

MOTORSPORT NEWS

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FORD ESCORT Mk2 MAN CLAIMS R.A.C. RALLY TRIUMPH P22

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German's victory gives hope for sleeping Italian giants

VETTEL FERRARI WIN CAN SPARK 2018 PUSH



By Rob Ladbrook

Sebastian Vettel says Ferrari hasn't considered throttling back for the remainder of the year, and insists his Brazilian Grand Prix win can be a foundation for a fightback in 2018.

Vettel ended the Prancing Horse's win drought with a commanding drive at Interlagos to notch his first win since July.

While Vettel and Ferrari's title challenge has imploded since the summer break, the four-time world champion says any lessons learned now can push the team forward next year.

"Everything we learn will go directly into next year's car, so taking our foot off the throttle right now would be the worst thing to do," he said.

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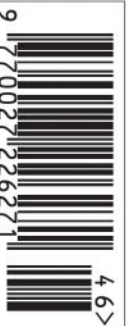
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KRISTOFFERSSON ON TOP AGAIN IN WRX P28



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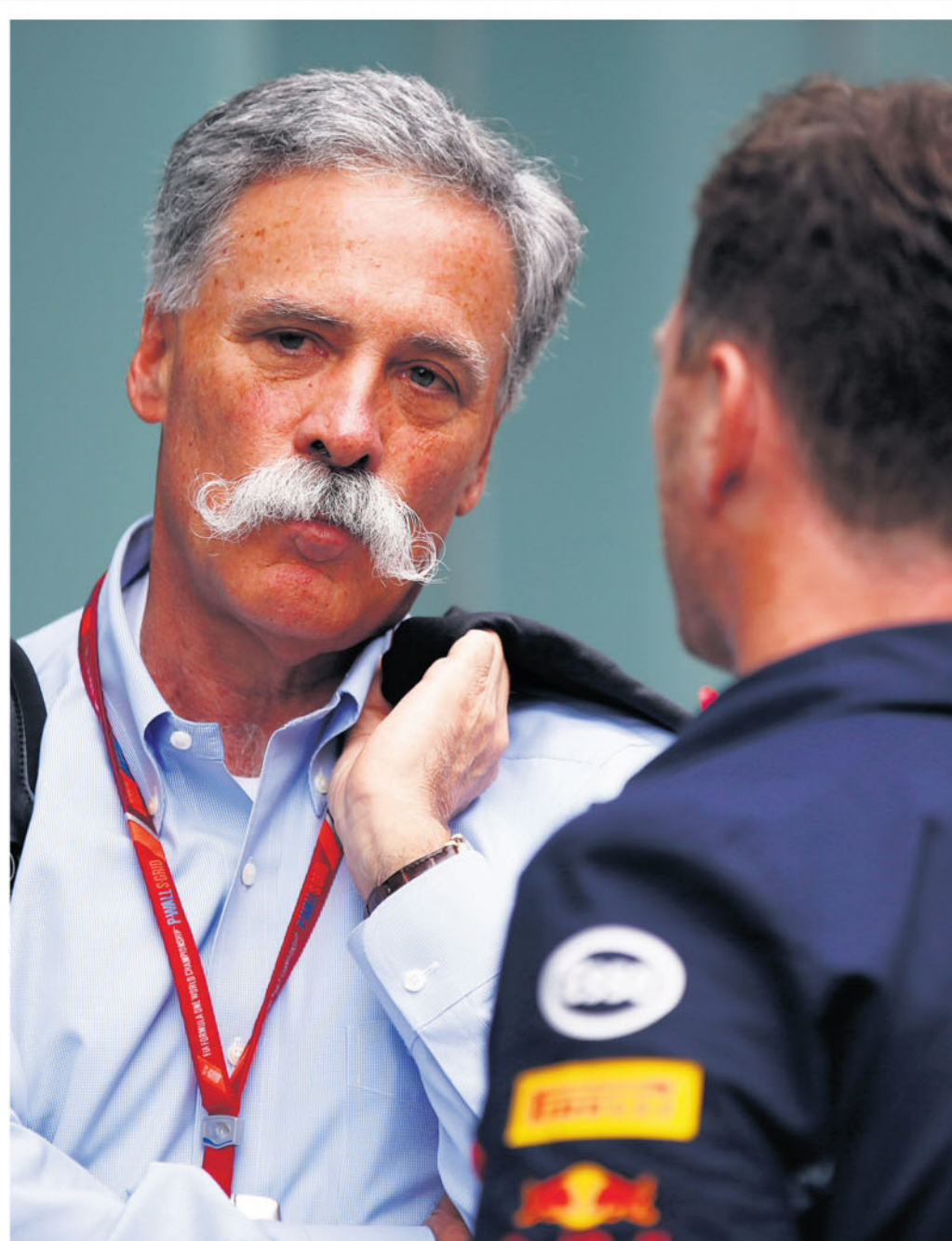
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American owners move to settle team



Liberty Media head Chase Carey wants 'all teams to have a chance of winning' in the future

By Rob Ladbrook

Formula 1's new bosses insist they will press on with changes aimed at bringing unpredictability back to the sport, and have refuted claims from some teams that they are homogenising the formula.

Amid heated talks about F1's new engine regulations from 2021 onwards, Liberty Media boss Chase Carey said last week that the group would continue to pursue pushing through rule changes that would help to even out the field and promote healthier competition.

Liberty outlined a new set of engine rules recently, which were met by a backlash from three of F1's biggest manufacturers.

The initial plans involve retaining the current 1.6-litre turbocharged engine, but increasing the rev limit by 3000rpm to tackle issues of low noise and replacing the fragile heat-based energy recovery design with a more powerful KERS-based system in a push to trim engine costs. A cost-capping system has also been

suggested to further limit teams's development resources.

Those plans were met with criticism from Mercedes, Renault and Ferrari, with the former two suggesting the changes would create a new 'arms race' as manufacturers would still have to develop an entirely new engine to operate around the new set-up. Ferrari chairman Sergio Marchionne then claimed the rules risked removing the "powertrain uniqueness" and issued a fresh threat that Ferrari could walk away from the sport if an agreeable solution could not be found. Marchionne also accused Liberty of wanting to "play NASCAR globally", referring to the use of spec engines across the grid.

In the face of the backlash, Carey said Liberty still held the team's best interests at heart, but insisted the sport needed to change.

"I don't think we have a differing view to Ferrari," said Carey. "I'm not trying to be derogatory to NASCAR, but we don't plan to be NASCAR either."

"We don't want to standardise cars. We don't want 20 identical

cars going round the track and the only difference is the driver.

"F1 is unique, and it marries up competitive state-of-the-art technology. We want teams to have the ability to create cars that are unique to them - unique engines to them, unique bodies to them.

"But we want to make success dependent on how well you spend your resources within some constraints, versus how much you spend. I think that's a healthier sport."

Carey added that improving the level of competition across the grid was also high on the agenda with the new rules set. Liberty wants to even out the performance deficit between the factory and the customer squads.

"We want teams to compete to win, but we want all the teams to have a chance," Carey said. "It's never going to be equal, there are going to be favourites that evolve, but we want the teams to feel that they have a fighting chance."

"Sports are built on the unexpected, and we do want a sport that can have the unexpected. If somebody wins every race every weekend, at the

concerns over future

LIBERTY

DEFENDS PLANS FOR F1 FUTURE



Liberty Media wants new engine rules

end of the day, it's the sport that will suffer.

"You need competition, you need the unknown, you need great finishes, you need great dramas. We've got to create that. That attracts more funds and ultimately benefits all the teams. Our first priority is to make this sport much better for us, and the existing teams in it."

Lauda's worry

Mercedes' Niki Lauda is the latest to voice his concerns over Liberty's plans for the future of F1, saying publicly that what he's seen so far has made him "worried".

The three-time world champion Austrian laid out his concerns in an interview with Italian publication *Gazzetta dello Sport* where he said: "What [Liberty] think about the future is worrying me."

"It was right that the American owners needed time to understand what F1 is – but that is about to expire. The FIA, Chase Carey and Ross Brawn repeat that we need to level off the performance, but the DNA of F1 is the opposite."

"You are a fool if you think that to make grands prix more attractive you need to have different winners every weekend. F1 is about competition. Developing cars is one of the important foundations, as well as the bravery of the drivers."

"Instead you want to penalise the best teams, and protect the drivers as if they are babies – with the introduction of the halo for example."

The financial structure surrounding the new engine rules also irked Lauda. Liberty released its financial figures last week and a

decrease in overall revenue for F1 means that the prize money pot for teams will shrink for the first time in recent history. Teams will share out \$273 million [£208 million] from the most recent quarter, a drop of 13 per cent from the \$316m [£241m] available last year.

While lucrative sponsorship deals could boost that amount, Lauda said he had concerns.

"In the face of cost growth of some €70m [£62m] from one year to the next, revenues have declined," he added. "But where do we go from here? There should be ideas for generating more money, but I do not see them."

"I heard from [F1 commercial director] Sean Bratches, who would like to see the drivers accompanied by grid kids. Is imitating football having new ideas? The budget cap is logical and correct, but it needs a three-year plan to realise it. We have employees, so what do we do with them? Throw them on the road? For now Liberty has only announced that they want to introduce it [a budget cap], but they have not explained how they intend to realise it."

"Their future makes me worry"

NIKI LAUDA



Vettel adamant that Ferrari can finish 2017 on top, and star in 2018

Sebastian Vettel says that Ferrari isn't prepared to coast through the remainder of this season, insisting that the final races can be a vital roadmap to success in 2018.

Despite having his world title hopes dashed last time out in Mexico, Vettel fired back with victory in Brazil last weekend, and says Ferrari will keep pushing to win the season finale in Abu Dhabi next weekend to use as a springboard into 2018.

When asked how he and Ferrari could stay motivated for the rest of the season, Vettel said: "In the first moments [after losing the title] it's difficult to go back to business as usual, but that is why it's good to have more races. The moment you get back in the car the musing of the 'ifs' and the 'buts' stops and the focus is on the driving."

"Maybe losing out is easier to come to terms with when there are races left as opposed to losing the title in the last



Vettel won at Interlagos



Ferrari man back on form

race and going home with defeat.

"There are no rule changes for next year, and the car that ends 2017 on top should be able to carry this over into 2018. Everything that we learn in Brazil and Abu Dhabi is a good step to next year. So lifting off the throttle would be the completely wrong thing to do."

Ferrari has now switched focus to 2018, and there were suggestions that it was trialling radical development parts in Brazil.

"There are rumours wobbling through the paddock that there are massive parts on

the car for 2018... the fact is the whole season is a preparation for 2018 as there will not be big changes, other than the halo. So everything we've learned this year will find its way onto the 2018 car. We'll see another hard-fought race in Abu Dhabi. If that is a foretaste for 2018 I would dare not to make a prediction. There is still the possibility to design a new car over the winter and maybe one gets it a bit more right than the other – who knows!? But one thing is for sure: the tighter it gets the more fun it is in the car – and the more fun it is to watch!"

BRAZILIAN GP REPORT

BY JAMES ROBERTS

German's win means he is odds on to be runner up in the title chase

VETTEL'S FIRST ENDS FERRARI'S DROUGHT



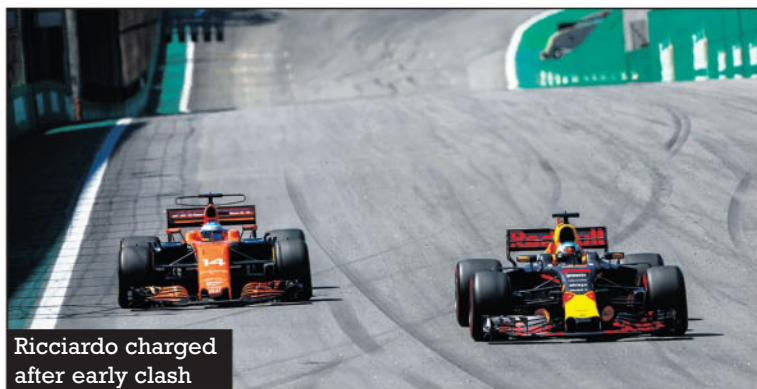
A demon start helped Vettel jump Bottas



Hamilton charged to fourth place



Massa: emotional Brazilian farewell



Ricciardo charged after early clash

Victory in last weekend's Brazilian Grand Prix was Sebastian Vettel's first since the Hungarian GP in July. It's a stark indication of how the fortunes of Ferrari have waned since the summer break. But the result virtually secures his runners-up spot in this year's drivers' championship.

The outcome of Sunday's race was decided when the field descended towards Turn 1 on the opening lap. Pole position holder Valtteri Bottas wasn't as clean away as Vettel and as the pair braked into the downhill left-hander, the Ferrari just found the smallest of gaps between the Mercedes and the pitwall to ease into the lead.

Over the next 71 laps, at a hot and cloudless Interlagos, Vettel managed to preserve his machinery, while maintaining a two-second margin to Bottas. That was enough to earn him his 47th F1 victory and his eighth for Ferrari.

They were joined on the podium by the second Ferrari of Kimi Raikkonen, the Finn holding off a spirited comeback drive by Lewis Hamilton. The newly-crowned world champion was forced to start from the pitlane after a qualifying shunt, but quickly made progress through the pack. At one stage he was over 18 seconds off Vettel's lead, but drove superbly to be just 5.4s shy of the winner at the flag.

In fifth and sixth places were the two Red Bulls of Max Verstappen and Dan Ricciardo and they finished ahead of a terrific race-long scrap between Felipe Massa and Fernando Alonso. The two-

time champ just couldn't find a way past the retiring home hero, who's defensive performance gave his beloved fans something to cheer about.

Qualifying

There was drama just moments into the start of qualifying. Q1 is normally a relatively straightforward affair for the top teams, but Hamilton made a rare mistake on his first flying lap and shunted his Mercedes hard into the barriers.

Having swept through the apex of Turn 6, as he continued around the right-hander towards T7, his W08 bottomed out. A few sparks flew up from the front of his floor, his car began to rotate and before he knew it, the Mercedes had clattered into the tyre wall. Temperatures had dropped compared to Friday's practice running with the skies over Sao Paulo dark and overcast.

"I was just taken by surprise," said Hamilton afterwards. "When the car bottomed out it stalls the floor and that often happens when the tyres are cold. I haven't made any mistakes all year and it's been a long time since I've put the car in the wall, but it's my fault and I take full responsibility."

With Hamilton in last place, Mercedes decided to use Sunday's race to run new power unit parts and took the decision to break the parc ferme rules to start the four-time champ from the pitlane.

There was at least some joy for Mercedes, as Bottas scooped pole position from Vettel's Ferrari on his last lap in Q3. Vettel had been quickest on his first run, stopping the clocks on 1m08.360s, while Bottas's was just 0.082s behind. The Ferrari failed to improve at the end, while the Finn set a

1m08.322s lap, pipping Vettel by just 0.038s. The German conceded that he had been a bit too "chicken" braking into Turn 1 on his final lap.

"In my first attempt in Q3, I knew I had a little bit left because I lost the rear a bit," said Vettel. "So I wanted to get there at the same point as I knew I could gain time, but I chickened out a little too early and I lost time."

Behind Vettel, his team-mate Raikkonen was third quickest, ahead of the Red Bulls of Verstappen and Ricciardo (although the latter had a 10-place engine penalty).

The other star of qualifying was Alonso, who hustled his McLaren up to sixth on the starting grid, despite being second slowest in the speed trap.

Race

After four days of threatening rain clouds, Sao Paulo awoke on race day to clear blue skies and glorious sunshine. When the pitlane opened, half an hour before the start, Massa was the first to leave his garage to a rapturous cheer from the local *Paulistas*. It would be another emotional farewell performance.

Interlagos is notoriously narrow, particularly through the tight Senna S of Turns 1 and 2 and contact between cars is typical on the opening lap. And this year was no different. For Vettel, his strong launch off the startline and decisive overtake of Bottas for the lead into Turn 1 was the moment which sealed his victory in the race.

"Initially I had a very good start and thought 'I've got this'," said Vettel. "But then I was a bit too greedy with the throttle, spinning up the wheels and losing a bit of momentum on Valtteri. Then I looked over and saw he was struggling and I gained on the second

ROUND 19

Photos: LAT



Vettel was untouchable throughout

phase of the start. That was just enough to give me momentum to hang in there into the first corner. Obviously that turned out to be very important."

In contrast, after the joy of securing his third pole position in F1 on Saturday, Bottas was rather more subdued after the race on Sunday, conceding that he'd lost the victory in those crucial few seconds after the start.

"The issue was just initial wheelspin," said the Finn. "As soon as I started to release the clutch, it broke traction and that's why I had a poor getaway. I was trying to cover the inside, but looking in the mirror I could only see Kimi behind. I didn't see Seb, so I was guessing that he could be shooting for the inside – and so he was."

The pace up front between the two was close the whole race, one mistake for Vettel could have allowed the Mercedes to get within DRS range and pounce, but it was an error-free drive from the German.

Bottas's best chance came during the one and only pitstop sequence. The Finn was 1.643s behind the Ferrari and pitted from the supersoft to the soft on lap 27, a lap before the leader stopped. Bottas then set the fastest middle sector of the race on his outlap and when Vettel emerged from the pits, it was the closest he'd been to the Ferrari since the start. But it was to no avail, Vettel was quickly up to speed and maintained the gap to the flag.

"Pace-wise it was very, very close," added Bottas. "We put a lot of pressure under Seb, especially around the pitstop and we tried the undercut. I got pretty close, after he came out of the pits, but just not quite enough to try to overtake. So, yeah, definitely disappointed after a good day yesterday."

Remarkably, Bottas was just 2.706s ahead of his team-mate Hamilton, who finished fourth with his decisive drive through the field. His cause was ever-so-slightly helped by the intervention of the safety car following a number of incidents on the opening lap.

As the field rounded the narrow Senna S, there was contact, as firstly the Haas of Kevin Magnussen squeezed Stoffel Vandoorne, who ricocheted into Ricciardo's Red Bull. It was game over for the Haas and McLaren drivers, but Ricciardo was able to continue unharmed, albeit at the tail of the field.

Just as the safety car was being deployed there was more contact heading into the double-apex right-handers of Turns 6 and 7. Force India's Esteban Ocon was attempting to overtake Romain Grosjean, when the Haas driver carried too much speed into T6, lost the rear of the car and hit Ocon on the outside of the bend. Grosjean was awarded a 10-second penalty, while Ocon recorded his first retirement from F1. "It's a shame, because it has been three years since my last retirement in single-seaters," said Ocon. "There was nothing I could do. Romain lost his car and crashed into me. Days like this happen, but I hope it will be another three years before it happens again."

After four laps neutralised behind the safety car, racing resumed on lap five and with it, one of the crucial moments of the race. Massa was able to jump Alonso for fifth place when green-flag racing resumed.

But the star of the grand prix and the winner of the fan vote for driver of the day was Hamilton. With a car arguably the class of the field, a brand new engine and nothing to lose from a

championship perspective, he was able to race to the max. He was 14th when the safety car pulled into the pitlane and started to charge his way through the field with ease. He was 10th by lap eight, seventh by lap 14 and fifth by lap 21.

Nine laps later, when the top four had pitted, the Brit was in the lead of the race. He spent 13 laps at the head before he made the switch from softs to supersofts on lap 43. Increasing the length he was able to stay out on his first stint, was one of the keys to his impressive performance – and his ultimate fourth place finish.

"I thought fifth or sixth might be possible today," said Hamilton. "But I knew it would be difficult to make these tyres last. The team were telling me 'plus seven' as my original plan to stop was on lap 37. When I was on lap 30, I couldn't believe I had to do another 14 laps on that set of rubber. "I think I managed the tyres really well today, but I wasn't really looking after them the way the others were," he continued. "I was leaning on them a lot more. At the end when I was told how close I was to Vettel I did wonder [what was possible], but unfortunately I had no life left in the tyres."

A number of drivers were struggling with tyre life in the latter stages, including seventh-placed Massa. For lap after lap, Alonso kept up with the Williams, but despite every effort, couldn't quite make it past his former team-mate. It was a great drive from the Brazilian at his final home race before retirement. It was the result he wanted last year, instead of that crash in the rain and emotional walk down the pitlane. Not many drivers get the chance to say farewell twice. *Obrigado*, again, Felipe.

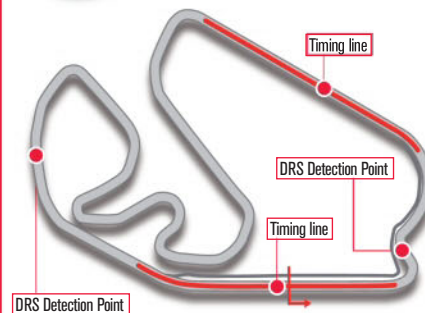
RACE FACTS

Results © 2017 Formula One Administration Ltd



BRAZILIAN GRAND PRIX

Circuit: Autodromo Jose Carlos Pace, Sao Paulo
Laps: 71 **Race distance:** 190.09 miles **Lap:** 2.677 miles
Lap record: 1m11.044s (Max Verstappen, 2017) **2016 winner:** Lewis Hamilton (Mercedes)



Date: Nov 12
Weather: Warm and dry
Track: 59 degrees celsius
Air: 28 degrees celsius

TYRE CHOICE



RESULTS

FIA Formula 1 World Championship, round 19/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Sebastian Vettel	GER	Ferrari	1h31m26.262s
2	Valtteri Bottas	FIN	Mercedes	+2.762s
3	Kimi Raikkonen	FIN	Ferrari	+4.600s
4	Lewis Hamilton	GBR	Mercedes	+5.468s
5	Max Verstappen	NED	Red Bull-Renault	+32.940s
6	Daniel Ricciardo	AUS	Red Bull-Renault	+48.691s
7	Felipe Massa	BRA	Williams-Mercedes	+1m08.882s
8	Fernando Alonso	ESP	McLaren-Honda	+1m09.363s
9	Sergio Perez	MEX	Force India-Mercedes	+1m09.500s
10	Nico Hulkenberg	GER	Renault	-1 lap
11	Carlos Sainz	ESP	Renault	-1 lap
12	Pierre Gasly	FRA	Toro Rosso-Renault	-1 lap
13	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
14	Pascal Wehrlein	GER	Sauber-Ferrari	-1 lap
15	Romain Grosjean	FRA	Haas-Ferrari	-2 laps
16	Lance Stroll	CAN	Williams-Mercedes	-2 laps
R	Brendon Hartley	NZL	Toro Rosso-Renault	L40/engine
R	Esteban Ocon	FRA	Force India-Mercedes	L0/collision
R	Stoffel Vandoorne	BEL	McLaren-Honda	L0/collision
R	Kevin Magnussen	DEN	Haas-Ferrari	L0/collision

Winner's average speed: 124.729mph. Lap leaders: Vettel 1-28; Raikkonen 29; Hamilton 30-32; Vettel 43-71.

