Sprint contest's second visit of the season to the Lincolnshire venue put him head and shoulders above the rest on a day when many struggled.

For the return to Blyton, organisers had mapped out a tricky double-lap format and it was a configuration that caught out many drivers.

Conditions thwarted many on the second run, which meant the results were about the opening efforts. No one could get near Graham's 112.51s marker.

The closest to him was Matt Hillam in his SBD-Dallara F2 car, whose second-run time was the fastest by a two-litre car.

In third spot was Terry Holmes, but he was one of many who had been caught out by a high-speed section of track called Port Froid on his second run. That meant he had to rely on a sparring time from his first run in the Lola Tegra-Judd for third place. Steve Miles was unusually subdued in the Van Diemen RF96 but still did enough for the fourth fastest time.

Despite suffering throttle issues, Nick Algar took fifth spot in the DJ Firehawk, while the top six was rounded out by Steve Broughton's Dallara, who had recovered from a spin on his opening shot.

Results

1 John Graham (2.8 Gould-NME GR55B) 112.51s; 2 Matt Hillam (2.0 SBD Dallara F3) 115.51s; 3 Terry Holmes (3.5 Lola Tegra-Judd); 4 Steve Miles (2.0 Van Diemen RF96); 5 Nick Algar (1.3s DJ Firehawk); 6 Steve Broughton (2.0 SBD Dallara F3); 7 Matt Carter (1.4 Radical PR6); 8 Graham Porrett (3.5 Lola Tegra-Judd); 9 Jim Bell (3.0 Juno TR400); 10 Grahame Harden (1.1 Jedi Mk 6). Points: 1 Colin Calder 105pts; 2= Heather Calder and John Graham 99; 4 Terry Holmes 87; 5 Steve Miles 78; 6 Matt Hillam 75.

SOLBERG WOULD WELCOME BUTTON

Photos: Hal Ridge, Ivan Sansom and Rose Hughes, Colin Casserley



Button sampled a WRX car at Lydden

By Hal Ridge

World Rallycross champion Petter Solberg says he would welcome F1 driver Jenson Button to rallycross, should the British driver decide to follow in his father John's footsteps by competing in the discipline.

Button announced last week that he will take a sabbatical from F1 next year, and has previously alluded to the fact that he would like to race in rallycross.

"He could be good fun, especially with his father's history in rallycross," said

Solberg. "I've talked to him about this a few times and it could be interesting if he came here. But first, he just has to sum everything up, and see what he will do and how his contract with Honda is - I think there're a lot of things involved in it. We can only hope, but it would definitely be good for the sport."

Button is yet to announce any plans beyond the end of his stint in F1, which will conclude after the final grand prix of the season in Abu Dhabi.

Alongside David Coulthard, Button sampled a rallycross Supercar last

year as part of a BBC F1 feature that was broadcast before the Russian GP in October, where he drove a JRM Racing Mini RX at Lydden Hill.

Solberg added: "Jenson's a world champion, so he is a good driver. It's all about the passion and how much you want to put into it when you're going into a sport. If he takes the decision to go to rallycross, it will be proper."

Jacques Villeneuve, 1997 F1 champion, raced in World RX in 2014, driving for the Albatec Racing team, but failed to make the semi-finals in any of his seven starts.



Jenson: rallycross heritage

BriSCA F1

Sworder keeps it in the family

Stoke Raceway

By Colin Casserley

Organiser: Startrax Where: Stoke Speedway
When: September 11 Starters: 38

The short oval at Stoke has proved to be a good one for the Sworder family: Dick Sworder won the first meeting at the venue way back in 1974. On Sunday, he watched his son Mick Sworder win the first round of the 2016 BriSCA F1 Shootout Series.

To cap it all, Mick's son Charlie Sworder won the MinistoX final at the same meeting.

A delighted Mick said afterwards: "It's been a great day; I don't know which win I am happier about, mine or my son's. My crew put in a lot of hours during the week to keep both cars on track, without their help, I wouldn't be able to do it. These wins are for them."

Mark Sargent, who had won the opening heat of the day, grabbed the lead from the drop of the green flag with Nigel Harrry in pursuit.

As the race entered the second half, Chris Cowley, Rob Speak and Sworder began to close in on the leading duo.

A yellow flag negated Sargent's advantage and on the ensuing restart the frontrunners tangled as they battled for the lead, but



Sworder took Stoke victory

Sworder was able to avoid the melee and move into a race-winning lead.