FASTEST LAP | MAX VERSTAPPEN 1m11.044s

ON LAP 64 (AVERAGE SPEED: 135.68mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m08.322s	11	Grosjean	1m09.879s
2	Vettel	1m08.360s	12	Vandoorne	1m10.116s
3	Raikkonen	1m08.538s	13	Magnussen	1m10.154s
4	Verstappen	1m08.925s	14	Ricciardo*	1m09.330s
5	Perez	1m09.598s	15	Wehrlein	1m10.678s
6	Alonso	1m09.617s	16	Stroll**	1m10.776s
7	Hulkenberg	1m09.703s	17	Ericsson****	1m10.875s
8	Sainz	1m09.805s	18	Hartley*	
9	Massa	1m09.841s	19	Gasly**	1m10.686s
10	Ocon	1m09.830s	20	Hamilton	no time****

* = 10-place penalty for extra power unit elements ** = 25-place penalty for extra power unit elements *** = five-place penalty for replacement gearbox **** = pitlane start (car modified while under parc ferme conditions).



CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	345
2	Sebastian Vettel	302
3	Valtteri Bottas	280
4	Daniel Ricciardo	200
5	Kimi Raikkonen	193
6	Max Verstappen	158
7	Sergio Perez	94
8	Esteban Ocon	83
9	Carlos Sainz	54
10	Felipe Massa	42

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	625
2	Ferrari	495
3	Red Bull-TAG Heuer	358
4	Force India-Mercedes	177
5	Williams-Mercedes	82
6	Toro Rosso-Renault	53
7	Renault	49
8	Haas-Ferrari	47
9	McLaren-Honda	28
10	Sauber-Ferrari	5

NEXT RACE: ABU DHABI GP, NOVEMBER 26

RACING NEWS

F1 ROUND-UP

Hamilton's goal

Lewis Hamilton insists he has no desire to specifically chase Michael Schumacher's outright wins record, despite his recent form bringing him closer to the German's historic tally. Hamilton currently sits second on the all-time winners' list with 62 victories, compared to Schumacher's 91. "I think I can go on winning for a long time," said Hamilton, "but I guess it ultimately comes down to whether the fight remains in me. I still don't really have the desire to chase Michael, although I'm a lot closer than I was."

In the pink

Pirelli will introduce a new softest compound tyre for next season, using the pink-hued design that it ran during the US GP. The Italian firm has asked fans on twitter what the new tyre should be called – mega-hyper- or extreme-soft. Pirelli could add as many as three new tyre compounds to its range for next year too. Real edge of the seat stuff...

Bottas's boo-boo

Valtteri Bottas reckons he lost his chance of victory in the Brazilian GP after fluffing his start. The Finnish Mercedes driver lost out to Sebastian Vettel on the run into Turn 1, and was left to chase the German to the finish from then on. "It's unfortunate but obvious that I lost the start," he rued. "For me the issue was initial wheelspin. I had a poor getaway and was trying to cover the inside, but I guessed he [Vettel] would come up the inside, and he did."

No penalties

The stewards have not awarded any penalties for the three-way clash at the start of the race in Interlagos, which involved Stoffel Vandoorne, Kevin Magnussen and Daniel Ricciardo. Vandoorne's McLaren was sandwiched between Magnussen's Haas and Ricciardo's Red Bull through the Senna S. The resulting contact put both Magnussen and Vandoorne out of the race, while Ricciardo spun but continued to finish sixth.

Some penalty

Romain Grosjean says he can't understand why he was handed a penalty in Brazil following his clash with Force India's Esteban Ocon. The Haas driver lost control of his car on the opening lap as Ocon attempted a move around the outside of Turn 5. Grosjean spun and collected Ocon, bringing about the Force India driver's first F1 retirement. Grosjean was given a 10-second penalty and two points on his licence. "I'm sorry for the contact, but I was touched from behind and believe I had a puncture so I lost the car," he said. "To me it's a racing incident so I struggle to understand the penalty."

TORO ROSSO HITS OUT AT RENAULT SLUR

War of words between engine supplier and STR



Abiteboul (l) and Marko (c): in the spotlight



Toro Rosso blamed Renault for trouble

By Rob Ladbrook

Red Bull Racing was forced to step in to calm a bitter row that broke out between its junior team, Toro Rosso, and engine supplier Renault during the Brazilian Grand Prix weekend.

Toro Rosso has suffered myriad failures on its Renault power units this year, and the war of words broke out after Pierre Gasly and Brendon Hartley were hit with grid penalties before the race. Renault's Cyril Abiteboul admitted to the firm turning down its engines in Brazil due to reliability issues.

Abiteboul also said that "we have

concerns about the way that our engine is operated within the Toro Rosso car".

That suggestion prompted an angry statement in response from Toro Rosso, defending its installation of the engine and pointing out that it is in fact ahead of Renault in the Constructors' Championship.

The relationship between Toro Rosso and Renault has become increasingly strained since the Italian team agreed to swap to Honda units from next year, freeing up Renault's supply to power McLaren instead.

When asked about the spat, Toro Rosso boss Franz Tost told Sky Sports F1: "Our statement was a reaction to Cyril's interview yesterday where he blamed

the team for the power unit failures, which is absolutely wrong. Why should I apologise? For all the damages we have? We're both upset.

"Who started with all this nonsense? Cyril, with his stupid interview. Should I say 'Oh fine, good interview from him, we accept it'? No, we don't accept it. Therefore we came out with our statement."

Renault's special advisor Alain Prost said: "We don't want to enter this game of answering. I listened to what Franz said. As you know Renault has been in F1 for a long time, and we prove that by giving exactly the same engine to everybody, which is not the case of the other manufacturers. We

will never play any dirty game to gain one position."

Red Bull's Helmut Marko was also seen having a heated conversation with Abiteboul before final practice on Saturday. Red Bull also runs Renault units but badged as TAG Heuer.

Marko then released his own statement to calm the waters, saying: "Over the last 10 years, many successful, we have been through every emotion with our current engine supplier. As usual at the end of the season emotions are running high, but it is a valued relationship and will remain so. There has never been a question that we have not been treated fairly by our engine suppliers. And that is still true today."

Massa feels he gave fans perfect send off

Felipe Massa says he finally got the kind of finish he wanted to sign off his F1 career on home soil, as his Williams team is expected to step up its test programme with Robert Kubica as his possible replacement.

Massa will retire from the sport after the Abu Dhabi GP later this month, and took seventh place on his final Brazilian GP. Massa had expected to retire last year but was recalled at late notice by Williams. He received a big fanfare after crashing out of last year's race in the wet, but this time around said he felt he'd done the fans proud.

"I was so emotional when I finished the race," said Massa, who received a radio message

from his son, Felipe Jr, on the cool-down lap. "For me it was as hard as many victories I took.

"Today was definitely like a victory and to finish the race and feel the emotion of the people was amazing. I knew I had so much love last year, but I didn't finish the race like I wanted. Today I did. That's why I did another year!"

Williams has yet to announce Massa's replacement, with Paul di Resta, Daniil Kvyat and Kubica all on the team's shortlist.

Kubica is understood to have been lined up to drive the team's 2017 car in the post-Abu Dhabi tyre test. The Pole has completed two tests in a 2014 car already, but this would be his first opportunity in the current Williams car.



Felipe Massa got a radio message from Felipe Jr

Hamilton anger at attempted robberies

Lewis Hamilton has called for F1 bosses to do more to protect its paddock members after a spate of attempted robberies during the Brazilian Grand Prix weekend.

The F1 fraternity was targeted by armed gangs across the week, with many teams reporting attacks outside the circuit.

On Friday evening a minibus carrying Mercedes team members was held up at gun point and shots were fired. Valuables were stolen but nobody was injured in the incident.

Race organisers beefed up

security around the circuit after the Mercedes incident, but team members from Williams and Sauber as well as FIA officials and Pirelli staff were still targeted.

Hamilton said: "This happens every single year here. It's an issue I'm sure the government here are fighting, but I think maybe on this weekend there are protocols that should be put in place to help. They should be there to help protect the whole paddock. That's partly F1's responsibility, but generally the people at the top need to take action to keep everyone safe."

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JAMES ROBERTS

“Ex-British F3 man is medical car driver in F1”



Van der Merwe, Roberts in medical car duties

It was just a Sunday morning drive with an old friend. The car is a four-litre twin-turbo Mercedes-AMG C63S and the man behind the wheel; Alan van der Merwe. The location is the snaking rollercoaster of Tarmac nestled in the urban sprawl of one of South America's biggest cities.

It's 0830hrs and already the Sao Paulo sun is baking the Interlagos asphalt. I'm in the back passenger seat of the F1 medical car, helmet on, tightening the shoulder straps of the four-point harness as we rumble down the pitlane.

Ahead of us is Bernd Maylander's safety car which van der Merwe chases around the 2.67-mile lap, brutally unleashing the 550hp under his right foot. The two machines are conducting a test of all the circuit's electronic equipment, GPS, timing and marshal boards. A final preparation to ensure the track is in perfect working order for the afternoon's Brazilian Grand Prix.

Very quickly, we are dipping, rising, right, left, with the rear end sliding, beautifully controlled by 'Swerve' as he tucks the nose into each apex. It's a rare opportunity to be allowed in the medical car and a joy to watch a professional driver ply his trade.

In the front passenger seat is Dr Ian Roberts and in the boot of the estate, all the kit required for an immediate medical intervention. It's a heavy car, but driven skilfully – in full chat – it can be the difference between life and death if a driver has been involved in a serious accident on-track.

Van der Merwe has been tasked with driving the medical car at every grand prix since 2009. But it was in 2003 when I first met the genial South African.

I had been working at *MN* a little over a year when I was tasked with reporting on the British F3 Championship. The capacity field had an impressive roster of talent that season, all youngsters looking to make their mark. VdM, the 2001 Formula Ford Festival winner, impressed, bringing a calm, intellectual approach to his racing and an outright speed that netted him the title. The Carlin driver beat strong opposition that year, that included Will Power, Nelson Piquet Jr and Jamie Green.

Over the next few years, sadly, his career stalled through a lack of finance, but I always felt he deserved to be rewarded for the natural talent he possesses. And while his career didn't quite follow the route he imagined, at least he is paid to drive cars – quickly – for a living.

Last Sunday morning, it was great to finally watch 'Swerve' close-up, beautifully balancing throttle and brake to hustle the Merc around the tight confines of Interlagos. Just the 14 years on from when we first met.



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

Photos: LAT



Norris: joining Campos

Campos Racing field the Brit

McLAREN'S NORRIS TO MAKE F2 DEBUT IN ABU DHABI WITH CAMPOS

New European Formula 3 champion Lando Norris will make his FIA Formula 2 debut at this year's season finale in Abu Dhabi after joining the Campos Racing team.

Norris will use the double-header event around the Yas Marina Circuit on November 25/26 as preparation for a full-time move into the championship next season.

The Briton did a similar thing when he joined the European F3 season finale this time last year,

having won the 2016 Formula Renault Eurocup title. He went on to win the F3 title with Carlin in his rookie season this year.

“Having won the FIA Formula 3 European Championship at my first attempt this year, I will either step up to F2 or [Japanese] Super Formula in 2018 towards my goal of one day racing in F2,” said Norris, who will become team-mate to Alex Palou at Campos after regular driver Ralph Boschung split

with the team. “To get the opportunity to contest the last two races of the F2 season is therefore a bonus whichever category I ultimately choose.

“It'll be the first time I've ever competed in a race that includes a compulsory pitstop and so this will be a new experience for me.”

Norris, who recently landed the role of McLaren's F1 test and reserve driver, is aiming to cap his season with a win at the Macau F3 Grand Prix

this weekend. “Macau is such a special race, and I'd love to have a victory there on my CV,” said the teenager, who turned 18 on Monday.

“The circuit has a bit of everything and it's really technical.”

Norris was due to conduct a Pirelli tyre test with McLaren at Interlagos but this was cancelled on Monday in the wake of security fears, after several teams were attacked over the grand prix weekend.

Norris and di Resta get first LMP2 seat time ahead of Daytona 24 Hours debuts

Lando Norris and Paul di Resta tested an LMP2 car at Paul Ricard last week ahead of racing the car at the Daytona 24 Hours in January.

Norris, who will share with Fernando Alonso and Phil Hanson at the event, tested on

Wednesday last week while di Resta – who is in contention for a Williams F1 seat in 2018 – was there Tuesday and Wednesday at the French circuit.

“It was an interesting and good experience to see what the LMP2 Ligier is all about,” said di Resta.

“It was the first time I have ever shared a car on a test day and despite the height difference with Lando, we worked well together, and it was really a good, fun day.”

Norris added: “I enjoyed the experience, and I'm now really

looking forward to getting to Daytona. I quickly adapted to the power, downforce, tyres and fuel loads. I've had limited running over the past two days and it's a tricky car to nail everything and bring it all together.”

THE FASTEST NEWS ROUND-UP



Matt Kenseth claimed his first NASCAR Cup victory of the year in the penultimate race of the season at Phoenix last weekend. Kenseth grabbed the lead after pitting during a caution period and lost out briefly to Chase Elliott in the closing stages before reclaiming the place. Brad Keselowski finished 16th but that was still enough for him to secure the final playoff place – alongside Kyle Busch, Martin Truex Jr and Kevin Harvick – after Jimmie Johnson



Formula Renault NEC will race at Pau for the first time in 2018

suffered a blown tyre and crashed out... European Formula 3 race winner Jake Hughes has been linked to a return to GP3 next year with the ART Grand Prix team. The Briton competed in GP3 in 2016, finishing eighth in the standings, before switching to Euro F3 this year... **Nick Cassidy and Ryo Hirakawa clinched the Super GT title at Motegi last weekend after securing second place in**

the season finale. The TOM'S Lexus duo needed to finish in the top two regardless of what closest rivals Ronnie Quintarelli and Tsugio Matsuda did...

Porsche LMP1 drivers Nick Tandy and Earl Bamber look set to return to the American IMSA SportsCar Championship in 2018 following Porsche's withdrawal from the top class of the World Endurance Championship. Tandy and Bamber,

who won Le Mans together for Porsche in 2015, both raced in the category last season before earning full-time LMP1 drives this year. They are now set to return, piloting a 911 RSR... **Former World Touring Car Championship points leader Tiago Monteiro has been forced to withdraw from the latest round of the series at Macau this weekend on medical grounds. The Honda driver had already missed the last two rounds after suffering a high-speed testing crash at Barcelona in September...** The 2018 Formula Renault Northern European Cup calendar has been revealed and it includes the addition of Zandvoort, the Hungaroring and – for the first time – Pau. They take the place of Assen and the Nurburgring on an expanded six-event schedule...



Bentley has unveiled a new Continental GT3 that will begin racing next season. The car has been developed by M-Sport, which was responsible for the original Continental GT3 first raced at the end of 2013, in conjunction with Bentley Motorsport at company headquarters in Crewe. The second-generation Bentley Continental GT3 is scheduled to make its race debut at the opening round of the Blancpain GT Series Endurance Cup at Monza next April.

RACING NEWS

IN BRIEF

Sexton finalists 2017

Motorsport Ireland has announced Charlie Eastwood, James Roe Jr and Jordan Dempsey as the three finalists for the prestigious Sexton Trophy award. Porsche Carrera Cup GB champion Eastwood and successful Formula Ford 1600 racers Roe and Dempsey are in contention to win €50,000 (£44,300) towards their racing budget for next year. The winner will be announced next month.

Tin Top correction

Gideon September has been confirmed as the winner of the T1 class in the British Automobile Racing Club's Tin Top championship. He took a 13th and an 11th place finish at Brands Hatch on November 4/5, and was driving a Mitsubishi Mirage, not a Ford Puma as listed in the results in the November 8 issue of MN.

Helping hand from Honda

Honda UK gave Mission Motorsport a Honda CRV to race at this year's Race of Remembrance. The diesel twin-turbo automatic had come to the end of its life as a test vehicle, but with Mission Motorsport CEO James Cameron joined by Paralympian cyclist Jon-Allan Butterworth, Lionel O'Connor and Alex Goy, they finished 33rd.

Onslow-Cole returns

GT driver Tom Onslow-Cole continued his record of attending all Race of Remembrance meetings at Anglesey, when he shared a VLN spec Toyota GT-86 as part of the Milltek (Pro Team) with first-timer, Blancpain racer Josh Caygill. Early contact forced the car out.

Off the mark for De Haan

Novice driver Sam De Haan, who is coached by 2004 British GT champion Jonny Cocker, scored a maiden victory in only his second weekend of racing. He drove a Barwell Motorsport Audi RS3 TCR in the New Millennium series race at Brands Hatch and will use the car again in this weekend's Britcar meeting at the same venue.

American adventure

British Touring Car driver Tom Ingram finished 31st in the Creventic 24 Hour race at the Circuit of the Americas last weekend. Ingram raced an Aston Martin Vantage GT4 with Speedworks Motorsport in his first race outside of Europe.

Fire at Brands Hatch

A fire at the Brands Hatch circuit on November 7 didn't cause any disruption to on-track activities including last weekend's Classic Sports Car Club meeting. The fire blazed in an industrial unit, and was contained in that location. The fire service is investigating the cause.

'Dream to race with Ricky', says Collard Sr

BMW Junior driver Ricky Collard had his first taste of a British Touring Car Championship machine when he drove his father's WSR-run 125i M Sport during a test at Silverstone.

Collard Jr has driven GT cars for BMW this season as part of its academy and was called up last week to assist WSR as it undertook developments for 2018.

Collard's father, Rob, said that the BTCC was one option on his son's radar for 2018. "Ricky got this test on merit, and the team were very pleased with his pace and his feedback," said Rob. "The goal is to remain on the BMW Junior programme, but all options are open to us. I haven't got a deal sorted for next year, but if we could race alongside each other that would be a dream."

Photos: Jakob Ebrey



Back in a BTCC car: Tordoff tested Audi

TORDOFF MAY RETURN FOR BTCC CAMPAIGN

Touring car ace tests at Snetterton and Donington Park

By Matt James

Former British Touring Car Championship runner-up Sam Tordoff is considering a return to the series in 2018 after testing two front-wheel-drive machines last week.

The Yorkshire racer missed out on the BTCC crown by two points to Honda's Gordon Shedden in 2016. He had taken nine podiums in his WSR BMW 125i M Sport but was pipped in the final round.

Tordoff switched to the British GT

Championship for 2017 and drove a Barwell Motorsport Lamborghini Huracan alongside Liam Griffin. They were fifth in the points, and Tordoff also made outings in the Blancpain GT Series Endurance Cup.

He drove the Amd Tuning Audi S3 at Snetterton on Tuesday last week, before switching to the Power Maxed Racing Vauxhall Astra at Donington Park two days later.

Tordoff said: "I wanted to dust off the cobwebs and see if I could still drive a

front-wheel-drive machine. I last raced one with the factory MG BTCC team in 2013 and 2014, so it had been a while.

"I really enjoyed my running and I am looking at my options for 2018. I have tested different GT cars too. Nothing is signed and I am just gaining experience and then we will see where it goes from here."

British GT racer and one-time Indy 500 starter Martin Plowman also tested the Power Maxed car at Donington on Wednesday as he too looks at his options for the future.



Power will drive HMS Racing's Toyota Avensis

Prize BTCC test for Legends runner-up Power at Silverstone in Austin's car

Legends runner-up Ben Power has secured a prize test in a British Touring Car with HMS Racing.

Power came out on top of a separate points table to the main Legends championship to win the prize – with points awarded based on performance, presentation and sportsmanship.

Power, who took 14 Legends wins this year, will now get to test the

HMS Racing Toyota Avensis at Silverstone next Monday.

The car has been raced by Rob Austin this year before he switches to the team's new Alfa Romeo Giulietta next year.

Power said: "I'm absolutely elated – it's an honour to have been chosen. This is the silver lining for me after just missing out on the championship."

"There's no car I'd rather drive for

my first BTCC test, Rob [Austin] obviously won the final round of the touring cars this year in the Toyota so I can't wait to have the opportunity to drive it and couldn't ask for a better introduction as Rob is a top-notch driver. To me, there are a lot of similarities with touring cars and Legends with the 30-car grids, close action and overtaking – I can't wait!"



The trio impressed

BriSCA F2 debut for Renault Clio Cup star Dorlin

Renault UK Clio Cup race winner James Dorlin will make his short oval debut at Birmingham Wheels Raceway this weekend when he takes part in a BriSCA F2 event.

The 18-year-old, who won two Clio rounds on his way to ninth in the points, will use the exercise to keep himself sharp over the winter. He says that it might not be his only outing in the category.

"I am friends with Ant Whorton-Eales, who is doing the BriSCA F1 race at the same meeting," said Dorlin. "He roped me into it. It is something to do during the down season from the circuits, and I have watched a few races. It should help with

racecraft: things like car positioning and keeping out of trouble. It could be quite useful for me.

"If I don't end up in the wall, I am sure I will give it another go too – after all, I will have a short oval licence and it would be a shame not to use it."

Dorlin will be using the event to raise money for the Prince's Trust through a link up with

his sponsor Vantage Motor Group and has started a justgiving.com page. For details, visit justgiving.com/fundraising/team-vantage-million-makers.