In the closing stages Craig Finnikin slipped by Mat Newson to come home second.

Sworder added: "I had a good start and was gaining ground just before the yellow flag.

"On the restart I saw the leaders spin in front of me and I just held my breath and hoped I would get through, which luckily for me I did. My car came on good as the track dried out and seemed to get faster towards the end."

Second-place man Finnikin said: "After the luck I have had, just to finish feels like a win to me. Tyre choice was critical, and we just about got it right"

Mat Newson came home third, but it is good enough to put him into the lead of the BriSCA F1 Shootout Series.

"It's good to lead the series, but it is early days, we have another nine rounds to go," said Newson.

Results

1 Mick Sworder; 2 Craig Finnikin; 3 Mat Newson; 4 Paul Harrison; 5 Danny Wainman; 6 Will Hunter; 7 Frankie Wainman Jr; 8 Nigel Green; 9 Lee Fairhurst; 10 Daniel van Spijker.

DRAG RACING

Fast Finn Makela wins it from the grandstands

Santa Pod

By Ivan Sansom

Organiser: Santa Pod Racers Club
When: September 8-11

The FIA European Drag season ended in highly dramatic fashion, with the Top Fuel championship being decided in the penultimate runs of the campaign at Santa Pod last weekend.

The semi-final stage would provide the silverware with a home. Finnish fan favourite Anita Makela lost out to a 3.896s/312.18mph from RFM racer Duncan Micallef.

However, despite that, Makela was able to retain her slender points lead.

In the next pairing Stig Neergaard, who needed the 20

points on offer for winning to claim the title, lost out to Micke Kagered's 4.059s/278.51mph run.

Unfortunately, engine damage prevented Micallef from reaching the final showdown, which left 2015 champion Kagered to the event win with a solo run. All of that was enough for the spectating Makela to claim the crown.

The combined FIA and MSA Pro Modified category proved to be a challenging one for the UK-based teams as only Kevin Slyfield and Andy Robinson progressed to the quarter-final stage.

Slyfield would end up losing out to Mats Eriksson while Robinson damaged a camshaft and failed to make it

to the start for his later contests.

Eriksson formed one part of the all-Swedish event final with opponent Michael Gullqvist. Gullqvist narrowly missed out on resetting the Santa Pod elapsed time record for the class over the quarter mile with a 5.889s/243.83mph to defeat Eriksson's 6.113s/234.05mph and that was enough for him to clinch his fifth FIA Pro Modified title. The MSA version title still has one round left to run in 2016.

Other championship winners included Jimmy Alund (FIA Pro Stock Car and runner-up to event winner Bengt Ljungdahl), Jonny Lagg (FIA Top Methanol Dragster with Dennis Habermann picking up the event spoils).



Makela lost in the semi-final

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MN SAYS...

Keeping things protected

WRC cars will be strong, but why will they be even faster?

World Rally Championship bosses have explained to *MN* this week that the next generation of weapons that will weave their way through the stages in 2017 will offer more protection for the drivers than any of their predecessors. That's great news, of course.

Any advance in safety has to be applauded but I am still slightly nervous about the direction that the World Rally Championship is heading with faster cars and tweaked aerodynamics. I am not really certain what the point of the rule changes are.

The WRC is a fantastic showcase for engineers to prove their hardware, and it is encouraging that I have recently started to see Hyundai advertising its involvement in the World Rally Championship on prime-time television. Keeping the technology relevant to the road cars should be one of the key objectives.

Why is there a desire to spend hundreds of thousands, if not millions, on pushing the boundaries of technology? The cars are already fast enough. Maybe it is the show and promotion that needs to be reworked, not the cars themselves.

Matt James, Editor (Twitter: @MattJMNews)



LETTERS



Motorsport News, September 7

McRae too high up

As a rally competitor and fan of 40 years standing, I really enjoyed the *Motorsport News* Rallying Special (August 24), especially the section on road rallying and Mick Briant. That is something close to my heart.

As for the league tables, like your vote for the greatest WRC drivers of all time (as voted for by the WRC drivers), they are always up for debate. There is no doubt about who is number one, Sebastian Loeb.

As for Colin McRae being voted in second place, come on? I would say fifth or sixth best. The man won one world championship and if he had not had a ridiculous attitude of 'if in doubt, flat out', then he might have won many more titles.

Top professional drivers race with their head as well as their heart.

Phil Hardaker
West Yorks

Please go Jenson

I agree with Matt James in *Motorsport News* last week (September 7). Once Jenson Button has hung up his crash helmet at the end of this season, I think it would be a mistake for him to return to the grand prix cockpit.

I also think it is unwise for any driver to declare that they are going to leave the sport before the end of the season. It is tempting fate.

Button has done a lot for the sport, and has gained a huge number of fans over the years he has been in F1. But it will probably be the fairytale story of the Button and Brawn partnership in 2009 that took Jenson to the world title. It is unlikely that grand prix racing will ever see a chapter like that in its history ever again.

That, alone, stands as a stunning epitaph to Button, and he should leave it at that.

Stephen Waters
Via email

Getting things right

I have just returned from the Goodwood Revival, and that meeting by itself encapsulates everything that is wrong with modern motorsport – by doing it right.

There are mouth watering names in mouth watering cars (and motorbikes) that have more power than grip and ones that actually overtake each other.

The paddock is open and friendly, and you really do get a chance to meet your heroes.

Goodwood is a red letter day on the calendar for 2017, definitely.

Daniel Walker
Via email

YOUR PICS



MN.LETTERS@HAYMARKET.COM

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Jack Morris was at the right place at the right time to capture this drama from Oulton Park



Rachael Pearson, aged 11, took this WRC shot



Classic stock cars taken by Andrew Walton



Autograss fun by Rachel Telfer



Brian Morgan's snap from the Woodpecker Rally



A Triumph at Bo'Ness, from John Henderson



James Smee went to see the British Rallycross battles at Lydden



Calum Lockie and David Mason's Ferrari from Snett, taken by Justin Ward

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TV GUIDE

After a thrilling meeting at Donington Park last weekend for the **British GT Championship** finale, the TV guide has you covered for catching up with all the action.

Back-to-back, Motors TV is covering off the Ginetta GT5, VW Cup, and British F3 respectively (Thursday, 0745-0900hrs, Motors TV). If you missed the live F3 action or simply want to check out the support races, it's all there for you. You can catch up on the headline GT action later in the week (Friday 1135-1330hrs, Motors TV).

We're big fans of historic racing making the TV at Motorsport News, and there's a great chance to catch the **Historic Grand Prix** at Zandvoort, from the weekend before last (Thursday, 1135-1210, Motors TV). The event celebrated its fifty anniversary and increasing popularity.

Talking about popular, the second of three programmes from the **Classic Sports Car Club's** meeting at Thruxton in August will be broadcast on Motors TV at 1925hrs on Wednesday. It is essential viewing.

Rally fans, do not fear. We've got a gap until the Tour de Course, the next round of the **WRC**, after the China round was cancelled. However, BT is filling the gap with a review of the season so far (Thursday, 1230-1330hrs, BT Sport 2).

Nationally, the recent **Cork Forest Rally** produced a thriller, with the Moffett brothers Sam and Josh taking exactly the same time to complete the rally. They also set identical times on the first stage. (Thursday, 1100-1135hrs, BT Sport 2).

LIVE TV



The World Endurance Championship in the US

World Endurance Championship: Austin

■ **Race:** Saturday, 2300-0515hrs, Eurosport 1

IndyCar Series: Sonoma

■ **Race:** Sunday, 2330-0230hrs, ESPN

NASCAR Sprint Cup Series: Chicagoland

■ **Race:** Sunday, 1900-2300hrs, Premier Sports TV

V8 Supercars: Sandown

■ **Race one:** Saturday, 0445-545hrs, BT Sport 1
 ■ **Race two:** Saturday, 0700-0800hrs, BT Sport 1

■ **Race three:** Sunday, 0600-0800hrs, BT Sport 1

British Touring Car Championship: Silverstone

■ **The day's action:** Sunday, 1100-1830hrs, ITV4

European Rally Championship: Latvia

■ **End of day review:** Sunday, 0005-0035hrs, Eurosport 2

■ **End of day review:** Sunday, 2300-2335hrs, Eurosport 1

World Rallycross: Barcelona

■ **Final:** Sunday, 1300-1500hrs, Quest

LIVE F1 TV

Singapore Grand Prix Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday 1400-1430hrs