● **Ant Whorton-Eales aims for a BriSCA F1 double, see *Sporting Scene*, page 29**



James Dorlin

Davenport back driving again

British Touring Car Championship racer Luke Davenport, who was injured in a qualifying accident at Croft this year, says he is determined to come back to the series in 2018 after returning to the cockpit last week.

Davenport suffered a shattered pelvis, a broken leg, a broken arm and a broken collarbone among other injuries following the BTCC crash. He was in a coma for several weeks.

He drove one of Motorbase Performance's new TCR VW Golfs at Snetterton last Tuesday, and said he was thrilled with how he felt after his sessions. "It was really to settle my mind," said the



TCR VW Golf was driven by Davenport at Snetterton

24-year-old. "I didn't get any flashbacks, and the actual driving of the car all came naturally again. That was a relief, because I wasn't sure how I would react."

"I have a plate in my shoulder, a cage on my ribs and a rod in my leg. I struggled a little bit with some of the movements

with the pedals, but I am sure that will go away. I am not due to be fully fit again until February – there is still a way for me to go."

Davenport, who shared TCR driving duties with Motorbase drivers Liam Griffin and Martin Depper, added: "I want to be back on the grid."

'Jordan wants more races in revamped series'
Pickup Truck plans, p11



Photos: Jakob Ebrey



Harper impressed during assessments



Harper (c) succeeds Eastwood (r)

HARPER SECURES 2018/19 PORSCHE GB JUNIOR PRIZE

Ginetta Junior race winner Dan Harper has been chosen as the next Porsche Carrera Cup GB Junior driver.

The 16-year-old, who finished third in the Ginetta standings this year, was revealed as the new Junior at the series' Night of Motorsport event at Ascot last weekend.

He has secured £85,000 towards his budget for each of the next two Carrera

Cup seasons as well as a variety of support from Porsche.

Harper was chosen after an assessment day at Silverstone earlier this month in which he impressed both on track and off in a number of driving, media and fitness tests.

He beat GT4 Supercup race winner George Gamble, British Formula 4 champion Jamie Caroline, British GT4 driver Dean Macdonald and GT Cup

racer Esmee Hawkey to the prize after Porsche received a record number of entries from drivers wanting to become the next Junior.

"When the announcement was made I was in total shock and thought I was in a dream," said Harper. "To win a prize like this and be selected to represent Porsche is a massive chance for any young driver."

"The Porsche Carrera Cup Great

Britain is a fantastic championship, with a number of hugely professional teams and drivers competing to a really competitive level, and I can't wait to get started.

"This is a once in a lifetime opportunity and I will certainly do everything I can to impress and enjoy success in the series."

Harper succeeds 2017 champion Charlie Eastwood as the Junior driver.

TCR UK plans seven-car taster day

The new-for-2018 TCR UK series will offer a taster day later this month with seven cars for drivers and teams to sample.

The event, which takes place at Brands Hatch on November 29, will feature an Alfa Romeo Giulietta, Audi RS3 LMS TCR, Hyundai i30, Honda Civic Type R, Opel Astra, SEAT Leon and a Volkswagen Golf GTi.

For £250-£650 per car, drivers can sample the machinery providing they hold an International C race licence, or a National A licence with enough signatures to upgrade to an International C.

The series has also confirmed that Vital Equipment, the same firm which supplies the British Touring Car Championship and British Rally Championship among others, will be its fuel supplier.

It will have its own Balance of Performance for the UK only, which will run as a rolling average of two events, and cannot be changed over the course of a weekend.

The entry fee for the championship is £14,995 plus VAT before December 31, and thereafter is £16,995.

The championship will officially launch at Silverstone on March 6 with a media day.



TCR heads to UK next year

Sharp plots expansion with new partnership

The Sharp Motorsport British Formula 4 team is planning to expand for next year after joining forces with race instructor Stuart Jones' Pure Pace Performance Management.

The team ran a sole car for Jamie Sharp in its maiden season this year. Team boss Joe Sharp believes that by adding the performance management element, drivers will develop a lot more.

The team plans to buy a training car to help youngsters out of karting to get used to a car before beginning more expensive F4 testing.

"We are trying to build the team and find new drivers," said Sharp. "I want it to be about the kids and Stuart is coming on board so kids that choose to race with us are getting to learn every aspect about the cars. It's more of a structured approach."

"We're also going to use a junior race car, like a Citroen Saxo or Ford Fiesta, for training. That cuts the costs."

"Jamie's going to be racing with us again and we've got a little bit of interest from other drivers. Ideally we would run two other cars along with Jamie."



Sharp was new to F4 in 2017

Ginetta reveals new Junior engine rules

Ginetta has announced a number of changes to its roster of championships for 2018, including a tightening of the engine regulations in the Junior series.

Three drivers from the leading JHR Developments team were initially excluded from the Thruxton round this year over alleged engine irregularities, before the team was later suspended from competing in Ginetta categories while its conduct was investigated.

Now all Junior drivers for 2018 will have to run a brand new engine from Ginetta in a bid to make certain they are equal, with the new motors being distributed at the media day. The cost of the new engine will be included in the entry fees for next year.

"At Ginetta, we are constantly looking for ways to ensure complete parity between the cars competing in



Ginetta has made changes to its categories for 2018

our championships," said Ginetta motorsport manager Ash Gallagher. "The Junior Championship is arguably one of the most closely-fought junior series in the UK, with 14 of this year's races decided with a winning margin of under a second. We feel this next step in our scrutineering process will continue to uphold the level playing field and integrity our series is built upon."

Other changes include the Ginetta Racing Drivers Club series switching to a one-day

format for next year, with a concierge service available for drivers that will assist them in a number of ways, including with suggesting hotels and restaurants.

The GRDC+ series will also be renamed the G40 Cup with a 'Chairman's Cup' added to both it and the GT5 Challenge for drivers aged over 45.

Testing rules in the GT4 Supercup will be tightened for next year too with all drivers unable to test at a circuit in the four weekends before a race there.

Civic Cup joins BRSCC and will support TCR UK at two rounds

The Civic Cup will become part of the British Racing and Sports Car Club next season and will join the TCR UK support bill for two events.

The category has previously run with the 750 Motor Club but will now join the BRSCC as the series enters its eighth year in 2018. Series director Shaun

Woods said: "Having approached the BRSCC, I'm pleased with what they offered us for 2018 and the chance to race on the TCR package at two meetings was certainly one not to be missed. The BRSCC paddock will be the perfect platform to showcase what the Civic Cup is all about."

"I'd like to thank all the drivers for their support. I'm sure they will be as excited as me at this news. The drivers have raised the bar in car preparation and the driving standards were second to none this year."

The 2016 Civic champion, Carl Swift, is planning to switch to TCR UK next year.

Jewiss heads Ginetta Winter Series entry

Ginetta Junior rookie champion Kiern Jewiss heads the entry for the Winter Series at Brands Hatch this weekend, but top team HHC Motorsport will be absent.

Douglas Motorsport racer Jewiss, 15, is the highest-placed driver from the main championship to return in the Winter Series after taking fourth in the standings.

"I think he will be pretty strong and should be at the front," said team boss Wayne Douglas. "I don't think there's any pressure on him though - he's only won one race before - but it would be a nice way for him to finish [in Junior] with a win."

Jewiss will not face opposition from any drivers from HHC, however, with one of the most successful teams in the category's history deciding to skip the Winter Series.

"We've elected not to do it," said HHC chief Charlie Kemp. "We've got quite bit on at the moment with GT testing so we decided not to do the Winter Series this year."

With HHC absent, Elite Motorsport has a massive eight-car entry headed up by former JHR Developments and HHC driver Adam Smalley.

"The eight drivers is with turning a few away too," said Elite boss Eddie Ives. "Adam is leading our challenge and he's one of five we've got signed up

PROVISIONAL ENTRY LIST

2017 Ginetta Junior Winter Series

DRIVER	TEAM
Kiern Jewiss	Douglas
Ruben Del Sarte	Douglas
Ethan Hawkey*	Douglas
Adam Smalley	Elite
Greg Johnson	Elite
Fin Green	Elite
Louis Foster*	Elite
James Hedley*	Elite
Brandon Martland*	Elite
Tom Emson*	Elite
Jenson Butterfield*	Elite
Tom Canning	TCR
Sam Neary*	TCR
Conner David*	TCR
Gordon Mutch*	Fox
Ben O'Hare*	Privateer

* denotes rookie driver



Jewiss was top rookie in 2017

for next year. We've done three or four days testing with Adam over the last few weeks and he has exceeded expectations - I think he will be really quick."

Total Control Racing also returns to Ginetta Junior after a season out, running ex-Douglas driver Tom Canning and rookies Conner David and Sam Neary.

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RACING NEWS

Photos: Gary Hawkins, Oliver Reid, Mick Walker



Dash for the cash race will be at Rockingham

NEW PLANS FOR PICKUP TRUCKS WITH NIGHT RACE AND PITSTOPS

One-off dash for the cash race part of new format

By Jack Benyon

The Pickup Truck Racing Championship will feature night racing, pitstops and a 'dash for cash' race in 2018.

The champion of the series will come from the road course events, while a separate Rockingham champion will be crowned for the three oval meetings. All will run in the dark for the first time in 2018.

Qualifying for the night races in the championship will take place on Saturday afternoon at the normal British Automobile Racing Club meetings, with racing due to finish at around 21:30hrs.

After the Grand Final, the last event of the Rockingham Championship is set for a £3000 prize pot. The

additional dash for cash race – which will be worth around £1000 – will run with a mandatory pitstop and prizes for drivers across the field.

Rockingham has been given greater flexibility by Corby Council for 2018 and will run a 24 Hour race, as well as the night time Pickup races.

"It's something I've been wanting to do for some time but we've never been able to overcome Corby Council," said Sonny Howard of the Pickup Truck Championship. "They've relented. Peter [Hardman], the boss at Rockingham, he wanted to do something different as well."

Only three pitcrew members will be allowed to work on the car, and the championship will deduct a lap for any loose wheel nuts or missing wheel nuts on the car.

Former BTCC racer and Pickup frontrunner Lea Wood said of the night racing: "I think it's a good idea and it will be really good. What Sonny has put together for the championship next year, of all the championships I've been involved in, I've never seen anyone put as much effort in as him.

"He's so passionate about it and there's more exciting things like the pitstop. I think it's set to be a really good year."

Newly-crowned 2017 Pickup champion Scott Bourne added: "I think it's going to be one of the best things they've done.

"It will be nice for the public to come and watch racing under the lights. I think it will be good for the championship, something different."

Jordan father-and-son duo could do more Pickup races

British Touring Car race winner Andrew Jordan wants to compete more regularly in the Pickup Truck Championship next year after making his debut at Brands Hatch earlier this month.

Jordan took a victory and a second place in a Matt Roach Racing truck, and has targeted competing on the Rockingham ovals next year in a dovetailed-campaign with father Mike, who competed in the championship's first season in 1997.

"I'd like to do some next year and the plans they have with the oval rounds [to race at night] sound pretty cool," said Jordan Jr.

"My dad might look at doing a few, so we might team up and do some together. I'd like to do some at Rockingham."

Jordan was surprised at the performance of the truck, his a 2.3-litre

model. "They handle and drive so much better than I expected," he said. "You look at them and they appear quite agricultural, but they're actually really nice to drive. It was about as hard as you'd want to get, everyone gave just enough room but not too much. It was enjoyable."

None of next year's Pickup Truck Championship rounds clash with the BTCC.



Jordan Jr in action

Eastwood chooses to accept Anglesey mission

Hollywood stuntman and F3 Cup race winner Wade Eastwood, along with two colleagues, took part in this year's Race of Remembrance – after flying from the set of the latest *Mission Impossible* film.

Eastwood was joined by Scott Armstrong and Chris Gordon as the trio travelled from Norway to take part in the race at Anglesey.

"We were filming on the top of a mountain in freezing conditions and only had a short window to get a helicopter in, fly us down a fjord and catch our plane," said Eastwood.

While Gordon and Armstrong shared the Rob Boston Racing Lotus Elise to victory with Peter Mansfield in the Heroes Trophy, Eastwood's car was retired early after team-mate Charles Graham crashed out. All three stuntmen returned to filming in London studios on Monday morning.

Birley's Ford Escort could be written off

Rod Birley is unsure whether he will be able to race his Ford Escort WRC again after a 130mph crash at Brands Hatch 10 days ago.

The car suffered extensive damage in the crash at the end of race one of the Modified Saloons championship.

The incident happened as Birley was fighting Graham Crowhurst on the final lap of the race along the pitstraight.

Birley's car spun into the pitwall at a speed of 130mph, and the 2016 Modified Saloons champion said the impact was about 6g of force.

"It's quite a mess and extensive damage," said Birley. "We're not sure if it's repairable at this stage and we won't know until later."



Birley was taken to hospital after suffering heavy crash at Brands

"It's going to be very expensive. [Probably] £25-£30k for on-the-market repairs as an estimate.

"The wheels are £600-700 each and when you look at it, the force that went through them... and it's sourcing them too, they're bespoke."

Birley is expecting to compete in 2018 despite uncertainty over the Ford Escort. He still has a Honda Integra which he uses in the Tin Tops championship; he raced it on the same weekend as his crash, taking a victory and a third.

Shootout spots for Thorburn and White

Formula Ford 1600 drivers Jamie Thorburn and Oliver White have both won tickets to the Mazda Road to Indy Shootout (MRTI) and a chance of securing the £150,000 scholarship.

Thorburn – who raced in the British Racing and Sports Car Club FF1600 National Championship for the first time this season – earned his spot by winning James Beckett's SuperSeries Shootout, beating fellow drivers Sebastian Melrose, Ross Martin, Jack Kemp and James Roe Jr at Silverstone.

The 19-year-old and other finalists underwent a fitness test, media session and finally a run in an iZone simulator last week.

"It's still not really sunk in but the opportunity is amazing," said Thorburn.



L-r: Beckett and Thorburn

White, who competed in the MRTI Shootout last year, was due to take part in the SuperSeries shootout but was given a ticket directly by Mazda, which has the right to select a driver it deems to show "exceptional talent".

"I really didn't expect it, I was planning to go to the SuperSeries Shootout but I was delighted," said White. "I think it's come about because of the Hayes final performance, because I led."



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HISTORICS

'Metros to gather at British Motor Museum'
Historic Rally Car Open Day, below



Photos: Paul Lawrence

DOWN THE WORKSHOP

MALLOCK MK9

The front-engined Formula Ford
Current owner: Ray and Michael Mallock

It was built in 1969

"My uncle Richard Mallock raced this chassis in period from new," says Michael Mallock. "My grandfather Arthur designed it. I think Richard got the first 100mph Formula Ford lap round Silverstone in this car and we've proved that it is still extremely competitive even if it is a bit slow in a straight line. Overall it is a very quick car and very easy to drive. Arthur designed it well 50 years ago."

It was owned by Jeremy Shaw

"It is our car now. It came from Jeremy Shaw and he had it for a long time. He did quite a bit of racing with it in North America. We always made sure that he knew we were keen on buying it back if he came to sell it. We've had it for eight or nine years. My father Ray raced it a couple of times."

It usually does the Walter Hayes Trophy

"I think our first Walter Hayes Trophy meeting with the car was in 2009 when we got it back from Jeremy. A couple of times, when there wasn't an historic class at the Walter Hayes, we put a different nose cone on to try and reduce some of the lift that it generates. But since there has been an historic class, we've run it with the period nose."

It's in period trim

"We put it back to full period specification because over 40 years things move. We put it back absolutely as it was, including the original rear end. It is as it should be. We've had great success with the car and we don't race it often enough, which is due to our time commitments. It is great to have something that is a key part of the Mallock family history and clearly unique. It is very different to everything else that is in Formula Ford."

It will stay in the family

"It is a family heirloom and it will stay in the family for the foreseeable future. I wanted to do most of the Historic championship this season, but my calendar only allowed me to do one or two events. Hopefully we'll do some more next year and get Ray back in the car as well."



Mallock's original Mk9



Chevrons will get their own event

CHEVRON'S B8 GETS GOLD CUP TRIBUTE

Special 50th anniversary race for iconic British sportscar

By Paul Lawrence

The 50th anniversary of the Chevron B8 will be marked with a unique one-make race at the Oulton Park Gold Cup meeting over the 2018 August Bank Holiday weekend.

The HSCC is aiming at a grid of more than 20 cars for the race on Bank Holiday Monday, which will be open to all B8s as well as

the earlier B6s. In 1967, Chevron produced around six or seven examples of the model initially called the GT. Later in 1968, the GT was renamed as the B6.

The Chevron B8 remains one of the most enduringly popular sports-racing car designs and was one of the most successful projects from talented designer and engineer Derek Bennett, the founder of Chevron.

Now, for the first time, a

dedicated race will be held for the B6s and B8s.

More than 40 B8s were built during 1968 as GT or Group 4 cars, many with two-litre BMW engines although some used Ford-based FVA or FVC engines. More B8s were produced than any other Chevron model. Sadly, Bennett died after a hang-gliding accident in 1978.

Grahame White of the HSCC,

said: "The Chevron B8 is one of the most desirable and sought-after sports-racing cars of a generation and we thought it was very appropriate to mark the car's 50th anniversary with a race at Oulton Park. Derek Bennett was a truly gifted race car designer and constructor. I think he would be amazed that we are going to celebrate 50 years of one his most successful designs."



Lyons took Post-'78 crown

Lyons and Smith-Hilliard claim top Masters Formula One spoils

Michael Lyons and Max Smith-Hilliard have secured the two main awards in the FIA Masters Historic Formula One Championship.

Lyons won the Post-'78 title in his RAM-Williams FW07, while

the less experienced Smith-Hilliard sealed the Pre-'78 crown after dividing his season between his Shadow DN5 and Fittipaldi F5A.

"This was my first full year in a ground-effect car," said Lyons

who won the Pre-'78 title in 2016. "It was good to be able to do enough races to go for the title," said Lyons who won six races outright, took seven class wins and fastest lap in every race he contested.

Cunningham rounds off season with title

Ray Cunningham has won the HRCR Old Stager Historic Championship after a season-long fightback in his Mini Cooper S.

The Galway Mini expert missed the opening round, the AGBO Stages, when he was a reserve entry. He still travelled from Galway to Shropshire in the hope of getting a run, but was first reserve when the rally started.

When Clive King had a disastrous Rally Isle of Man,



Cunningham: Old Stager win

retiring on the start line of the first stage, Cunningham moved ahead and secured the title on Otterburn in October.

"I'd never been to Otterburn before but I had to go as there were one and a half points for the final round," said Cunningham.

Nutter to field Lola in Endurance series

Vic Nutter has added a two-litre Lola sports-racing car to his growing stable and plans to race the 1977 car in the Pre-'80 Endurance Series next season.

The BMW-engined T296 was converted to T297 specification in period. Most recently, the Belgian former owner raced it in Classic Endurance.

Nutter had his first run in the car in the HSCC Allcomers race at the Walter Hayes Trophy. He also owns an Osella, a March



Nutter had Allcomers outing

74S and the one-off Vogue.

"I've been racing on and off since 1970," he said. "In 1970 I owned the ex-Frank Gardner Lotus Cortina from his 1966 season with Alan Mann Racing. But I totalled it in a road accident!"

F5000 and Group 5 cars to shake the Goodwood ground

Thunderous Formula 5000s and rare Group 5 sportscars will form the major demonstration groups at the Goodwood Members' meeting next March.

As recently revealed in MN, the mighty Formula 5000 single-seaters from the early 1970s will shake the ground at the Sussex track, while

Group 5 cars from the 1970s World Sportscar Championship will also run in demonstration sessions.

In the F5000s, cars from Begg, Chevron, Eagle, Lola, March, McLaren, McRae, Surtees, Talon and Trojan are promised as these cars feature at Goodwood for the first time. Meanwhile, the 76th

Members' Meeting's homage to Group 5 will include as many as four examples of the dominant car of the period, the Porsche 935, which was used by the factory team from 1976. Also on track will be BMW's ferocious 320i Turbo, the Lancia Beta Monte Carlo, Ferrari 512BB/LM and the spectacular Zakspeed Ford Capri.



F5000 cars will feature in West Sussex

IN BRIEF

Wilson's crown

Graham Wilson, teamed with young gun David Pittard for the first time, has taken the 2017 title in the Masters Gentlemen Drivers Pre-'66 GT series. British GT racer and former single-seater hopeful Pittard helped Wilson to five class wins from eight mini-endurance races in his Lotus Elan 26R.

McCormack's back

Marty McCormack's return to the Roger Albert Clark Rally was his first time back in a Ford Escort Mk2 since Rally Australia a year ago. His last foray into the British forests with the car was the 2013 Red Kite Stages when he sealed the R.A.C. Rally Championship title.

Gibbons on stage

Bob Gibbons will return to rallying a Ford Cortina Mk2 next season and is currently having a fresh car built up by T2 Motorsport. The South Wales driver sold his former Cortina Mk2 when the running order changed but has been tempted back to a Category 1 car following the creation of the Rally 2WD initiative. This year he has used a BDA-powered Ford Escort Mk1.

MG Metros top bill

The MG Metro 6R4 will be the theme of the Historic Rally Car Register Open Day at the British Motor Museum at Gaydon on Saturday January 13. As well as details of the broad range of HRCR championships, a display of 6R4 rally cars is planned. Any 6R4 owners who would like to attend should email Simon Malins via stage@hrcr.co.uk

Crew's Sunbeam woe

Last minute engine problems thwarted the plans of brothers Malcolm and Ronald Mounsey to reunite as a rally crew for the Roger Albert Clark Rally. Having rallied regularly in 1970s and 1980s, the brothers, both in their 60s, had built up a Sunbeam Talbot for a crack at the event but were forced to pull their entry three days before the rally.

Thompson in harness

Although she had worked on previous editions of the rally as part of the organising team, Val Thompson finally made her Roger Albert Clark Rally debut over the weekend. She co-drove for David Kynaston in the Devon driver's Triumph TR7 V8. Back in 1992, Val met her husband Neil Dodd on the original RAC Rally in Kielder.

Masters dates out

Masters Historic Racing has confirmed its 2018 calendar, with key UK dates at Brands Hatch (May 26/27) and the Silverstone Classic (July 20-22). The Masters season will start at the Motor Legend Festival at the former Italian Grand Prix venue of Imola (April 20-22). This will be the first time the Masters race series have visited Imola.

McRae's outing

Jimmy McRae contested the Roger Albert Clark Rally over the weekend in Mick Strafford's Chevrolet-engined Vauxhall Fireza 41 years after his debut on the RAC Rally in a Vauxhall Magnum. The Scottish veteran tackled the original event 17 times and this was his fourth Roger Albert Clark, which he won in 2006.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Meeke will be one to watch in Australia

MEEKE

LEADS THE LINE FOR BRITISH HAT-TRICK

Home-grown drivers are on the cusp of making it three wins in a row



Evans goes in to Oz off the back of maiden victory

By David Evans

Britain stands on the verge of a World Rally Championship hat-trick for the first time in 16 years as Kris Meeke and Elfyn Evans head Down Under for this week's Rally Australia.

Citroën star Meeke won Rally Spain early last month while his countryman Evans dominated his home round of the series three weeks later. Victory for either of them in Coffs Harbour would mean the Union Flag flying high over three successive WRC rounds for the first time since Colin McRae won Argentina, Cyprus and the Acropolis Rallies in 2001.

As detailed in last week's *Motorsport News*, Evans' chances of success look slim, with DMACK's made-for-Wales tyre likely to struggle in the heat of an Australian summer.

Meeke, however, is increasingly seen

as favourite for a rally he's led the last two times he's started it.

"I don't know about the [possible] result," said Meeke, who made an impression on his first appearance in Coffs Harbour when he won the qualifying stage on only his second-ever outing in a DS3 WRC. "It would be great to end the year on a high and we've gone well here in the past. I didn't do the rally last year and I didn't do the recce, but that shouldn't be too much of a problem. A few of the stages we did in 2015 were turned around and run in the opposite direction last season, so we're missing a bit of experience there."

The New South Wales stages are renowned for their cleaning effect, but a greater percentage of forest roads this week is likely to reduce the disadvantage that comes for the first car in.

Neuville is on for second spot

"I'm not sure how much cleaning there will be on the first day," said Meeke, who starts sixth on the road. "The roads which clean more on Saturday – the likes of Nambucca are notorious for that; the difference between first on the road and 10th could be as much as a second per kilometre, but everybody will be in their positions by Saturday [with the classification of the factory drivers reversed for days two and three]."

Meeke admitted he headed south for the final round with his mid-season



troubles well and truly behind him.

"Spain was good," he said, "and I'll be honest, I really enjoyed my [Rally] GB. I know I was seventh, but I was around 40 seconds down on Thierry [Neuville, the top Michelin runner in second place]. OK, he had a 10-second penalty, but it shows just how close that fight was. Everything feels good and nicely settled right now."

"I'm looking forward to Australia, I've always really enjoyed the rally. The stages are all a real challenge and the long one in Nambucca is one of the best in the championship. I only ever did the recce for Rally New Zealand, but it has a real feel of the roads over there, it's fantastic."

Hyundai drivers Hayden Paddon and last year's winner in Australia, Andreas Mikkelsen – both of whom start behind Meeke on the road – are likely to be a threat for victory this week.

"This is probably my favourite rally of the season," said Mikkelsen. "We have a good place to start on the road, so let's see if we can make the most of it."

Their fellow i20 Coupe WRC driver Neuville is on a charge as he attempts to land second place in the championship behind Ogier. He starts Australia 14 points ahead of his only rival for runner-up spot, Ott Tänak.

Neuville said: "My aim for this final rally is clear: to secure our second place in the championship. We know we have the technical package to compete at the front, so with the addition of a bit of luck I am hopeful we can do what we need to do."

For M-Sport, the focus will be on completing an astonishing season, with a top-three finish on Sunday meaning there will have been one of the Cumbrian firm's cars on the podium on every one of this season's 13 WRC rounds.

HOW HARD CAN CO-DRIVING IN THE WRC REALLY BE?

PAGE 20



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"I could be a world champion passenger..."
WRC co-driving, done badly, p20



DMACK

TO WITHDRAW FROM BACKING WRC ATTACK



DMACK has been a supplier to M-Sport

DMACK will not retain its full-time presence in the World Rally Championship next season, despite Elfyn Evans bagging the British tyre firm its maiden series win in Wales.

DMACK managing director Dick Cormack says sporting success has come at the cost of development and supplying key markets around the world, prompting a change of approach for this year.

Cormack told *Motorsport News*: "For the last two years, we have been focused on running a car in the World Rally Championship. In 2016, we ran Ott Tanak in the DMACK World Rally Team. This year, because of regulation change in the series, we haven't been able to run our own team, but instead we have been M-Sport's third official manufacturer car.

"We've generated huge success for DMACK and made a significant contribution to the M-Sport World Rally Team's title-winning season. But now it's time to step back from there; the commitment to competition this season has taken its toll on our test programme. It's time for us to focus on further development in areas like our asphalt tyre and to be returning to the core customer base in areas like WRC2."

Since its arrival in the sport nine years ago, DMACK and M-Sport have remained closely tied with links in the main WRC field, WRC2 and Drive DMACK Fiesta Trophy (DDFT) and

Junior WRC. That could change next season, with the potential for DMACK to supply another team.

"We're talking to Malcolm [Wilson, M-Sport team principal] about next year, of course we are," said Cormack, "but he understands there are other teams out there."

Cormack wouldn't be drawn on details of any negotiations with Hyundai, Toyota or Citroen, but said: "We're not ready to supply a main manufacturer for a full season yet. We know we have to work on certain areas, but as we've shown this year we have a rally-winning tyre which, on a [manufacturer's] third or fourth car could be extremely valuable in terms of points next year."

Cormack added that DMACK would be scaling back its potential commitment to the Junior WRC. "We got real value out of the DDFT," he said, "but I'm not sure how much we've had since going back to JWRC. We've put a proposal together, but it's not to the same level as it was. We have investors and shareholders we have to satisfy and, understandably, they want a fresh focus on the commercial side of the company.

"Our focus on winning the world championship remains absolute, but we need a season of development and reconnection with our key markets. We're not walking away from the WRC, and if we can't find [a manufacturer] deal then we will pick some events and run a hired car."

GROUP RALLYING EDITOR

DAVID EVANS

"Australia is one of the least locally attended events"



As I type, a Ford Escort RS1800 has just dropped the clutch off the line at the start of the Newcastleton stage. It's just after 0800hrs on Monday. Last night, mid-Countryfile, the cars were just south of Eskdalemuir in some of the most evocatively named stages in the world; Castle O'er closed Sunday out. Friday was Wales. Saturday was Kielder.

Following a second run through Falstone (the 30th stage of the event) the Roger Albert Clark Rally finished at Kielder Water.

Who won? Don't know. And quite frankly, I don't care (although I really hope Marty McCormack managed a two-minute gap to the finish). What's important here is that this event survives and flourishes. Four days and 300 competitive miles takes us back to the halcyon days of the mid-1990s; the massed ranks of RS1800s, RS1600s and a Lancia Stratos, the Sixties and Seventies.

A linear route running up country in November. What's not to love?

And people have clearly fallen for the R.A.C. all over again. There was always a buzz about this event, but the love coming through social media from the first stage at Shelsley Walsh was incredible. It's the first time I've come close to appreciating an atmosphere in 140 characters. Count me in next year.

So, that's congratulations to the organisers of a superb rally. And now more congratulations to Mattias Ekstrom for, er, finishing second in World RX.

Am I missing something? It's the same with Thierry Neuville and Ott Tanak in Australia this week – all the talk's about who's going to finish second. What happened to second being the first loser? A Belgian-Estonian scrap over some WRC silver really doesn't excite me. What excites me is the prospect of another totally wide open, world-class battle in breathtaking cars on brilliant roads. Ahead of six people. Seven if Brett gets his sheep sheared in time. Apologies for reaching so easily for the national stereotype, but this week will be one of the least locally appreciated rallies of the year.

From a sporting perspective, Australia is – and always has been – a standout event. But the lack of fans is becoming ever-more noticeable when it's stacked up against the likes of Finland and Wales. And you can't use the European argument, look at how numbers of spectators in Mexico have rocketed in recent years. More on this topic next week.

But I'll finish with a rearward look of appreciation. This time the admiration is saved for Chris Sclater. I'm embarrassed to admit I knew little of the 1971 British Rally champion beyond the fact that I'd been regularly castigated for spelling his name wrong in my early days at *MN*. So when Jonathan Pulleyn got in touch to ask if I'd be interested in taking a look at his book on Sclater, I was delighted. And what a treat *Memories of a Rally Champion* is. Pulleyn has pulled together facts, figures, anecdotes (including John Davenport's recollection of 180 cars being caught speeding on the 1973 Monte) and plenty of *Motoring News* quotes to capture and showcase Sclater's career quite superbly. To get your copy head to cjpublishations.co.uk.

VW Polo wraps up another rally title... in Austria

Volkswagen might not have continued its domination of the World Rally Championship, but, courtesy of Raimund Baumschlager, its venerable Polo R WRC is still breaking records. Baumschlager used an ex-Sebastien Ogier car to clinch his 14th Austrian Rally Championship title at last weekend's Waldviertel Rally. While

Mohammed bin Sulayem has won 14 Middle East titles, nobody has previously won their domestic series that number of times before. Going into the final stage of the event, Baumschlager had to overturn a 0.8-second deficit to championship rival Hermann Neubauer to take the championship glory.

Baumschlager said: "Given the way that the championship and the final stage panned out, I have to say that this is my nicest title. Also because it will most probably be my last national title." On a sadder note, last weekend was the 37th and final time the Waldviertel (formerly known as Semperit) Rally will run due to a lack of entries.



Baumschlager's ex-Ogier Polo took the title

Rovanpera in a class of his own

Kalle Rovanpera is all but guaranteed his maiden World Rally Championship class win at this week's Rally Australia – as he's the only entry in WRC2.

The 17-year-old Finn, who only passed his driving test on October 2, starts his second WRC round in three weeks in Coff's Harbour, driving a Ford Fiesta R5. With this year's WRC2 title already decided in Pontus Tidemand's favour, there's little appetite for the southern hemisphere trip, leaving Rovanpera shooting at an open goal.

He's hoping for an easier ride than he had in Wales last month, when he slid off the road on the opening day.

"I'm hoping Australia should be more straightforward," he told *MN*. "Wales was quite complicated with the grip and the conditions, but hopefully Australia could be more consistent and a bit better for me."

Dani Sordo accepts terms to be Hyundai's part-time WRC driver

Hyundai driver Dani Sordo has accepted a limited programme of rallies next season, despite having a contract that stipulates he competes on every event.

Andreas Mikkelsen's arrival at Hyundai Motorsport has put the squeeze on the current drivers, with only three i20 Coupe WRCs available for the four drivers. Team principal Michel Nandan told *MN* last month the third car would have to be shared – most likely by Sordo and Hayden Paddon. Sordo

says he's relaxed about the situation he's now in.

"I have a contract with Hyundai," he told Spanish website *Marca*. "The agreement is to make the whole world championship, but it will not be like that. I'm not going to protest or fight with them. Right now it's not my priority to do the whole world championship, what I want, above all, is to win rallies.

"Now there's [Thierry] Neuville and Mikkelsen, who have both had

a very good race in Wales; it's not that they have more power, but the fact is that they've been those chosen to do the whole championship next year. I hope they do well."

Sordo, who misses this week's Rally Australia, expects to start seven or eight rounds next season and will certainly tackle all the asphalt rallies.

Next year will be Sordo's 13th consecutive season at the highest level of world rallying.



Giandomenico Basso helped Hyundai to its inaugural international rally title last weekend, when the privateer i20 R5 driver took the Tour European Rally crown with victory at the Rally du Valais in Switzerland. The Italian won the TER championship with one round remaining, next weekend's Tuscan Rewind Rally.

AGREE/DISAGREE?
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RALLY NEWS

Photos: Jakob Ebrej

IRISH TARMAC HUNTS FOR GALWAY EVENT REPLACEMENT

Opening round cancelled amid financial difficulties



Garry Jennings won 2017 Galway

By Jack Benyon

The Irish Tarmac Rally Championship chiefs will make a decision on the 2018 schedule following a meeting in Dublin on Sunday after bosses of the Galway International Rally announced last week that it wouldn't run in 2018.

Galway, the curtain-raiser for the ITRC usually held in February, will not run for the first time since 1971. A "lack of finances" has been cited the key reason for not being able to run.

"It's not easy organising a rally these days: there's all sorts of pressures," said David Gray, chairman of the Tarmac Rallies Organising Association, which runs the ITRC.

"That they have to make a decision which they're not happy with – nobody is happy with – is a tough call. But if they weren't happy with the way things were going then it is best to do it now rather than two weeks before the rally. I have sympathy for them.

"The organisers have obviously faced a number of obstacles which meant they couldn't run, and that's very sad."

The directors of Galway Motor Club, which runs the event, issued a statement on the decision on November 10 (see below).

GMC chairman Pat Shiel said: "Not having a rally next year will be very disappointing for hundreds of intending competitors and volunteers, who start their motorsport year in Galway each February.

"However, the club could not carry the financial risk involved should key elements to its success not fall into place in time. The

club fully intends to have the event back in Galway in February 2019."

Gray confirmed to *Motorsport News* that the series had options for a replacement, or instead could run as a six-round championship for the second year in a row.

"We always have a plan B. We learned that lesson from last year," said Gray.

The Circuit of Ireland was cancelled at late notice last year, which also forced the championship to run across six rounds, instead of its preferred seven-round format.

Gray added: "There are a number of rallies which would be very keen to be part of the championship because the championship is now successful. By coincidence, we have a scheduled meeting in Dublin on Sunday. The matter will be discussed there. A decision will be made there. The other option is we leave it at six."

Gray would prefer a five scores out of seven round format as it is more likely to produce a title battle on the last round, as it did in 2016 when Keith Cronin won the title and four drivers had the chance to win. With this year's five scores from six rounds format, Sam Moffett only had to start the final round to seal the title.

The loss of the Galway Rally comes during an ongoing insurance crisis in Ireland. Motorsport Ireland, the sport's governing body in the country, has struggled to find an insurer to underwrite event insurance at a reasonable cost, which has impacted competitors in the form of a levy on entry fees.

STATEMENT ISSUED BY DIRECTORS OF GALWAY MOTOR CLUB

Galway Motor Club has been promoting the Galway International Rally as an annual event since 1971. It is one of the longest running International sporting events

in Ireland, bringing a substantial tourism boost to County Galway each February. It acts as the first counting round of the Irish Tarmac Rally Championships, attracting

the best rally drivers and professional and amateur teams from all over Ireland, the UK, and beyond. The 2017 winner was Gary Jennings from Fermanagh

in his Subaru World Rally Car. The decision not to run the 2018 event was a very difficult one for the organisers. Despite enthusiastic and committed sponsors being on board, a gap

in finances still existed, which together with certain logistical issues, meant that the decision to cancel at this point in time was the right one. Announcing the decision at

this stage will enable championship organisers, loyal competitors and all stakeholders to make alternative arrangements for 2018.

Greer targets new Citroen R5 for 2018 competition

Jonny Greer has confirmed his interest in the new Citroen C3 R5 for use in 2018.

The car is expected to be homologated in time to compete in the World and European Rally Championships next year, but newly-crowned Northern Ireland Rally champion Greer could be the first to campaign one of the new cars in the UK and Ireland.

Greer has campaigned a DS 3 R5 longer than any other competitor in the region, having done so since 2015.

He met with officials from Citroen Sport during last month's Wales Rally GB with a detailed update on the C3's progress given.

Greer's father, David, has a close working relationship with the French company as he has run a number of

its cars privately for some time.

"If the new C3 was ready in time for March and we could get a car then of course we will look at ways of bringing it here," explained Greer.

"That would work out well for us in terms of whatever championship we decide to do, but if it doesn't materialise more updates are in the pipeline for the DS3.

"It's understandable that drivers competing in WRC2 will be given priority as that is where Citroen is aiming the car at.

"At the same time Citroen has seen the success we have had over here with the DS 3 R5 so I suppose anything is possible."

Greer is undecided as to whether he'll defend his Northern Irish title.



Greer: sure on car, but not championship

Billy Coleman Award final seven

The finalists of the Billy Coleman award were undergoing interviews earlier this week in a bid to win a prize of €50,000 (£44,519).

Seven candidates were due to be interviewed on Tuesday, November 14. They will be narrowed down to three, and the winner will be announced at a champions lunch on December 5.

The winner will receive the financial support, plus the aid of Billy Coleman Award co-ordinator Ger Healy. The two runners-up will receive free entries into "a number of MI permitted events in 2018".



Devine received a wild card entry into the final seven

Among the candidates aiming to succeed last year's winner Josh Moffett – who used the funding to compete in the European Rally Championship – is Callum Devine, Prestone Motorsport News Junior British Rally champion. He also made the

final three last year. Junior Irish Tarmac Rally champion Jenna McCann and ITRC Modified champion Kevin Eves have also made the final seven candidates.

Gary Kiernan was also nominated but has elected not to take part in the process.

CANDIDATES

Michael Boyle
Kevin Eves
Johnny Treanor
John O'Sullivan
Brian Brady
Callum Devine
Jenna McCann

'Callum Black nets Welsh rally title'
Wyedean Stages report, p24



Photos: Jakob Ebrey, Paul Lawrence, SMJ Photography

PORSCHE IN BUILD FOR MN CIRCUIT CHAMPIONSHIP



Carannante has used old BMW while waiting



Caymans have been raced in GT contests but not yet rallied

Fun Cup racer Ciro Carannante is building a Porsche Cayman ready to compete in the Motorsport News Circuit Rally Championship.

Carannante started rallying in 1979 and has been out of action since the 2000s, until he returned to the Neil Howard Stages earlier this month in his BMW Challenge car, which had been sat for eight years without use.

"I had no intention of the BMW being out, I was trying to buy a full Millington Escort but it fell through," explained Carannante. "I started that in April. It was difficult to source. I thought 'sod it I'm going to build a car'. And I'm not going to have an Escort, they look old."

Instead, Carannante, brother of BTRDA rally driver Toni, set about work on a unique Porsche. "It's perfect for D1," he said of the Cayman. "It has a bit more traction than the BMW. It's in my garage and I'm spending hours on it every night. I'm hoping to be out for Knockhill [on December 3]. Cadwell this weekend will be another BMW job."

The Porsche Cayman is a 2.9-litre model – the maximum engine capacity

that can receive an MSA logbook is three-litre – and he will develop the car over the course of the 2017-18 season.

"To get the Porsche competitive I'm only going to spend on things that make a difference. Essentially when it first goes out it will be largely standard.

"They built them with a 2.9 engine for a short period and that's what I've got. It's 275bhp out of the box. Because the gearbox points the wrong way I can't have a GT3 paddleshift or anything like that. I'm hoping I can manage with the standard 'box and just reduce the final drive."

Carannante will use the BMW on the next round of the MN Circuit Rally Championship at Cadwell Park.

Reigning champion Ian Woodhouse will start as the first seeded entry, while championship leader Chris West starts third. Sandwiched between is multiple Cadwell winner David Tinn.

After scoring a top six finish at the opening round in Oulton, 17th seed Joshua Davey could be the driver to watch in the order.

Group B parade at Cadwell Park this weekend

Cadwell Park has a demo of Group B and historic rally cars at this weekend's Cadwell Stages Rally, the second round of the Motorsport News Circuit Rally Championship.

Paul Woodford, circuit manager at Cadwell Park and presenter of Special Stage TV programmes on Motorsport.tv, has been instrumental in gathering machinery which will be on static display and then run on the track after the last stage of the rally.

"We've got some interesting cars

in the display including some Group B cars; a quattro, Metro 6R4 and a Lancia Stratos," said Woodford. "I want to inspire people to learn about what rallying is about then hopefully they'll want to get out and watch in the forests or the WRC."

"My earliest rally memory is watching rallying at Cadwell Park. It was the first time I'd seen a 6R4, which was Brian Bell's at the time."

The event plans to have 15-16 cars on display and demonstration, also including a rare Fiat Ritmo.

SEEDING ENTRY LIST

NHMC Cadwell Stages Rally, November 18

NO	DRIVER/CO-DRIVER	CAR
1	Ian Woodhouse/Jason Leaf	Ford Escort Mk2
2	David Tinn/Alice Tinn	Proton Satria Neo S2500
3	Chris West/Keith Hounslow	Peugeot 306 Maxi
4	John Stone/Jack Morton	Ford Fiesta S2500
5	Martin Hodgson/Tony Jones	Ford Escort Mk2
6	Graeme Bell/Russ Radford	Proton Satria Millington S2500
7	Mark Kelly/Andy Baker	Ford Escort Mk2
8	Peter Stephenson/Patrick Walsh	Subaru P2000 WRC
9	Craig Pennington/Wayne Priest	Volkswagen Polo Prototype
10	Stephen Tilburn/Jack Tilburn	Ford Escort Mk2

Bennett switches to Fiesta for Grizedale

Former Junior 1000 frontrunner Peter Bennett will tackle the Grizedale Stages Rally on December 2 in a recently-acquired Ford Fiesta R2.

The switch to Ford comes after his Skoda Fabia R2 crashed heavily into a concrete gatepost during September's Wexford Stages Rally.

"The Fabia was completely written off," said Bennett. "The Fiesta R2 was available and in the right budget level for us."

The 17-year-old now has his sights set on competing in next year's British Rally Championship Cadet Class, which his Fiesta R2 is eligible for. "Grizedale is one of the last gravel events of the season," said Bennett. "It will lead us into the new year where the first few rounds [of the BRC] are gravel. I don't have any experience of gravel yet."



The Spencer Sport team held a test day earlier this month to experience its R5-spec Mitsubishi Mirage. The car was driven by a number of drivers including World Cup-winning mountain biker Gee Atherton (pictured, left), and British Rally Championship Cadet Class frontrunner, Tom Williams. BRC frontrunner Osian Pryce – who has driven the car in competition before – was on hand to give tuition in the co-driver's seat (pictured, right).