■ **FP1:** Friday 1045-1250hrs

■ **FP2:** Friday 1415-1650hrs

■ **Team principals' press conference:** Friday 1615-1645hrs

■ **The F1 Show live:** Thursday 1645-1715hrs

■ **FP3:** Saturday 1045-1215hrs
 ■ **Qualifying:** Saturday 1300-1545hrs
 ■ **Race:** Sunday 1230-1530hrs
 ■ **Highlights:** Monday 1815-1915hrs

Singapore GP Channel 4 HD highlights

■ **Qualifying:** Saturday 1730-1900hrs
 ■ **Race:** Sunday 1830-2100hrs



Formula 1 under dark skies in Singapore

LISTINGS

RACING SATURDAY

■ Brands Hatch, Kent

HSCC meeting: Classic Formula 3, Historic FF2000, Historic FF1600, Classic Clubmans, Classic FF2000, Allcomers, Tin Tops, Quaife/MN Saloons **Starts** racing from 1130hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ Oulton Park, Cheshire

BRSCC meeting: FF1600, BMW Compact, Formula Jedi, Cockshoot Cup, TVRs **Starts** racing from 1145hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

■ Silverstone, Northants

BTCC meeting: BTCC, F4, Carrera Cup, Clio, Ginetta Junior, Ginetta GT5 **Starts** Saturday, racing from 1405hrs (qualifying from 0900hrs) **Admission** £35 **Web** silverstone.co.uk **Contact** 08704 588260

■ Cadwell Park, Lincs

CSCC meeting: Ford Puma, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Open Series **Starts** Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 1330hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ Rockingham, Northants

BRSCC meeting: Alfa Romeo, Mazda MX-5, Pickups, Intermarque **Starts** Saturday, racing from 1320hrs (qualifying from 1000hrs) Sunday, racing from 1035hrs (qualifying from 1000hrs) **Admission** £16 **Web** rockingham.co.uk **Contact** 0870 1660438

■ Mondello Park, Ireland

Leinster Trophy: Formula Vee, Formula Sheane, BOSS Formula Libre, Stryker Sportscars, Touring

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Starts Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs) **Admission** adult Euro 15, child free **Web** mondello.ie

RALLYING THURSDAY/SATURDAY

■ Douglas, Isle of Man

Rally Isle of Man: Starts 1830 **Admission** free **Web** rallyisleofman.co.im (be/ow)



SUNDAY

■ Shannon, County Clare, Ireland

Hyundai Limerick Motor Centre Clare Stages Rally: Starts 0910 **Admission** free **Web** claremotorclub.com

SPORTING SCENE SATURDAY

■ Skegness Stadium, Lincolnshire

BriSCAF1 Starts 1800hrs **Admission** adults £25, seniors £20, children £9 **Web** f1stockcars.com/skegness-stadium.info

SATURDAY/SUNDAY

■ Tullyroan, Dungannon

National Hot Rods British Championship and Leslie Dallas Memorial Trophy Starts 1630hrs (Sat) and 1300hrs (Sun) **Admission** tba **Web** dmcracepromotions.com

■ Doune, Stirling

British Hillclimb Championship Starts from 0900hrs each day **Admission** Adults £7, children (under 16) free **Web** dounehillclimb.co.uk

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THE VOICE OF BRITISH MOTORSPORT