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"R.A.C. Rally back and better than ever in 2017"



Perez's Stratos back on gravel was a highlight of R.A.C.

I was lucky enough to be taking in rallying with my dad when I was just a lad so I have memories from half a century of the sport: from Roger Clark to Elfyn Evans and everyone in between.

However, some of the best memories I have are from 12 editions of the Roger Albert Clark Rally and last weekend added so many more. Four days in epic stages from Gwibedog in Wales to Greskine in southern Scotland via Kielder.

It all started at Shelsley Walsh on Friday morning and 2014 winner Matthew Robinson set the tone for the event when he dropped the clutch at 8000rpm and fired his Ford Escort Mk2 into the rally. The BDG lump barked its way up the side of the Teme Valley to the delight of a massive crowd.

Next up was a flowing downhill section in Gwibedog topped by the awesome sound of the Lancia Stratos of Steve Perez. After a host of dramas with the Stratos, Perez boldly brought it back to the forests for the event that first inspired the project. Listening to it powering up out of the valley made the hairs on the back of my neck stand up.

Sixteen hours and 300 miles later we were in Shepherdshield on the southern fringe of the Kielder complex but the highlight of Saturday was the later Harwood stage as darkness fell. It was a stunning starlit night as the temperature dropped below freezing and the stillness of the night was punctuated by high-revving BDG engines and headlights tracking across the horizon.

Sunday was another epic day, starting in the spectacular Greskine stage up above the M74, 30 miles over the Scottish border, while Monday was all about the daunting challenge of Kielder in a tough final leg.

This event is so much more than a rally. It is a total adventure in which the crews, teams, spectators and marshals immerse themselves for four days. Normal life and the worries of the world are replaced by camaraderie, tales of heroic adventure and outrageous efforts by service crew pepper the event.

Ludlow's Henri Grehan was a classic example of what makes this rally so special. His Escort Mk2 developed engine problems on Friday, which would normally have been the end of his rally. But his crew went back to base, rebuilt the engine and got to Carlisle in time to restart on Saturday morning. By early afternoon the car had been rolled after a misheard note but once again the crew set to and fixed the damage enough for another restart on Sunday. It is that sort of rally.

The Roger Albert had not run since 2014 but last weekend it came back bigger and tougher than ever before. It is provisionally set to run again in 2019 and, no matter what your role in the sport, don't miss it for this is an absolute gem.

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

CONGRATULATIONS

To Martin McCormack & Barney Mitchell for taking victory at the 2017 Roger Albert Clark Rally

An extra congratulations to Keith Cronin, Callum Devine, Josh Cornwell and Nabila Tejpar on winning their respective categories in the BRC earlier this year!



CONGRATULATIONS

To Callum Black for his win on the Winner Garage SKODA Wyedean Stages! We would also like to thank the sponsors, co-sponsors and stage marshals for making the event a success.

ŠKODA



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JOHN EASSON AWARD FINALISTS ANNOUNCED

Co-driver makes final of £6000 prize for first time



Sam Bilham won 2016 award

By Jack Benyon

The finalists for this year's John Easson Award have been revealed, as one driver or co-driver will win a prize fund worth £6000 for 2018.

George Lepley, who was a finalist last year and has dovetailed sporadic outings this year with university, while BTRDA 1400 driver Tommi Meadows and BTRDA 1400 champion co-driver Chris Sharpe-Simkiss make the top three.

Meadows finished second twice in the 1400S class on events this year, but suffered reliability issues which plagued his campaign. Lepley finished second in class B10 on his Ford Fiesta R2 debut on the Trackrod Rally. Sharpe-Simkiss is the first co-driver to make the final of the award since it began in 2004, and he partnered Jerseyman Ed Fossey to 1400 and 1400S success. Lepley is the only returning finalist, having been beaten to the award in 2016 by Sam Bilham, who used the prize to compete in and win the Fiesta ST Trophy in the BTRDA this season.

The award is given in honour of John Easson, a regular rally competitor who lost his life in an air accident in 1999. New for this year, the award will add £1000 if the winner wins their class in 2018. The winner will receive £5000 towards entry fees next year regardless of where they finish in class.

IN THE SERVICE PARK

JASON BLACK

Age: 20 From: Armagh Junior Border Rally champion, and also very rapid in a 1600cc Toyota Starlet

He was born into a rallying family

"My dad, Brian Black, has been rallying for the past 40 years so it was hard to avoid in our house. I've been supporting him at rallies for as long as I can remember. Then I started videoing at events for Black Motorsport Videos, attending upwards of 30 rallies a year. I started competing myself when I was 14-years-old doing ralliesprints in a Peugeot 106. I didn't do many events for the first couple of years as I wasn't earning much at the time. Then I sold the 106 to make way for a Toyota Starlet bodysell."

He then built up a Toyota Starlet

"I bought the Starlet bodysell in May 2013. Progress was slow at the start until I finished school and got a job. After that, I built it up as quickly as I could afford to. It was a team effort to get it finished, but thanks to the hard work of my dad, my brother, and Gerry Buckley it all came together nicely, ready for the 2017 season."

He thinks the Starlet is better than a Mk2

"Dad has had a Starlet for almost 20 years and my interest kind of sparked from that. At a young age I attended a lot of rallies with MS Motorsport, which looks after the Moffett Starlets. That added to my love of them. A major advantage of a Starlet is how nimble and lightweight it is compared to a Ford Escort Mk2."

Junior rallying in Ireland is tough

"It is one of the most competitive classes in Ireland. Clubs and championships have set up some good prizes, which is very helpful for young people starting out. This year I thought it would be a steep learning curve but I seem to adapt quite quickly to listening to pacenotes as the results have shown. I've had numerous class wins as well as securing Junior class honours in the Border Rally Championship."

One year at a time

"For next year my focus is on the Junior National Rally Championship with the aim of getting a Billy Coleman Award nomination and the £60,000 prize [£53,000]. I would like to do the Irish Tarmac Rally Championship too if I can get the budget."

Adam Hall



Jason Black: Starlet star

THE FINALISTS

The winner will be chosen by a judging panel which will interview each candidate individually before deciding the person who will best represent the award. The winner will be revealed later this month. Each finalist gave MN their opinion on being nominated:

George Lepley

Age: 18

"I think a lot of winners are previous finalists and they encourage people to re-enter so there's no

reason why we wouldn't enter. I hope I'm in a good position after last year. It's really important for me to win because being a student at university it's hard to make the finances to go rallying add up. Without winning I won't be able to fund a full season of rallying."

Tommi Meadows

Age: 17

"It's something I've wanted to win for years and really wanted to make the final this year.

I'm really happy to be in the final, and what an award, you can't win anything like this anywhere else [in rallying]. If I were to win the award, the £5000 prize would be massive. My rallying is funded by myself and my dad. There are a few sponsors who help us but it would pay my entry fees for the BTRDA and that would open everything up, to do more testing and some Tarmac events on the side too, to get more experience and time in the car."

Chris Sharpe-Simkiss

Age: 23

"It's great, I'm the first navigator to get into the final three, which is fantastic. The hard work is paying off. The likes of Chris Ingram have won it before, it's fantastic to be nominated. Hopefully it can progress me into European rallying. The plan next year is to work more with Ed Fossey again and potentially compete in Belgium, so the award would mean a lot to my future plans and career."

Co-driver Roberts stars on Isle of Man

Top-level co-driver Dai Roberts was delighted with his first closed-road event as a driver.

He finished last weekend's Pokerstars Rally on the Isle of Man in 20th position and third in class in his Peugeot 205.

"We made a good start on Friday night but then the decision to take slicks on the second loop was a bit brave and it didn't work [as rain came]," said the Welshman, who had previously only driven on single-venue events.

"We came here to get to the

finish and had a few little issues on Saturday morning, but put in a big push on the last three stages. My experience here in the past definitely helped, conditions were tricky, but it is the best feeling ever, we'll be back!"

Fellow frontrunning rally co-driver Dale Furniss was also due to make his closed-road rally debut driving in his VW Golf, but didn't compete after engine problems with his car on the way to the start.



Dai Roberts - brother of the late Gareth - was quick in Jurby

Whyte targets Scottish Championship after stunning rally debut

Lawrence Whyte is targeting a Scottish Rally Championship bid in 2018 after scoring a top five in his first-ever rally on the Wydean Stages last weekend.

The Scot had never competed in a car before, but after an afternoon push, he put his M-Sport-prepared Ford Fiesta into the top five, despite only having a short test in the car before the event.

"I'm delighted, just trying to let it sink in," said Whyte, who was co-driven by Patrick Walsh. "That was my first time on a stage event

and with a co-driver in the car. I had 10 years in quad racing and that career finished a year ago.

"We went in aiming to have some fun, but after we did the four



stages and came back in we saw we were sitting in the top 10 so we decided to push on more and ended up with fifth."

Whyte confirmed to MN that talks were taking place over more events in the future.

"With a result like that we'll have to do some more," he said. "We're thinking about doing the Scottish championship at the moment. There's talks ongoing at the minute, we'll have to wait and see."

Whyte stunned on his first rally

Mull man Mackinnon says R5 is the choice if he returns to the event

After driving a Ford Fiesta for the first time on the Pokerstars Rally, former Mull Rally winner Paul Mackinnon feels an R5 car would now be a necessity to challenge for victory on his home event in Scotland.

A number of Mull competitors entered the Pokerstars rally as an alternative, as the island event didn't run this year due to difficulty in gaining insurance. Mackinnon, a nine-time Mull winner - the most of any driver -

believes the R5 formula would suit Mull better than his Subaru Impreza. John MacCrone used a Ford Fiesta R5 to win Mull in 2016.

"The big difference is in the chassis and brakes," said Mackinnon. "It wouldn't have the power of the Subaru [his own car], but once it's up to speed you can carry so much more through the corners, especially in Mull where we don't have the big straights we had here, so it would be far more stable."

"It was a lot to learn, especially with no test beforehand, and one of the hardest events to try it on given the conditions. With more time in the car it'd be there, and the time would come in the 'maybe' corners."

Mackinnon has not started a rally in over a year and his last finish was the same Manx event two years ago. Despite a puncture, and power steering failure he was fastest on four stages to finish second.

INSIGHT: TOP-FLIGHT CO-DRIVING

FLUFFING THE LINES AT 13

David Evans realised that co-driving isn't just sitting down



Meeke was very disparaging about his new co-driver



Co-driving. How hard can it be? If you can sit down you're halfway there and if you can read, job done. That was what I told Paul Nagle after a glass of red wine the night before I replaced him in the seat alongside Kris Meeke.

The next morning I was, sort of, wishing I hadn't been quite so bold; I'd got the sitting down bit sorted. It was just the reading I was struggling with. Seriously, I can read. And I thought I could read pacenotes. I'd done a half-decent job on the odd occasion I'd accompanied folk through the forest before – I'd even managed to get Stéphane Peterhansel through a Dakar test. Admittedly, there hadn't been any dunes – or even any junctions – but we didn't get lost. Or crash.

I'm genuinely afraid both might be about to happen.

And now Nagle's back. And he's got a bit more to say.

I'll shut the door. That'll help. Hmm, strapped firmly into Citroën's C3 WRC, I can't even reach my own pocket, let alone the door. I'll put my crash helmet on instead. Block him out that way.

"Watch these bits," Nagle grins, leaning into the car and pointing to a couple of 'fives' in the notes. "You'll be really moving there and it's so important you get him slowed down for that slower corner coming up. Don't forget to change your tone of voice. And speak clearly. But don't shout."

Shut. Up.

And now it's coming from the other side too.

"Sorted?" says Meeke with a stern look on his face. "I need these notes, I haven't been around here much and you know when you've got notes coming, as a driver, you follow them instinctively..."

Seriously?

"It's true. Now come on, give me the first note."

This really is happening. More than ever I'm regretting following up my appraisal of the work of a co-driver with a jovial recollection of the story about world champion drivers being accompanied by the 'World Passenger Champion.'

Not even my mate Scott Martin found that one funny. No sense of humour some people.

"Watch the clock," Meeke tells me.

What? You've just asked for the first note – which is it buster? One or the other, only got one pair of eyes on this side of the car...

"Three hundred, four-right tightens over crest," I tell him.

"Countdown!"

Oops... Fortunately, KM's noticed the clock ticking down, pulled first at 10 seconds and flicked us into 'stage' mode at three seconds. That reminded me.

"Two, one, go!"

Rubber digs dirt and drop-kicks us towards the horizon.

Holy...

"NOTES!"

Crikey. Alright, Mr Shouty.

"Three hundred right!"

What? Was that me? Did I really say that? I did, didn't I.

"What?"

Bugger.

So far, you might have the impression that I haven't taken the job of co-driving Meeke terribly seriously. Actually, I have. After the recce, I've watched the video and taken advice from Scotty and Paul; lots of it – once they forgave me for the whole Bordeaux-fuelled World Passenger thing.

They were both brilliant, even if it did get slightly complicated when I tried to read Scott's Craig Breen notes. Both Breen and Meeke use a number system: one to six. Meeke follows the old Colin McRae plan of linking the speed-indicating number to gears; one is slow (first gear) and six is fast (sixth gear). Breen's system is the complete opposite, six being a virtual hairpin.

I'm going through Scott's notes and converting them. What can go wrong?

Scott: "So that's a six left there."

Six left.

"Six? No, no, no, I meant one. It's a one left."

Repeat this three or four times and it's remarkable how one person can find something so unamusing while, for others, it just gets funnier and funnier.

Where was I? Ah, yes, confusing 300 for three left. Or was it right? You get the gist of my problem. But I was genuinely confused. I'd read this thing about 10 times and could recite the first couple of pages of notes off by heart. Yet I'd fluffed the first line.

I had to pick this thing up. I offered a nervous laugh, apologised and gave Kris an affectionate, let's-not-let-this-spoil-our-relationship kind of pat on the arm.

That didn't go well. He'd pulled fourth and we were hammering towards a long-ish right.

"What's coming?" he shouted in a very much don't-touch-me-again kind of way. That was it. I started reading.

"Thirty one left opens into late hairpin right 30 one left short 80 two right minus 50 five right tightens..."

My sentence was interrupted.

"Slow down! You're way ahead of me," Meeke said.

My response probably wasn't typical of his previous co-drivers.

"Crack on then!"

It was then that it dawned on me, this wasn't going very well. In all honesty, it didn't get much better. We did some skids, got back to the team and I got out. Slightly chastened.

Slightly?

Chastened?

I was humiliated.

On the upside, I didn't throw up.

On the downside, Nagle was waiting for me.

I made a half-hearted attempt at being upbeat, but the look Meeke shot me told its own tale. Kris really was quite uncharitable about my efforts. I would have settled for the line which became something of an annual anthem to my school report: "He could do better."

It was nothing like as upbeat.

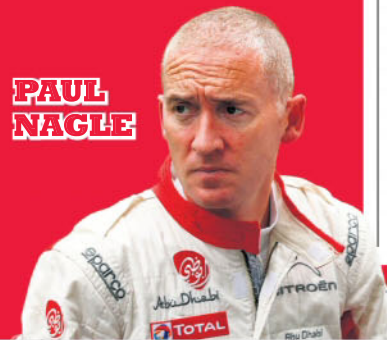
Fortunately, I found a bowl of Haribo cola bottles and took solace in them.

Over an understandably lonely lunch, news is delivered. It's good and bad. Turns out the video thing hasn't videoed. That's the good news: there's now no record of my incompetence.

The bad news is they're giving me

"You'll be really moving in there"

PAUL NAGLE



The fast corners were the ones where

TRUMPH

... and reading



Evans learned how to read the notes



Meeke is smiling here – he wasn't later...

another go. And this time they're going to press the record button.

Great.
 "Come on," says Meeke with a grin, "what's the worst that can happen?"
 Seriously torn between some sort of prawn toast-type arrangement and the seat beside the Rally Spain winner... I go for both and clamber aboard, pacenote book in one hand, lunch in the other.
 "This time," he says, "don't just blabber it all out. Feel what the car's doing, call the next corner when we're halfway down the straight. Think of being a corner and a half ahead."
 That's fine, but what if we're going really fast down a short straight? When then? And who counts time in corners? Or corners and a half?
 Enough. Enough with the nonsense. Let's just get on with it.



Our man Evans had to time his notes

Startline. Deep breath.
 "Ten seconds."
 Clunk. First.
 "Five..."
 Meeke flicks a switch and buries the throttle. We're ready to launch.
 "Go!"
 And we're gone.
 In all honesty, the launch isn't too violent. In the time since my last attempt, Meeke has done a few more runs and the road's started to cut up off the line. Sticky slicks on a baking Spanish startline would undoubtedly rearrange my insides. But initial wheelspin is countered by electronic French trickery and we're soon picking up gears and speed at a staggering rate.
 This time I've delivered line one at roughly the right time and in the right place.
 "Three hundred, four-right tightens over crest."
 Bingo.
 Looking at the note, I remembered Nagle's advice about underlining ("Anything underlined needs to be read as one sentence..."). Oops. There's a bit more to come.
 Just as we're heading into the four right, I repeat the call.
 "Four-right tightens over crest for 100, tightens two-right at sign."
 By the time I've got that out, we're halfway down the hundred and KM's a touch too quick into the next corner.
 "Quicker!" he barks.
 This time I don't panic. I call the next corner, but actually process what it means.
 One left, short. That's a first-gear

corner. That means we'll be going slowly. Silently, I look at the next line, which starts with 80 – that buys me a nanosecond. Deliver. Next one? Second gear corner, keep it steady. Hairpin, again, no need to gabble. Get through the corner, look up, check and talk.
 It's making sense. Now for the quicker stuff with some fourth and fifth-gear corners. Again, I just keep myself in check.
 I've got it. Well actually, I haven't. But I'm definitely less bad. I've started to understand that it's about using all the senses; feeling the direction change through the seat, taking in the speed and looking up to find out where we are.
 The stage slows again with: "One right and one left narrows under bridge."
 As we pass beneath the bridge, I decide to be even more helpful.
 "There's the bridge!"
 Kris makes that funny noise again. The one that makes me think he's not entirely committing to what I'm telling him.
 We swirl into an intentional spin to take us back down the same road and he's heard enough. He grabs a gear, then my book and throws it away.
 I like to think he's laughing with me at this point.
 With nothing to do, I sit back and enjoy, helpfully pointing out Yves Matton standing on top of a hill.
 Fortunately for Kris, even without my pacenote book, I'm able to deliver what I see as genuinely helpful information.
 "Don't crash in front of Yves!"
 All too soon, we're done.
 "That actually wasn't too bad," says

Meeke. "Better than the first time. That time you were better than James May."
 That'll do for me.
 Once again I extricate myself from the car and go in search of Haribo, only to find Nagle and Martin waiting for me.
 My respect for them has gone through the roof. I tell them about understanding the timing and delivery a bit more and Paul offers: "That's fine, but wait until you get somewhere like Corsica..."
 Scotty picks up: "... you just don't stop talking. It's corner, corner, corner all the time."
 Heaven forbid, what do you do if you lose your place?
 Martin: "The first thing is not to panic. Let the driver know and he'll start calling the notes to you, then you have to find your place very, very quickly."
 Being the best of the best, that doesn't happen to these boys. But what does sometimes happen is when there's been an incident in the stage, the odd occasion when they've had to deal with, oh, I don't know, a trip into a car park at the end of a stage in Mexico...
 Watch that bit back. Nagle doesn't miss a beat when they're back on the road. He's straight back into the notes, right on cue.
 What amazes me is the commitment from the co-drivers. After my recce with Kris, my four or five pages of notes were a real mess, that's what comes from trying to write when your driver can't keep the car still. Showing them to Scott, he asked me if I was going to rewrite them.

I gave him the look I reserve for my wife when she asks if I really need that extra roast potato.
 He gave me the look my wife gives me when I eat the potato.
 "You've got to rewrite them," he says. "You can't afford to not be able to read anything in the stage. It's got to be completely clear. All the short hand and symbols we use, they become second nature. If you have to stop for a moment to think: 'What does that say?' or 'What does that mean?' You could be in real trouble. Co-driving is so instinctive."
 Yeah, yeah, I get all of that, and I'm totally committed to getting this right. But seriously? Re-writing all four pages?
 "I rewrite every note we make on the recce," he says. "I probably don't need to, but I still do it all the time. Every note."
 Fine. Bloody fine. I'll rewrite the sodding things.
 He's so right. Had I gone with the original notes, it would have been a disaster. OK, a total disaster.
 I wasn't perfect. Not even nearly, but for a couple of corners I got it right and that feeling was special.
 But the highest praise came when I asked Kris for an honest comparison with Nagle.
 "You were definitely better in one area," he says. I genuinely hadn't expected that. I felt like hugging him.
 "When you say 'three' it doesn't sound like 'tree'."
 It's fair to say my team-mates for the day found that funnier than I did. So, with a handful of Haribo, I bade them farewell. ■

REPORT: R.A.C. RALLY

Unlucky Pritchard misses out as McCormack/Mitchell prevail. By Paul Lawrence

MIGHTY MCCORMACK WINS R.A.C. AGAIN



Emerald Isle crew took a mighty win

After four days, 30 special stages and nearly 300 competitive miles, Marty McCormack and Barney Mitchell emerged victorious after the huge challenge presented by the 12th Roger Albert Clark Rally.

McCormack's second win on the event came after Jason Pritchard and Phil Clarke retired on Sunday afternoon with a failed halfshaft. When Pritchard went out at the start of the first Twiglees stage, McCormack was chasing hard in a bid to claw back a 45-second deficit. "It's been a long event and it has been absolutely brilliant," said McCormack. It was a bitter disappointment for Pritchard who did not put a wheel wrong in nearly three days. Joining McCormack on the overall podium were

Matthew Robinson/Sam Collis and early leaders Roger Chilman and Bryan Thomas. While established drivers took the big prizes, a pack of younger drivers made their mark with some outstanding performances. Ultimately, Ben Friend and Adam Milner went unrewarded, but Josh Browne drove way beyond his experience to claim a top 10 finish.

Friday

It was the day the Roger Albert Clark Rally made its debut in Wales and the fans came out in good numbers, starting the other side of the border at Shelsley Walsh for a run up and down the famous hill.

However, that was just an aperitif before 14 miles in a wet and slippery Radnor and it was Chilman who grabbed the rally by the throat to go a whopping 18s better than anyone else.

But it so nearly went wrong on

the finish line at Perez's Bend. Chilman got through the flying finish and then slid off. Luckily some spectators got him on and he took the lead over Pritchard.

Two stages on the Epynt gravel, with a couple of miles of asphalt added in, gave Pritchard the chance to claw it back and when the re-run of Radnor was cancelled due to marshalling issues, it was Pritchard who took a nine-second lead to Carlisle.

Rudi Lancaster and Steve Bennett both had strong days in Wales to take P3 and P4 while McCormack and Robinson sat menacingly a few seconds back, content with their pace after running one and two on the road through the Radnor slime.

Far less happy was a tight-lipped Steve Bannister who was down in 10th after his first foray into Wales for a quarter of a century. A 1m30s gap to Pritchard left him plenty to do as he headed for more familiar ground.

Saturday

After relocating to Carlisle, Saturday was a long tough day with stages in Northumberland, concluding double runs at Ogre Hill and Harwood in the dark.

Incredibly, as the leading crews arrived back in Carlisle at the end of the leg, the gap between Pritchard and McCormack was unchanged at 43s. However, behind the top two, much had altered and the gaps were starting to grow after more than 90 stage miles.

Pritchard was wheel-perfect through the day. "We're just keeping it neat and tidy and we're only half way there," he said at the end of the day. Up to third was Robinson, but he'd dropped some time in the second Harwood. "I'm a bit rubbish in the dark," he said with a grin.

Chilman, tackling these stages for the first time, turned in a good day to hold fourth. "We found a pace we're happy with," he stated. When Bennett rolled

out of the rally on Whitehill 2, a slightly happier Bannister moved up to fifth. "Those lads at the front are going too quick for an old man," he said. Ben Friend, Alan Walker and Simon Webster all had good days to pack out the top 10, while Lancaster dropped to ninth after a tough day that included 'diff and gearbox changes.

Sunday

The action moved across the Scottish border for another long, tough day on Sunday with many crews reporting that the Twiglees stage was the best of the rally. Before that were double runs at a pair of stages in the Greskine and Ae region and it was here that Bannister had a quick roll. The car ended back on its wheels with minimum delay, but he dropped some time while regaining his composure.

McCormack set off in pursuit of Pritchard but made little in-roads as the

Welshman continued his superb performance.

However, the start of the first Twiglees stage was as far as Pritchard would go. McCormack saw his rival parked up, but took no joy. "I'm gutted for him. He's driven very well," said the Northern Irishman.

That left McCormack with a lead of over two minutes for the final day, but it was much closer for what became the contest for second. During Sunday, Chilman took more than a minute out of Robinson to end the leg only 14s down.

"We've had a good afternoon and we're keeping the pressure on," said Chilman after a day in stages that were new to him. Bent steering cost Robinson some time as the crews tackled icy patches on some of the higher ground.

Walker was having the drive of his life and closed in on Bannister's fourth place for a while, but then had dramas of



Multiple RAC winner Robinson couldn't match McCormack



Griffiths took Class G2 win and impressive seventh overall



Chilman belied lack of historic experience

'Newby beats strong Manx opposition'

Pokerstars Rally report, p25

Photos: Paul Lawrence, Writtle Photographic



British Historic champ Pritchard's halfshaft broke on day two



Perez took 18th but first in car rarity and spectator enjoyment

First-timers Hutchinson/Garnett take Open class

David Hutchinson and Jeff Garnett tackled the event for the first time and came away with a resounding victory in the Open Rally for non-historic two-wheel-drive cars.

Their Duratec-engined Ford Escort Mk2 was quick and consistent throughout, although Hutchinson admitted that the icy stages on Sunday had been a big challenge.

"Saturday was absolutely amazing and driving Harwood in the dark was an incredible experience," he said.

By Monday afternoon Hutchinson was three minutes clear of the Peugeot 205 GTI of James Nicholls and David Allman, which was the best front-wheel-drive car on the event. A trip into a ditch on Sunday morning cost them little time but left the Peugeot rather battle scarred.

Remarkably, Dave Hemingway and Simon Ashton battled back to third in their Escort after a long time in a ditch on Saturday while Mick Plowman/Nigel Hutchinson chased the leader until they dropped a wheel into a ditch early on Sunday and broke a suspension joint. They later rejoined to take fourth.

Henri Grehan and Chris Ridge were often the fastest but a trip home for an engine rebuild and a roll on Saturday cost them any result. But they rejoined under Super Rally rules to finish the event and set some impressive stage times.

Results

1 David Hutchinson/Jeff Garnett (Ford Escort Mk2) 5h01m23s; 2 James Nicholls/David Allman (Peugeot 205 GTI) +2m57s; 3 Dave Hemingway/Simon Ashton (Escort Mk2); 4 Mick Plowman/Nigel Hutchinson (Escort Mk2); 5 Andy Gray/Emma Morrison (205 GTI); 6 Richard Phillipson/Stefan Arndt (Honda Civic). **Class winners:** Mathew Evans/Daniel Evans (Peugeot 205); Gray/Morrison; Nicholls/Allman.



Duratec-engined Escort behaved for Hutchinson



Five-time British champion McRae finished 13th and won his class



Ben Friend put in a strong showing but didn't make the Monday finish

IN BRIEF

Pinto-power prevails

Three drivers set the standard in class D3 and it was Ben Friend and Clifly Simmons who topped the pace until they slid off on the ice of Sunday morning. Instead, Stuart Egglestone and Brian Hodgson took over in their Pinto-powered Escort Mk2 to take an impressive win on Egglestone's first rally in a rear-wheel-drive car.

Mighty McRae/Gullick

Jimmy McRae and Pauline Gullick drove a rally befitting their combined experience to win class C5 in the Chevrolet-powered Vauxhall Firenza. They had to fend off the Ford Escort Mk1 of Chris Browne/Ali Cornwell-Browne on the way to yet another success for the British rallying legend. Another V8, this time the Triumph TR7 of David Kynaston/Val Thompson, won class D4 after a great run punctuated by an off on Sunday's ice.

Special K for VW crew

The Category K classes fell to the VW Golf GTI of Chris Hellings and Glyn Thomas and Paul Griffiths/Iwan Jones (Escort Mk2). The VW Golf crew drove a great rally to win their class on their first attempt at an event of this scale. Griffiths took over in class G2 when Pritchard retired.

Gray has silver lining

Victory in class D2 was an absolute triumph in the face of adversity for Kim Gray and Tom Murphy in their Escort Mk2. It started with engine issues on Friday that dictated a return to Chesterfield for an overnight rebuild. Then, various gearbox and axle problems threatened to put them out but somehow Kim and her team got the car to the finish.

Magic Bean for B4

A fine rally for veteran Bob Bean and co-driver Malcolm Smithson was well rewarded by victory in class B4 among the Category 1 contenders. The freshly built Lotus Cortina of the 79-year-old Yorkshireman ran remarkably well and Bob drove as well as ever, more than half a century after his first attempt at the original RAC Rally.

Call 911, Proffitt's on fire

Finally, Rikki Proffitt and Graham Wild (Porsche 911) won class B5 despite a challenging event. They struggled to get to the start of the Roughside stage on Saturday and then hit gearbox problems on Sunday. After a change of gearbox, they returned on Monday to clinch the class despite running under Super Rally rules.

All aboard Escort train

Dave Watkins and Graham Wride turned in an exemplary performance to win class C2 in Watkins' ex-works Escort Mk1. The superbly presented car ran like a train across four tough days.

Giantkilling Saab wins

The two-stroke Saab 96 of Stephen Higgins and Sam Spencer won class B2 after a wonderful performance in the low-power car. The Saab behaved impeccably over four days and even managed a stint in the outside line of the M6 on the run back to service in Carlisle on Sunday night.



Higgins took the Saab to honours

his own when a starter motor failed and melted some wiring. Northern Irishman Adrian Hetherington, running a historic-specification car for the first time, had taken a while to find his pace but jumped ahead of the consistently quick Simon Webster for sixth place going into the final day.

On a day that shook-up the leader board, Friend lost his giant-killing top six place when he slid off an icy Greskine. The car was undamaged and later rejoined, but the prospect of an outstanding result for the Pinto-powered car was dashed. Meanwhile, Lancaster rolled out of the rally in Greskine 2 as Stuart Egglestone/Brian Hodgson consolidated top 10 places. Another mighty performance came to an end in Twiglees 2 when Milner, battling head-gasket issues, slid his 1600cc Escort out the rally.

Monday

McCormack ran first on the road on Monday and faced some icy patches, but he barely put a wheel wrong. "It was very tricky in the ice again this

morning," said McCormack after winning the rally for a second time.

Robinson attacked the Kielder stages to make certain of second, and Chilman was equally delighted with third place on his first attempt at the event and his first time over many of the northern stages. "It could not have gone any better for us," said Chilman.

Sadly, Bannister took a stage maximum in Newcastleton when he slid off, so Walker and John Conner moved up to a fantastic fourth overall in what he described as the best rally of his life.

Webster and Jez Rogers moved up to a fine fifth while Bannister dropped to sixth, just clear of Griffiths.

Egglestone had a cracking run to a class D3 winning eighth overall from Josh Browne, who was one of the stars of the event on only his seventh ever rally. Finally, despite losing seven minutes to a puncture, Barry Stevenson-Wheeler and John Pickavance rounded out the top 10 after Hetherington slid off in the final Falstone stage.

RESULTS

Roger Albert Clark Rally When: November 17-20 Where: Wales, Scotland, England Starters: 91 Stages: 30

POS	DRIVER	CAR	TIME
1	Marty McCormack/Barney Mitchell	Ford Escort Mk2	4h28m27s
2	Matthew Robinson/Sam Collis	Ford Escort Mk2	+1m44s
3	Roger Chilman/Bryan Thomas	Ford Escort Mk2	+2m52s
4	Alan Walker/John Conner	Ford Escort Mk2	+5m57s
5	Simon Webster/Jez Rogers	Ford Escort Mk2	+7m24s
6	Steve Bannister/Callum Atkinson	Ford Escort Mk2	+10m36s
7	Paul Griffiths/Iwan Jones	Ford Escort Mk2	+12m01s
8	Stuart Egglestone/Brian Hodgson	Ford Escort Mk2	+12m36s
9	Josh Browne/Jane Edgington	Ford Escort Mk2	+15m05s
10	Barry Stevenson-Wheeler/John Pickavance	Ford Escort Mk2	+21m38s

Class winners: Steve Higgins/Sam Spencer (Saab 96); Bob Bean/Malcolm Smithson (Ford Lotus Cortina); Rikki Proffitt/Graham Wild (Porsche 911); Dave Watkins/Graham Wride (Escort Mk1); Wayne Bonsor/Richard Ashton (Escort Mk1); Jimmy McRae/Pauline Gullick (Vauxhall Firenza Chevrolet); Kim Gray/Tom Murphy (Escort Mk2); Egglestone/Hodgson; David Kynaston/Val Thompson (Triumph TR7 V8); Chris Hellings/Glyn Thomas (VW Golf GTI); Peter Johnson/Charles Johnson (Datsun 240Z); Griffiths/Jones.

RALLY REPORTS

Photo: Black Mountains Media



Black and Edmondson conquered conditions

BLACK'S WYEDEAN WIN EARNS HIM WELSH RALLY CHAMPIONSHIP TITLE

Wyedean Stages Rally

By Simon Cronow

Organiser: Forest of Dean MC **When:** November 11 **Where:** Forest of Dean, Gloucestershire **Championships:** Welsh Rally Championship; Welsh Historic Rally Championship; Welsh Mixed Surface Championship; Welsh Clubman Forest Championship; HRCR Stage Masters; FMP Rally Challenge; Gwynnespeed Rally Challenge; ASWMC Loose Stage Rally Championship **Starters:** 105 **Stages:** 8

After eight slippery stages in the Forest of Dean, Callum Black and Elliott Edmondson mastered the conditions to secure the Welsh Forest Rally Championship as they won the Wyedean Stages in their Ford Fiesta R5.

Less than a minute behind were Nick Elliott/Dave Price, who put in the drive of the day to finish second in their Ford Escort Mk2, as Peter Stephenson/Darren Garrod finished third in their Ford Focus WRC06.

Black only needed to finish the event to

ensure the title and so opted for a steady approach as both he and Edmondson felt it was the most slippery event they had ever done. Nonetheless, fastest time on the first two tests and top four times on the following two tests of the four-stage loop meant they held a 5s lead at halfway.

The first two stages hadn't gone well for Stephenson/Garrod, who had an intermittent wiper fault and also stalled at a hairpin.

With temporary repairs effected, they could commit more, and after setting fastest time on SS4 they moved into second position.

Given the conditions, Elliott/Price had no right to be lying in third, let alone the second place he had held up to the previous stage. "I really don't want to go back out," admitted Elliott as he recounted the abysmal conditions.

"It feels like we're going slowly, but obviously we're not. We're only here for

a bit of fun, perhaps I'll go a bit harder this afternoon to challenge the four-wheel-drive cars."

Behind Elliott, Group N leaders Andy Davies/Lee Taylor had set fastest time on SS3 in their Impreza on their first event together for some time. It was Davies' first outright stage win.

Locals Bob Morgan/Adie Williams were fifth despite a bad misfire on their Subaru Impreza and they were just ahead of Scott Faulkner/Dom Adams, who were getting more confident in the conditions as the event wore on in their Mitsubishi.

Black didn't bother to change tyres for the afternoon's stages and, despite this, he was fastest on the final three stages to extend his advantage to 53 seconds. He and Edmondson completed a comfortable win and a well-deserved Welsh Championship success, despite a couple of spins

along the way. Behind the winners, Elliott found more grip in the afternoon, and a string of second-fastest times enabled him to overhaul Stephenson for second. With his wipers fixed, the Focus driver pushed hard to make up the early time loss, only to drop back to third after spinning and stalling at the same hairpin as in the morning.

With Black securing the crown, Davies had to be content with the series' Group N win, as he finished in fourth, one place ahead of Lawrence Whyte/Patrick Walsh. The young driver impressed on his first-ever rally, setting top-four times on all of the afternoon's stages before finishing fifth in his Fiesta R5 (see rally news).

Top local was Morgan, who, with the misfire sorted, finished sixth ahead of Group N runner-up Faulkner, as Chris Powell/Jim Lewis rounded off their season with an excellent eighth position

in their 1400cc class-winning Talbot Sunbeam. On his first event for 15 years, Simon de Banke finished ninth in his Ford Fiesta R5, as Rob Dennis/Andrew Boswell overcame a misfire to win the Historic category in their Ford Escort.

In the Gwynnespeed Challenge for Citroen C2s, Ryan Gibson/Phil Chicken earned victory. Ed Robinson/Matt Rogers won the Max class.

Results

1 Callum Black/Elliott Edmondson (Ford Fiesta R5) 40m 48s; 2 Nick Elliott/Dave Price (Ford Escort Mk 2) +53s; 3 Peter M Stephenson/Darren Garrod (Ford Focus WRC06); 4 Andy Davies/Lee Taylor (Subaru Impreza); 5 Lawrence Whyte/Patrick Walsh (Fiesta R5); 6 Bob Morgan/Adie Williams (Impreza); 7 Scott Faulkner/Dom Adams (Mitsubishi Lancer E9); 8 Chris Powell/Jim Lewis (Talbot Sunbeam); 9 Simon de Banke/James Aldridge (Fiesta R5); 10 Simon Thomas/Mark Williams (Lancer). **Class winners:** Jim Dunkley/Paul Barbet (Hyundai i20); Eric Davis/Russell Joseph (Mini Clubman); Chris Powell/Jim Lewis; Ed Robinson/Matt Rogers (Citroen C2 R2 Max); Aron Brown/Cal McElhinney (Escort RS); Tony Williams/Karen Phillips (Escort RS); Andrew Fox/Jamie Lee Fox (BMW 325); Morgan/Williams; Whyte/Walsh; Davies/Taylor; Rob Dennis/Andrew Boswell (Escort Mk2).

Kiernan makes late entry pay dividends in Kerry

Kerry Banna Mini Stages Rally

By Martin Walsh

Organiser: Kerry MC **When:** November 12 **Where:** Banna, County Kerry **Starters:** 84 **Stages:** 6

A late entry, Cavan's Gary Kiernan (Ford Escort Mk2) and his co-driver Keith Moriarty swept the boards to claim victory in the Kerry Banna Mini Stages Rally.

Fastest on all six stages, they finished 1m58.9s ahead of the Mitsubishi Lancer E9 of Shane Maguire, who claimed his fifth Top Part West Coast title, co-driven by Donal Balfe.

The all-local crew of Tom Relihan/Maurice McElligott (Escort Mk1) were 16.5 seconds further behind in third.

As Kiernan lit up the north-Kerry roads, top seed and last year's winner Daniel Cronin (Mitsubishi Lancer E10) held second despite an off-road moment on the opening stage that filled a rear wheel with mud. A spin and stall on the second stage did little to help his plight. A fast moving Kiernan stretched his lead to 23.2 seconds.

Cronin spun on the fourth

stage with Padraig Egan (Subaru) slotting into second but a puncture on SS5 meant he dropped to 12th. A broken front wheel bearing then ended Cronin's rally.

Maguire inherited second with Relihan keeping the locals happy with his third place. Tim Enright (Ford Escort) took fourth and runner up in the West Coast series. Mike Quinn (Escort) was untroubled in fifth with Egan recovering to claim sixth. Derek Butler (Honda Civic) won the popular Class 11F.

Results

1 Gary Kiernan/Keith Moriarty (Ford Escort) 46m03.7s; 2 Shane Maguire/Donal Balfe (Mitsubishi Lancer E9) +1m58.9s; 3 Tom Relihan/Maurice McElligott (Escort); 4 Tim Enright/Darina Joyce (Escort); 5 Mike Quinn/Tony Healy (Escort); 6 Padraig Egan/Brian Hassett (Subaru Impreza NB); 7 Leonard Downey/Mark Murphy (Escort); 8 Derek Butler/Aaron O'Regan (Honda Civic); 9 Brian O'Keeffe/Sean Hayde (Lancer E9); 10 Tommy Cahill/Enda O'Leary (Lancer E9). **Class winners:** Garry Kelly/Donal Sinclair (Honda Civic); Stephen Carey/Nicole Roycroft (Ford Fiesta R2); Tommy O'Sullivan/Kevin Rohan (Ford Focus); O'Keeffe/Hayde; Andrew Fanning/Derek Gibbs (Proton Satria S2000); Ger Power/Liam Fitzgerald (Vauxhall Nova); Shane Griffin/Ian Madigan (Peugeot 205 GTI); Butler/O'Regan; Jason Costello/Megan Costello (Escort); Sean Enright/Conor Walsh (Escort); Enright/Joyce; Quinn/Healy; Pat Kelly/Jonathan Kelly (Impreza N11); Steven O'Connor/Adrian O'Connor (Civic); David Griffin/David Leslie (Toyota Corolla); Maurice Meskell/Stephen Meskell (Ford Escort); James Hall/Tony McCarthy (Audi quattro); Egan/Hassett.

Feeney's first in the Mini is hard-earned

Kingdom Stages

By John Fife

Organiser: Glenrothes MSC **When:** November 11 **Where:** Crail, Fife **Championships:** Scottish Tarmac Championship **Starters:** 88 **Stages:** 7

The final round of the 2017 Scottish Tarmac Rally Championship was a fraught affair with an end-of-term feel to proceedings. With the title already won, Gareth White left his Peugeot 208 R2 in the garage and wheeled out a Peugeot 106 to finish 13th overall.

Meanwhile at the sharp end of the field, Nigel Feeney and Phil Sandham scored the win in their Mini John Cooper Works WRC, but not without incident. Feeney clipped a tyre, spun off and landed in a field, then stalled it. Similarly Lee and Cole Hastings had trouble on their way to second. Their Subaru Impreza completed the full seven stages without anti-lag operating.

The Paterson brothers had a bit of a fight too over third place. Ian smacked a bale and spun his Subaru

Photo: John Fife



Despite a stall and a trip into a field, Feeney won

on the first stage allowing Stuart to slip ahead, but thereafter Ian was faster over the next six stages to claim third overall.

Top seed Shaun Sinclair lost out on the first stage when he clouted a tyre marker, bent a bottom arm and broke a driveshaft. John Rintoul had a piston fail in his Ford Fiesta, Gordon Morrison broke a bottom balljoint in the Subaru and Taylor Gibb broke his Mitsubishi Lancer's transfer box.

Michael Harbour won the 1600 class in his Citroen C2 and finished a superb seventh overall ahead of

Gareth White, while Greg Inglis lost out when he missed a Split in his Citroen C2 and did an extra lap. Marcus Tinsley took the 1400 class in his Peugeot 205 Rallye.

Results

1 Nigel Feeney/Phil Sandham (Mini John Cooper Works WRC) 59m55s; 2 Lee Hastings/Cole Hastings (Subaru Impreza) +19s; 3 Ian Paterson/David Crosbie (Impreza N10); 4 Stuart Paterson/Allan Paterson (Impreza); 5 Tom Blackwood/Gordon Winning (Ford Escort); 6 Ian Archer/Neil Ogilvie (Mitsubishi Lancer E9); 7 Michael Harbour/Ian MacDougall (Citroen C2 R2 Max); 8 Brian Watson/Charley Sayer-Payne (Lancer E10); 9 Graeme Rintoul/Jim Rintoul (Ford Fiesta); 10 Alan Wallace/Darren Robertson (Lancer E9). **Class winners:** Marcus Tinsley/Rachel Clark (Peugeot 205 Rallye); Harbour/MacDougall; Rintoul/Rintoul; Blackwood/Winning; Paterson/Paterson.

ROAD RALLY ROUND-UP

Andrew Baines/Sion Higham won the overall award on the novice-oriented Y Rali Goffa James Trenholme, beating their nearest rivals by almost three and a half minutes.