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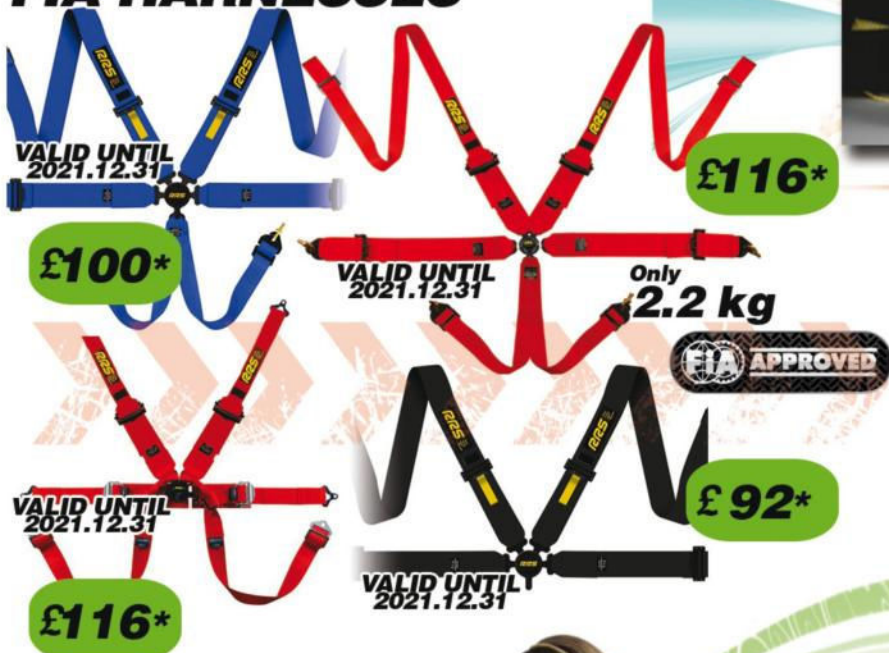
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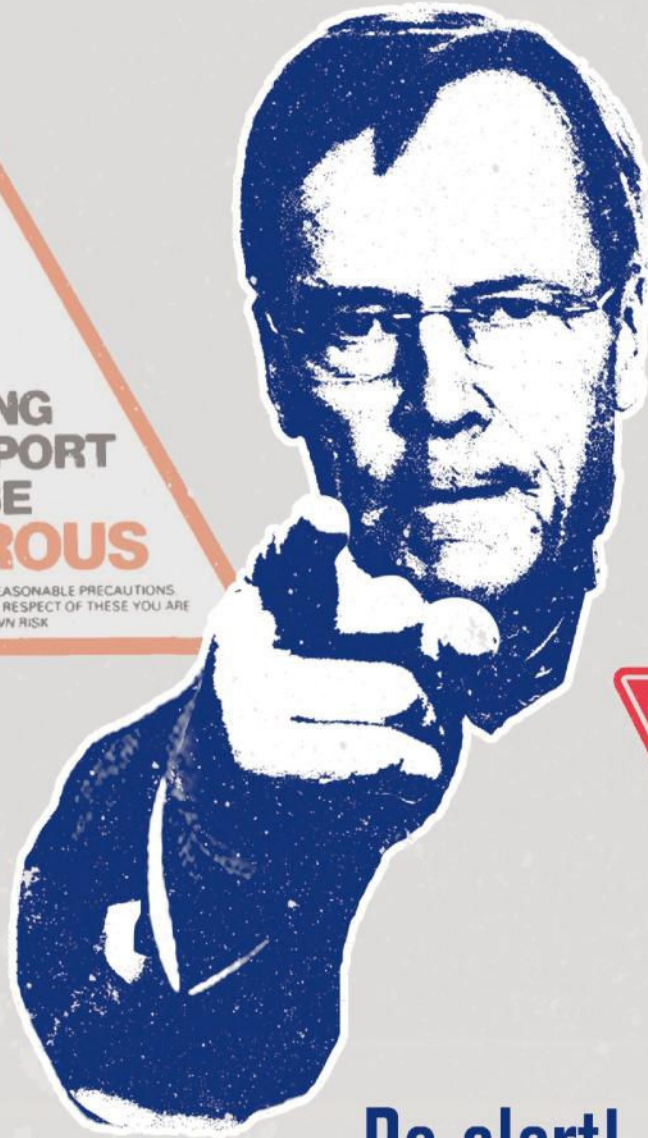
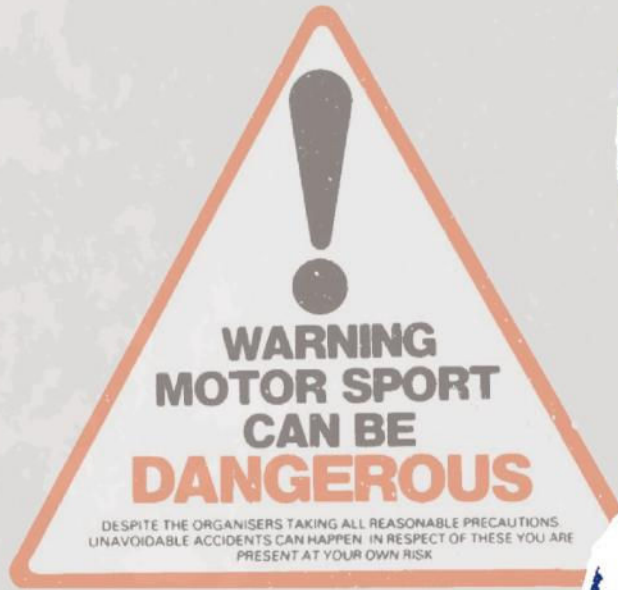


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