They were fastest through the first section to establish a lead they weren't to lose. Initially they were chased by the Ford Escort of Alan Parry/Tim Parry, but they retired with a failed gearbox soon after the halfway halt.

Second place was taken by Bryn Jones/Gareth Davies, who were seven minutes in front of third-placed Rhian Jones/Euros Jones.

Semi-Expert crews weren't eligible for overall awards. The class was won by the fastest crew of the night, Gruffydd Jones/Iwan Williams. They led throughout, but ended just narrowly ahead of Thomas Jones Thomas/Gwilym Wyn Evans.

In the Historic Endurance Rally Organisation's Rally of the Tests, John Abel/Martyn Taylor took victory in their Alfa Romeo Giulia Sprint. More in next week's *Motorsport News*.

Ian Mills

Results

Organiser: Harlech & District MC **When:** November 11/12 **Where:** Lyn Peninsula **Route:** 70 miles **Starters:** 47. 1 Andrew Baines/Sion Higham (Ford Escort) 4m17s; 2 Bryn Jones/Gareth Davies (Peugeot 206) +3m28s; 3 Rhian Jones/Euros Jones (Suzuki Baleno); 4 Mark Williams/Robin Harvey (Honda Civic); 5 Iola Evans/Nerys Elen Evans (Nissan Micra); 6 Mici Lloyd-Jones/Iwan Thomas (Proton Satria). **Class winners:** Ronw Llew Roberts/Kieran Williams (Honda Civic); Gruffydd Jones/Iwan Williams (Vauxhall Nova).

RALLY REPORT

Photos: Martyns Fotos

NEWBY BEATS STRONG POKERSTARS LINE-UP

Subaru Impreza crew keep their cool. By **Chris Boyde**



Newby dominated after an untroubled outing

Pokerstars Rally

By Chris Boyde

Organiser: Manx Auto Sport When: November 10/11
Where: Jurby, Isle of Man Starters: 77 Stages: 17.

TEG Sport-run Subaru Impreza crew Arron Newby/Rory Kennedy dominated the second day of the Pokerstars Rally to take a commanding victory as their rivals each hit trouble.

Manx crew Andrew Dudgeon/Joseph Dooley (Mitsubishi Lancer E6) set the early pace on Friday night over Little London and The Garey, but then lost almost two minutes when the car cut out at Snuff the Wind on SS3.

Newby, who hadn't competed on the island for almost three years, moved ahead as Paul Mackinnon/Tom Woodburn, having a first run in a Ford Fiesta R5, were delayed behind Dudgeon. Mackinnon then went fastest on SS4, Brack-a-Broom, despite a misting windscreen to move into a share of the lead at first service.

Rain arrived on the second loop with most crews caught on slicks. Newby fared best, opening an 18s advantage after SS7 as Mackinnon again caught another car. The Mull driver then took 12s back on the night's final stage, SS8, to lie six seconds down overnight.

Early casualties included the reigning Manx champions Daniel Harper/Chris Campbell, a broken rear suspension link throwing their Mini John Cooper Works WRC off the road just three miles into the opening stage on Druidale. Fifth-placed Sean

Kelly/Kirsty Duke (Lancer E9) crashed close to the finish of SS2 and, by the end of the night, Paul Bird/Jack Morton were also gone. After holding third despite struggling with gearshift issues on their Ford Focus WRC07, they crashed at a chicane at Round Table on SS7.

Locals Nigel and Kayleigh Cannell (Lancer E9) were third despite spins at Sartfield hairpin on both SS1 and SS4, with Michael Dunlop/Rob Fagg (Ford Escort Mk2) in fourth place after an SS4 stall as Tomas Davies/Eurig Davies (Fiesta R5) also dropped time with a puncture.

Mackinnon's challenge for victory suffered a blow on Saturday's opening test in SS9, The Curragh, when a puncture cost him 41 seconds. Worse was to follow on SS12 as the power steering went on the Fiesta and a further minute was dropped as he struggled through three stages in the north of the island before the steering rack could be changed at service.

It left Newby in complete control, fastest or joint fastest on each stage of the day apart from the final SS17, to push his final victory margin to 2m11s.

Davies climbed to third, happier on the fast and flowing stages as rain came and went, until a broken driveshaft on SS13 Andreas put him out. Dudgeon also retired with a blown turbo and James MacGillivray/Ian Fraser (Subaru) a broken manifold.

The Cannells then reinherited third until the Mitsubishi developed a misfire

that worsened, and they were overhauled by Dunlop on SS15, scoring an impressive podium finish despite a run up a bank in SS12 in the slippery conditions.

For Cannell, there was the consolation that fourth place brought with it a fourth Motor Mall Manx Rally Championship title.

Dan Colley/Charlotte Shimmmin (Lancer E9) had a trouble-free run to fifth, ahead of Alan Kirkaldy/Cameron Fair. The latter crew had excelled on the second day, moving up from an overnight 11th place despite a run up a bank on SS15. For Kirkaldy, it was a first 'proper' event on closed-roads with pacenotes.

Timmy and Cliona Collins (Subaru Impreza) were delayed by a broken exhaust mounting on Saturday morning and finished seventh ahead of Kevin Davies/Max Freeman (Ford Escort).

George Collister/Adam Yates (BMW E30) were denied a top 10 finish by a broken differential on SS15 as Jonathan Mounsey/Richard Wardle (E9) took ninth place with Calum and Iain Duffy enjoying their Manx debut to complete the top 10.

Results

1 Arron Newby/Rory Kennedy (Subaru Impreza) 1h36m35s; 2 Paul Mackinnon/Tom Woodburn (Ford Fiesta R5) +2m11s; 3 Michael Dunlop/Rob Fagg (Ford Escort Mk2); 4 Nigel Cannell/Kayleigh Cannell (Mitsubishi Lancer E9); 5 Dan Colley/Charlotte Shimmmin (Lancer E9); 6 Alan Kirkaldy/Cameron Fair (Ford Escort Mk2); 7 Timmy Collins/Cliona Collins (Impreza); 8 Kevin Davies/Max Freeman (Escort); 9 Jonathan Mounsey/Richard Wardle (Lancer E9); 10 Calum Duffy/Iain Duffy (Escort Mk2). **Class winners:** Stephen Bethridge/Ian Postlethwaite (Vauxhall Corsa); Ian Chadwick/Kevin Horgan (Skoda Fabia R2); Davies/Freeman; Kirkaldy/Fair; Cannell/Cannell; Chris Heyes/Howard Allinson (BMW E30).



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WELCOME ALL TO THE MOTORSPORT NEWS WEBSITE!

Over the last few months our tech team has been toiling to construct this new site from scratch, and to finally give MN the dedicated digital presence the title deserves. It is the latest investment made in the title under its ownership of the Motorsport Network.

Please have a poke around, take in the stories and columns, and also check out what events are coming up near you in our regularly

updated What's On section. Going forward we aim to provide series-specific sub-menus, giving you direct links to everything from the British Touring Car Championship and British GT, through to World Rallying, Rallycross and club-level competition.

This website is a key development in the future of *Motorsport News*, but we also won't be forgetting our heritage. This is not a replacement for the weekly newspaper, more a complement to it.

The paper copy of MN will continue unaltered, with the website simply providing a new outlet for us to create

fresh content, try new things and bring you the biggest national motorsport stories as and when they happen.

The site is still in its development span, meaning we need your feedback on your experiences of using it in order to make further improvements to it for the future.

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SHERWOOD ENGINES

CONGRATULATIONS TO MARTIN MCCORMACK & BARNEY MITCHELL ON THE WIN
AND ROGER CHILMAN & BRYAN THOMAS ON TAKING THIRD!



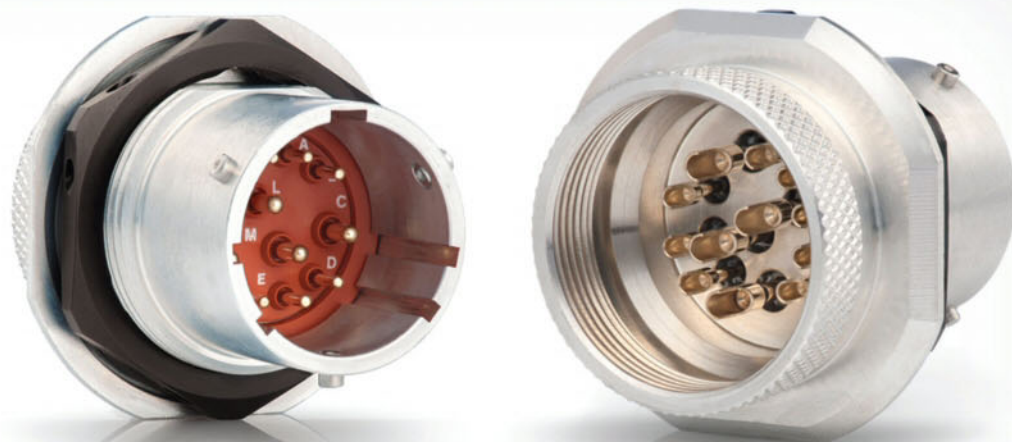
AND A BIG CONGRATULATIONS TO ALL OUR CUSTOMERS WHO TOOK PART OVER THE WEEKEND
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RACING REPORTS

BRANDS HATCH: CSCC BY MARK PAULSON
NOVEMBER 11/12

Photos: Gary Hawkins, Rachel Bourne

Fluffed gear change didn't cost Everett

BTCC racer Hill (53) passed Cassar (30) for win

PENALTY DOESN'T DENY EVERETT WIN

Ian Everett overcame a 30-second penalty for previous winners to claim a thrilling Swinging Sixties race at Brands Hatch.

In very tricky conditions, he squeaked home despite losing 8s to Dan Williamson's monstrous Chevrolet Corvette on the final lap when a fluffed gearchange locked his diminutive BMW 1502's wheels.

Donington winner Williamson earlier handicapped himself by taking his own penalty twice, the first – incorrectly – in his own pit box. Wil Arif handed Dean Halsey the lead in their penalty-free Datsun 240Z but it slipped to sixth at the flag, with Richard Wilson's MG completing the podium.

Swinging Sixties polesitter Richard Wheeler crashed his Lotus Elan on oil on the opening lap but made amends in the **Tin Tops**. Wheeler dropped to third at the start but made up ground to pit his Ford Fiesta in the lead. Co-driver Jake Hill emerged in second after serving a 30s winner's penalty, but the British Touring Car racer clawed back over 20s to pass Danny Cassar – who was struggling with wet tyres on a drying track – in just six laps. The Reece Jones/Wayne Crabtree Honda Civic overhauled

David and Tom Hutchins' similar car for third.

Surviving scares when Wheeler skated across the gravel and then Hill drove part of a lap with no lights, the duo won Saturday's second **Night Race** by more than a lap from Tom Mensley's Renault Clio. Early leaders Cassar and Garry Barlow lost time when held in the pits under a safety car, dropping to sixth.

On-the-road winner Bill Hardy was slapped with a one-minute penalty for passing the safety car in the first race in darkness, relegating his Vauxhall Corsa to sixth. That handed the win to Mark Lucock's Ford Escort Mk1, which – together with Alistair Lindsay – passed Everett's BMW on the final lap when it was balked at Surtees.

Nicholas Grindrod prevented Tim Davis scoring a double in Sunday's Catherham-dominated **night races** by prevailing in a terrific scrap in the second, longer stanza. The pair had onlookers holding their breath as they traded the lead while ducking in and out of backmarkers, until a spin for Graham Charman's Ginetta G55 – the leading non-Catherham – brought out a safety car and then red flags. Davis comfortably won the shorter race from Hugh Coulter.

A race-long tussle in the **Magnificent Sevens** also involved Davis, who eventually had to settle for second to Simon Smith. Third-placed Gary Bate's challenge faded in the closing laps, along with his tyres.

"The best weekend's racing I think I've ever had," declared Davis, who claimed more silverware with second place in the **Open Series** race. Darren Burke had helped Paul Lewis to a maiden victory aboard their Catherham Supersport in that. Behind Davis's C400 version, Christian Szaruta survived a spin at Paddock to finish third in the David Rowe-started Supersport.

James Ramm charged to a dominant **Jaguar Saloon and GT Championship** double. Pole and a pair of fastest laps completed a near-perfect weekend for the Essex driver that left him tied on points – and awaiting countback confirmation – with Rodney Frost. The South African won his class in each race with a pair of third places. The title challenge of Colin Philpott, second in race one, evaporated when he spun and bent his steering at the start of race two. Guy Connew took advantage to record his best finish of the year in second.

The ex-DTM Audi V8 quattro of

Andy Woods-Dean and Martin Johnston rumbled to **Future Classics** victory after Brian Lilley's Ford Sierra Cosworth – shared with Aaron Tucker – was black-flagged due to tyre irregularities. Dan Rogers's Mazda MX-5 inherited second when Neil Fowler crashed his MG B within sight of the flag, just holding off the Aston Blake/Joshua Waddington Porsche 944.

At the wheel of an Audi RS3 TCR, novice driver Sam De Haan took a maiden win in the **New Millennium** contest, on only his second race weekend. After a slow pitstop, Graham Charman's G55 was chasing down De Haan until he spun at Clearways. Charman slipped to fourth as a result, behind the Amspeed BMWs of Mark Smith/David Cuff and Dominic Malone who were both saddled with winners' penalties.

Pitting just before a mid-race red flag – for the inverted Ford Puma of Luke Johnson – was key to Nicholas Olson claiming **Modern Classics** laurels. He coaxed home his Lotus Esprit amid worrying rattles from its differential. Rob Hardy and Laurence Squires benefited similarly, with Michael Russell's BMW M3 best of those who had to pit after the restart, in fourth. Jon Attard won the **Ford Puma** class.

RESULTS

Swinging Sixties (24 laps) 1 Ian Everett (BMW 1502); 2 Dan Williamson (Chevrolet Corvette) +0.401s; 3 Richard Wilson (MG B Roadster); 4 Matthew Howell/Julian Howell (Austin Mini); 5 Raymond Barrow (Chevrolet Camaro); 6 Wil Arif/Dean Halsey (Datsun 240Z). Class winners Williamson; Howell/Howell; Arif/Halsey; Tom Pead (BMW 1600 Tj); Andy Edwards/Stewart Lyddall (Ford Falcon); Paul Wybrow (MG B Roadster). Fastest lap Williamson 1m07.223s (64.68mph). Pole Richard Wheeler/Jake Hill (Lotus Elan). Starters 34.

Tin Tops (29 laps) 1 Richard Wheeler/Jake Hill (Ford Fiesta ST); 2 Garry Barlow/Danny Cassar (Honda Integra Type R) +15.329s; 3 Reece Jones/Wayne Crabtree (Honda Civic Type R); 4 David Hutchins/Tom Hutchins (Honda Civic R); 5 Bill Hardy (Vauxhall Corsa SRi); 6 Colin Simpson/Steven Simpson (Peugeot 206 RC). CW Barlow/Cassar; Hardy; Tom Mensley (Renault Clio 172); Shaun Ely/Brian Roebuck (Honda Civic); Jack Lemmer (Peugeot 106 Rallye). FL Hill 55.134s (78.87mph). P Wheeler/Hill. S 30.

Night Race (13 laps) 1 Mark Lucock (Ford Escort Mk1 RS2000); 2 Alistair Lindsay (Volkswagen Golf GTi Mk2) +1.060s; 3 Ian Everett (BMW 1502); 4 Ryan Mone (Porsche 944 S2); 5 Steven Simpson (Peugeot 206 RC); 6 Bill Hardy (Vauxhall Corsa SRi). CW Lindsay; Everett; Simpson. FL Simpson 56.265s (77.28mph). P Simpson. S 11. **Race 2 (33 laps)** 1 Richard Wheeler/Jake Hill (Ford Fiesta ST); 2 Tom Mensley (Renault Clio 172) +1 lap; 3 Kevin Glover/Henry Wright (Ford Fiesta ST); 4 Tony Maryon (Porsche 944 S2); 5 Steven Grove (Lotus Elise S1); 6 Danny Cassar/Garry Barlow (Honda Integra Type R). CW Maryon; Grove; Matthew Howell/Julian Howell (Austin Mini); Andy Edwards/Stewart Lyddall (Ford Falcon); Mark Lillington/Tom Moss (MG B GTi). FL Hill 55.070s (78.96mph). P Wheeler/Hill. S 30.

Race 3 (11 laps) 1 Tim Davis (Caterham C400); 2 Hugh Coulter (Caterham C400) +16.732s; 3 Michael Russell (BMW M3 Evo E36); 4 Lucky Khera (BMW M3 E46); 5 Dave Griffin (BMW M3 E46); 6 Oliver Clarke (Ford Fiesta ST). CW Russell; Khera. FL Davis 51.811s (83.93mph). P Davis. S 9. **Race 4 (21 laps)** 1 Nicholas Grindrod (Caterham R300); 2 Davis +3.711s; 3 Darren Burke/Paul Lewis (Caterham Supersport); 4 Colin Watson (Caterham C400); 5 Khera; 6 David Rowe/Christian Szaruta (Caterham Supersport). CW Burke/Lewis; Khera; Jonathan Evans (Porsche Boxster S); Colin Tester (Ford Puma). FL Davis 50.725s (85.72mph). P Watson. S 26.

Magnificent Sevens (40 laps) 1 Simon Smith (Caterham CSR); 2 Tim Davis (Caterham C400) +0.915s; 3 Gary Bate (Caterham CSR); 4 Nicholas Grindrod (Caterham R300); 5 Richard Carter (Caterham R300); 6 Stefan Kipfer (Caterham CSR). CW Davis; Hugh Coulter (Caterham C400); Paul Lewis/Darren Burke (Caterham Supersport); Stephen

Storey/Andrew Tidy (Caterham Blackbird); Alex Harbour (Caterham Supersport); William Redman (Caterham 420R); Mark Horton (Caterham 7 Supersport). FL Davis 49.592s (87.68mph). P Smith. S 23.

Open Series (24 laps) 1 Darren Burke/Paul Lewis (Caterham Supersport); 2 Tim Davis (Caterham C400) +5.179s; 3 David Rowe/Christian Szaruta (Caterham Supersport); 4 Mathew Evans (BMW M3 E46); 5 Colin Watson (Caterham C400); 6 Alan Cooper/Kevin Cooper (Caterham Super Seven). CW Davis; Evans; Watson; Christopher Bassett (Peugeot 205 GTi); Aston Blake/Joshua Waddington (Porsche 944 S2); Jack Lemmer (Peugeot 106 Rallye); Clive Sawkins/David Ellesley (BMW Mini Cooper S R53). FL Davis 1m04.487s (67.43mph). P Davis. S 28.

Jaguar Saloon and GT (13 laps) 1 James Ramm (XJS); 2 Colin Philpott (XJS) +7.212s; 3 Rodney Frost (XJS); 4 Derek Pearce (XK8); 5 Tom Robinson (XJR); 6 Guy Connew (XJ6 S2). CW Frost; Pearce; Michael Holt (XJ40 XJR). FL Ramm 57.442s (75.70mph). P Ramm. S 21. **Race 2 (11 laps)** 1 Ramm; 2 Connew +15.826s; 3 Frost; 4 Robinson; 5 Tom Butterfield (XJS); 6 Patrick Doyle (XJS). CW Frost; Robinson; Holt. FL Ramm 54.917s (79.18mph). P Ramm. S 21.

Future Classics (27 laps) 1 Andy Woods-Dean/Martin Johnston (Audi V8 quattro Saloon); 2 Dan Rogers (Mazda MX-5 Mk1) +43.535s; 3 Aston Blake/Joshua Waddington (Porsche 944 S2); 4 Tony Maryon (Porsche 944 S2); 5 Tim Bates (Porsche 911 SC); 6 Sam Smith (Mazda MX-5 Mk1). CW Rogers; Blake/Waddington; Bates; Alistair Lindsay (Volkswagen Golf GTi Mk2); Russell McCarthy (MG B GTi); Mark Lucock (Ford Escort Mk1 RS2000); Ben Tovey/Jonnie Wheeler (MG B GT). FL Woods-Dean 1m02.100s (70.02mph). P Brian Lilley/Aaron Tucker (Ford Sierra Cosworth). S 31.

New Millennium (36 laps) 1 Samuel de Haan (Audi RS3 TCR); 2 Mark Smith/David Cuff (BMW M3 Evo E36) +7.903s; 3 Dominic Malone (BMW M3 Evo E36); 4 Graham Charman (Ginetta G55); 5 Mathew Evans (BMW M3 E46); 6 Oliver Clarke (Ford Fiesta ST). CW Smith/Cuff; Charman; Clarke; Nick Halstead (Ginetta G40 GT15); Dennis Hays/James Grange (Ford Mondeo ST); Alexander Tail/Richard Clarke (Renault Clio); Karl Weaver (Porsche Cayman S). FL Malone 52.421s (82.95mph). P Evans 59.542s. S 19.

Modern Classics (14 laps) 1 Nicholas Olson (Lotus Esprit S3); 2 Rob Hardy (Porsche Boxster S) +11.417s; 3 Laurence Squires (BMW 323i E36); 4 Michael Russell (BMW M3 Evo); 5 Dave Griffin (BMW M3 E36); 6 Gavin Dunn (BMW 328i E36). CW Hardy; Russell; Jon Attard (Ford Puma); Tina Cooper/David Sharp (Lotus Elise ST). FL Griffin 53.566s (81.18mph). P Griffin. S 28.

ANGLESEY: RACE OF REMEMBRANCE BY PETER SCHERER
NOVEMBER 10-12

SOFA KINGS WERE THE FASTEST IN RoR

The Sofa King Fast team of Caroline Everett, Jay McCormack and James Beardwell led home a quartet of Catherham teams, as they dominated this year's Race of Remembrance.

The first six-hour part of the race ran in dry conditions until 2100hrs on Saturday and early on the British Sports Car Services Lotus Exige of Alan Henderson, Xavier Brooke, Nicolas Maduz and Tim Gray set the pace, before McCormack gave Sofa King a spell of leadership on the 62nd lap.

Later into the evening Gray pitted with severe vibration and handling problems with the Exige, but they fared better than the Datum Motorsport 1 Exige, which Wade Eastwood had into second before Charles Graham crashed out at Turn 1 in the third hour.

The Catherhams were also a relay class and, after four hours, Mad Cat Racing's Douglas Thain/Matthew Welch had a lap on fellow Catherham crews Sofa King and CTS Motorsport 2 (Peter Reynolds/

Peter Walters/Geoff Price).

The safety car had plenty of action into the night as did the stop-go penalty box. When the flag came out to end part one, it was McCormack to the fore for Sofa King, with Mad Cat's Welch one lap down, from Team Tivarney's Tom John.

The Datum Motorsport 2 Elise of John Lamaster and Craig Denman was the first non-Catherham in fourth place, before more Catherhams in CTS Motorsport 1's Russ Olivant and APB Racing's Andrew Burd completed the top six. Sunday started wet and continued in similar showery conditions but the Sofa King trio continued to dominate and only lost the lead during the exchanges in the pits, although none of the top four could be completely discounted.

Beardwell was given the privilege of taking it to the flag for Sofa King, with only the CTS Motorsport 1 car in Rob Watts's hands on the same lap, after sterling drives from team-mates Alex Jordan/Olivant.


Sofa King crew of Everett, McCormack and Beardwell triumphed

CTS Motorsport 2 completed the podium, from Mad Cat and the Datum Motorsport 2 Elise, with Catherhams of SPD Racing, Toby Clowes Racing and APB Racing next home. Heroes Trophy Winners for first non-relay car was Rob Boston Racing in ninth, despite Peter Mansfield spinning off at Church in closing minutes. He shared with race debutants Chris Gordon and Scott Armstrong.

The Tivarney Caterham squad had looked set for a strong finish but a stop-go penalty put them out of the top 10.

Dan Welch had the Roddison Motorsport 1 Mazda Mazda MX-5 into the top 10 after a strong drive on Saturday evening, but after Paul Roddison/Jon Halliwell had kept it in contention, exhaust maladies dropped them to 15th.

Tom Onslow-Cole/Josh Caygill's

Milltek Sport Toyota GT86 was an early casualty after contact, but along with the Datum Motorsport 1 Exige, they were two of only four unclassified finishers from the 43 starters.

There was a five-car class for Citroen C1s which spent much of the time in close formation, before the spoils went to BS Motorsport's Ben Short, Matt Short and Ben Hancy.

Meyrick Cox's team of Andrew McKay, Matt Maxted and Gary Dunning had built a good lead, but their car had to have an engine change which left them fourth behind PT Sportscar (Charlie Martin/Andrew Faulkner/Justin Beadle/Thomas Clynes) and Advantec (Sean Whatley/Matt O'Hare/Chris Williams/Alistair Weaver). In the Heroes Trophy the Datum Motorsport 3 Elise of Ben Brooks/Lee Brooks/Phil Grayson followed home the similar Rob Boston car, with the RKC TGM Honda Civic of Ricky Coomber, Tom Gannon and Mark Simmons third.

RESULTS

Race of Remembrance (358 laps) 1 Sofa King Fast (Caroline Everett/Jay McCormack/James Beardwell) (Caterham Tracksport); 2 CTR Motorsport 1 (Alex Jordan/Russ Olivant/Rob Watts) (Caterham 270R) +2m14.091s; 3 CTS Motorsport 2 (Peter Reynolds/Peter Walters/Geoff Price) (Caterham 270R); 4 Mad Cat Racing (Douglas Thain/Matthew Welch) (Caterham 270R); 5 Datum Motorsport 2 (Craig Denman/John Lamaster) (Lotus Elise); 6 SPD Racing (Steven McCulley/Donald Henshall/Paul Aram) (Caterham 310R). Class winners Merlu Motorsport (Marco Agheri/Davide Bernacchi/David Galliano/Dario Gambino) (Mazda MX-5); BS Motorsport (Ben Short/Matt Short/Ben Hancy) (Citroen C1 Challenge); Denman/Lamaster; RKC TGM (Rick Coomber/Tom Gannon/Mark Simmons) (Honda Civic); Paul Sheard Racing (Carl Garnett/Pete Edwards/Steve Dalman/Adam Bessell) (Mazda MX-5); DDCR Racing (David Drinkwater/Robin Welsh/Clive Brookson/Dan Collett) (BMW Compact); Rob Boston Racing (Peter Mansfield/Scott Armstrong/Chris Gordon) (Lotus Elise). Fastest lap British Sports Car Services (Alan Henderson/Xavier Brooke/Nicolas Maduz/Tim Gray) (Lotus Exige) 1m38.293s (76.91mph). Pole British Sports Car Services. Starters 43.

WORLD RALLYCROSS: SOUTH AFRICA

Photos: fiaworldrallycross.com

History will show that Johan Kristoffersson dominated the 2017 World Rallycross

Championship in terms of pure statistics. For the most part those figures are correct, and the Swedish star concluded his title-winning campaign with a dominant display in the final six laps of the year in South Africa to claim his seventh victory of 2017.

The majority of Kristoffersson's triumphs this season have come from dominating events. However, at the new South African rallycross circuit on the outskirts of Cape Town, it was his compatriot Timmy Hansen who was best placed to score his first win of the campaign, had things played out a little differently for the Peugeot-Hansen driver.

A mark of a true champion is being able to take advantage when everything is working in your favour, but also achieving success when you're arguably not the fastest, too. Just ask Mattias Ekstrom, whose four 2017 victories were down to the outgoing champion's outright ability and opportunistic racecraft in an Audi S1 that just didn't have the raw pace of PSRX Volkswagen Sweden's Polo GTI.

And that's what Kristoffersson did on the new circuit near Cape Town, in the shadow of Table Mountain.

He might have taken maximum points by topping the intermediate classification, winning semi-final one and the final, but the South African event was a real opportunity for the Peugeot, and to a lesser extent Ford-backed teams, to claim victory.

Hansen laid out his stall by stopping the clocks first in free practice two on Saturday morning after Hoonigan Racing Division driver, Andreas Bakkerud, had been fastest in FP1. In Q1 Hansen set the fastest time, but dropped down the overall order to fourth when, like many of the frontrunners, he picked up a front-left puncture in Q2.

STARD driver Janis Baumanis was quickest in Q2 to move to second at the end of the opening day, behind leader Ken Block who, in his final outing in the series with the Ford Focus RS RX, had been fifth and then second to lead overnight.

On Sunday morning, Kristoffersson set the fastest time in Q3, but in the final race of Q4 Hansen pitched his 208 WRX sideways at Turn 1 around the outside and led from the front to set his second fastest time of the weekend. With that, he moved to second in the Intermediate Classification behind Kristoffersson, who had also lost time in Q2 and was twice second to Hansen in Q1 and Q4.

Kristoffersson led the first semi-final from lights-to-flag, despite slowing on the exit of his sixth lap joker. His team-mate, Petter Solberg, entered the final round separated from Ekstrom by just one point in the standings for second overall. With Ekstrom right behind his Polo in the semi-final race, Kristoffersson's slow exit from the joker allowed Solberg, who had already taken his extra-route, to close the gap.

Ekstrom tried to squeeze his Audi between Kristoffersson's Polo and the barrier at the joker merge, before having side-by-side contact with Solberg on the main track. His car leapt into the air and that forced him to cut the last-corner chicane.

Ekstrom initially finished second behind the new champion, but

KRISTOFFERSSON LIVES UP TO CHAMPION BILLING

Swede survives a challenge to wrap up the season. By Hal Ridge



Kristoffersson took seventh win



The Swede left it late but won again

RESULTS

FIA World Rallycross Championship, round 12/12
When: November 11/12 Where: Cape Town, South Africa Starters: 38

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	4m23.751s
2	Timmy Hansen	Peugeot 208	+0.918s
3	Mattias Ekstrom	Audi S1	+2.951s
4	Petter Solberg	Volkswagen Polo	+3.417s
5	Timo Scheider	Ford Fiesta	+5.428s
6	Kevin Hansen	Peugeot 208	DNF

World RX Drivers Championship (final standings): 1 Kristoffersson 316; 2 Ekstrom 256; 3 Solberg 251; 4 Sebastian Loeb 214; 5 Timmy Hansen 201; 6 Andreas Bakkerud 194.

World RX Teams Championship (final standings): 1 PSRX Volkswagen Sweden 549; 2 Team Peugeot-Hansen 414; 3 EKS 381; 4 Hoonigan Racing Division 311; 5 MJP Racing Team Austria 219; 6 STARD 176.

RX2 (6 laps) (All Supercar Lites): 1 Cyril Raymond 4m31.884s; 2 Sondre Evjen +5.668s; 3 Tanner Whitten; 4 Vasily Gryazin; 5 Guillaume De Ridder; 6 Dan Rooke.

following the event was dropped to third behind Solberg.

In the second semi-final Hansen lost ground as part of a six-car scrum into the Turn 2 right-hander. Block emerged on top but would later be passed by Hansen after the Swede took a mid-race joker to join Kristoffersson on the front row for the final.

Block had made it through to his first final of the season as team-mate Bakkerud missed out. However, Block was removed from contention when he was disqualified for the car being underweight because the Focus had lost most of its front bodywork in the semi-final battle.

At the start of the final Hansen was forced wide at Turn 1, which was the result of a concertina effect of contact in the entry of the corner, and dropped to fourth. Kristoffersson led Ekstrom and Solberg.

Hansen took a lap-one joker tour as Ekstrom and Solberg battled for the place that would ultimately decide who would be championship runner-

up. Hansen later passed both the previous World RX title-holders and Timo Scheider when the trio took their respective joker laps.

Up front, Kristoffersson led throughout, but Hansen's push after breaking free from traffic with his lap-one joker was almost enough to catch the new champion. Kristoffersson just came out of the extra-route in front to notch up another win with Hansen forced to settle for second.

Ekstrom's third place finish was enough for him to wrap up second in the standings ahead of Solberg, who crossed the line just behind the Swede having made numerous attempts to find a way past.

Scheider was fifth, but Kevin Hansen, who qualified for the final when Block was disqualified from the semi-finals, didn't make it more than a few metres into the last race of the season when the propshaft on his 2016-specification Peugeot 208 broke as he launched away from the start line.

Upside down Rooke claims RX2 runner-up spot

Almost mirroring Kristoffersson's performance, but in the RX2 International Series support category, already-crowned champion Cyril Raymond claimed another win to finish his season in South Africa despite not leading the field on the opening day at the Killarney circuit.

Renault Formula 1 engineer Guillaume De Ridder was twice fastest in Q1 and Q2 to lead overnight and won his semi-final, despite losing time in the later qualifying races.

But, as Raymond led both his first semi-final and the final to win his sixth event from seven, De Ridder retired from the final with a fuel pressure sensor issue.

The Belgian driver had entered the final round in a battle for second in the points with out-going British Rallycross champion Dan Rooke. The British driver secured the position in the intermediate classification, and then made it into the final with third in semi-final one. However, he rolled out of the final on lap two, ending his maiden international season on his roof in sad fashion.

Raymond won the restarted race from JC Raceteknik driver Sondre Evjen and American Tanner Whitten. Former European Rally Championship frontrunner Vasily Gryazin held a podium position for much of the final but dropped to fourth as the joker laps played out.



Ken Block's Hoonigan Ford bowed out after a damaging semi final

NATIONAL HOT ROD SHOWMAN

MIKEY GODFREY

“It was strange watching ‘my’ car go around”



There was a highlight with a podium at Ipswich

The second half of the 2017 season has been a total disaster for us and to be honest I'm very glad the winter has arrived so we can have a bit of a break.

The qualifying campaign started badly. We were busy prepping our usual car for British Touring Car Championship racer Rob Austin to use at the National Championship at Hednesford so we put the spare car back together for me to use for a few meetings.

It didn't go to plan at all and the car had a incurable misfire. No matter what we changed we just couldn't get it to clear.

Rob did well and qualified for the big race although he was struggling with some handling issues. My misfire was ever present and pretty much put an end to my weekend.

With me failing to qualify I watched Rob from the sidelines. It is very strange watching your own car go round but it was great seeing him qualify and finish the 75-lap race on his first attempt.

I don't think people realise how close Hot Rods run together until you watch your own car in the middle of 30 cars! I felt privileged to have a racer like Rob in our car and learned so much from him.

Since then my own season has been plagued by injury, illness and some general bad luck. I have finished less than half the races and after being disqualified at the last meeting of the year, I have given up on qualifying for the World Final in July next year, which is always the highlight of the season –so long as you make it in.

I am looking forward to the winter break, which runs from now until March, as it will give us chance to regroup and clear our heads.

We will rebuild the car and hopefully get it back to where it was at the start of the season. Next year will be my 10th season in National Hot Rod racing and I intend on making it my best yet.

There are plenty of races other than the world final and if things all go to plan I intend on doing a bit of travelling and visiting some other tracks.

It seems a long way off but I already have some plans in my head for 2018 that will see us trying something totally different.

Watch this space!



Whorton-Eales will be a blue-grader

By Matt James

British Touring Car Championship racer Ant Whorton-Eales says he faces an uphill task to claim back-to-back BriSCA F1 Under 25 championships when he takes part in this year's clash at Birmingham Wheels this weekend.

The 23-year-old, whose uncle is F1 legend Murray Harrison, claimed the title in 2016 but the

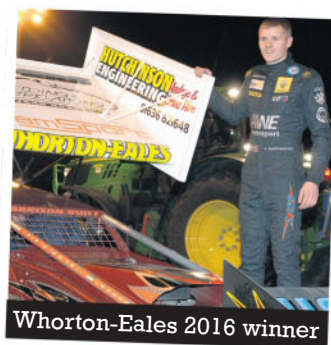
rules have since been changed. It is no longer a one-off race, and Whorton-Eales had to take part in at least three rounds this year, which he has already done.

That means he will line up on the grid as a blue grader in the middle of the pack due to his results in 2017. “It is going to be hard from there, because they are a bunch of nutters!”

“When I won before, I went off the front which made it

easier. This time, I am in the middle of the action. The red-graders [the top drivers who start from the back] are pretty smart and they know it is a long race to get through the pack, where the blue-graders tend to panic a bit. It will be hard work, but I am looking forward to it.”

The BriSCA F1 Gala Night is at Birmingham Wheels Raceway and the event starts at 1700hrs.



Whorton-Eales 2016 winner

Ekstrom says his future in WRX depends on Audi's renewed commitment to series

EKS World Rallycross team owner and driver Mattias Ekstrom is positive about his outfit's chances of continuing in World RX with Audi backing in 2018.

The squad secured official Audi support for the 2017 season but recently put its Audi S1 quattro Supercars up for sale. Ekstrom has confirmed that the

current cars have now been sold, and that new machines will be built for 2018 if signatures to confirm the project are secured.

“Things look good but we are missing some signatures,” the Swede told *Motorsport News*. “The cars have new owners and we are still working flat out to try and nail all that [details on World RX 2018 programme].”

“We still need a decision to be ready in time before Christmas. If we can put our plans for the team and for myself before Christmas, then I would be pleased.”

Ekstrom said he won't continue the programme without works backing from Audi. “This I've said for a long time, it's pretty clear,” he said.

“We need to find a bit of pace, that's one thing, but also the big picture to get commitment from all of the partners that you can continue because we are still dependant on every single one. We have been working non-stop, we are developing and we know what will be the next step and so on. It's not that we have been waiting and not working.”

BriSCA F1

SMITH JR WRAPS IT UP IN THE HEATS

BriSCA F1: Birmingham

By Colin Casserley

Organiser: Startrax When: November 12 Where: Belle Vue, Manchester Starters: 31.

Going into the final round of the shootout at Belle Vue, Stuart Smith Jr knew that if he won his two heat races the title would be his no matter what happened in the final.

Smith duly took the first step to the title when he barged his opposition out of the way early in heat one to claim a comfortable victory.

In his second heat, Smith once again made short work of his fellow title contenders and he tracked down race leader James Morris, punting his rival wide on the final turn to take the victory and clinch the crown.

“I came here to win and not to ride around,” said the title

winner. “It's great to win the National Series Shootout. I have raced every round to win, not just to collect points and it has worked.”

Smith's luck ran out in the final when he tangled early in the race and was forced to retire. Danny Wainman avoided several spinning cars to claim the lead of the race, but as he attempted to pass some backmarkers he lost momentum allowing John Dowson Jr to grab a race-winning lead.

“I don't know what it is about this place, but I just go well around here,” said the victor. “The car and the set up just seems to suit the track. I know Danny isn't happy about the end of the race as they were giving him the lap boards [to indicate he was first], but I knew I was leading. I was just hoping they hadn't



Smith Jr (390) took the shootout crown with success in heats

docked me for some reason.” “I looked in my mirror and there was no one behind me so I slowed down to make sure of finishing,” said a confused Wainman. His mood changed when he realised his second

place was enough to move him into second in the National Series Shootout standings.

Result
1 John Dowson Jr; 2 Danny Wainman; 3 Frankie Wainman Junior Jr; 4 Ben Riley; 5 Paul Hines; 6 Russell Cooper; 7 Lee Fairhurst; 8 Bouwe-Arjen Hiddinga; 9 Sam Makin; 10 Billy Johnson.

AGREE/DISAGREE?
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MN does not always agree with opinions expressed in letters

MN SAYS...

A glimpse of what we wanted

Vettel was untouchable in Brazil. Shame it didn't happen earlier

As soon as Sebastian Vettel capitalised on a slightly tardy getaway from fellow front-row starter Valtteri Bottas, the contest for the Brazilian GP was over. The German was able to control the pace, narrowly fending off an undercut to romp home to his fifth victory of the season.

The German is on the verge of wrapping up second place in the points table. That is what we all expected at the start of the season after his victory in Melbourne and it looked like we would get a proper battle for this year's world title. However, in typical Latin-style Ferrari fashion, it all imploded.

To match Mercedes requires a huge effort and although the Prancing Horse came up a little bit short this season, it has taken substantial steps towards cutting the gap. Everyone who is a Formula 1 fan will be hoping that the trajectory that the team from Maranello has taken this season is the sign of a proper fight next year. World champ Lewis Hamilton has already said he is looking to scrap with Red Bull's Max Verstappen. It would be fantastic to have Vettel in there too.

Matt James, Editor (Twitter: @MattJMNews)



LETTERS

Chester is best

Interesting to read David Evans's column in the November 1 edition on Wales Rally GB. It was surprising to read some of the driver feedback particularly in relation to Chester.

To give some background it is our company (Lightning House) which acts as the interface between the City of Chester and Rally GB itself. Part of that remit is that we don't purely deliver the rally itself but that there are other events over the week within the city and that's where Chester Rally week has come from, this has included historical displays within various locations in the city over the last two years seeing in themselves over 300 per cent rise in footfall on comparable weeks.

But the interesting fact is when, on the Friday, we spoke to Sebastien Ogier, Jari-Matti Latvala and Kris Meeke they all got it and all three were taken with the historical significance of the city in regards the event and also the sheer beauty of the architecture.

In 2016 Seb was on the podium taking pictures of the clock and various other landmarks we have. It's all well and good the crews enjoying it but what about the fans? Well how about this, a crowd of 10,000 in 2016 and nudging 12,000 in 2017, a high demographic of families with around 40 per cent having never seen a rally car in person before.

That's a huge number of people who may well venture to the service park or hopefully Cholmondeley and then if we're all doing our jobs properly become the marshals or competitors of the future. We've not even touched on the massive media coverage something like a city centre halt can generate.

There is a huge amount more we could do within the city and we're blessed with a hugely supportive local authority, but indeed as David Evans says until some of those within the sport realise the benefits above and support it financially we're all hamstrung with the level we can work at.

May I just take this opportunity to thank all the volunteer marshals and officials who make this event possible, to do what you see takes a team of around 70-80 persons, my cap doffed to you all.

Brynmor Pierce
Via email

Teacher's pet

Whilst reading the latest copy of *Motorsport News*, a particular subject came to my mind, so thought I would submit something.

Occasionally, I hear snippets about British Touring Car Championship or similar drivers using their vast experience and excellent, enhanced driving skills to coach and support younger drivers in lower championships and give their advice to as experienced drivers in order to improve their own driving styles and techniques.

I feel this subject doesn't often get a lot of the spotlight or recognition it could do with in the motorsport press. I am sure lots of fans would enjoy reading about these adventures throughout the racing season and the off season over winter too.

Miranda Lane
Via email

Editor's note: Sounds like a great idea. It might take a while to sift through the printable stories and those that aren't, though...



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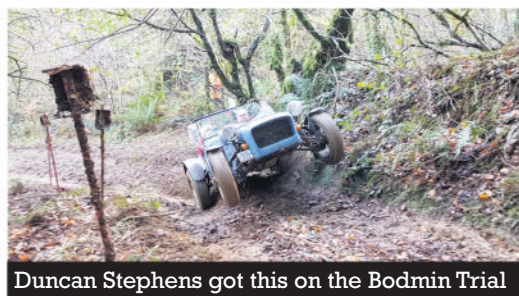
ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!



Alex Ireland enjoyed the recent drifting day at Knockhill and submitted this shot



Callum Grant, 13, enjoyed the Malton Stages



Duncan Stephens got this on the Bodmin Trial



James Ciddings got some late-year sun on the recent Malton Stages and took this



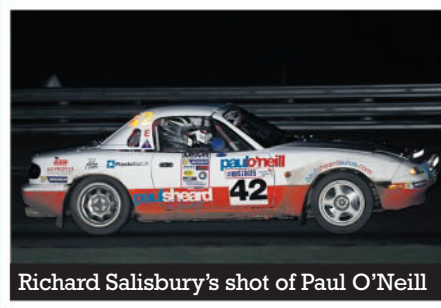
A Triumph on the Malton, by Mick Straughan



James Lomax from the Neil Howard Stages. One of these two is going in the right way...



Wales Rally GB drama, by Anthony Underwood



Richard Salisbury's shot of Paul O'Neill



Paul Grimes caught an iconic Chevette

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Formula V8 3.5: Bahrain

■ **Race one:** Friday, 1445-1615hrs, BT Sport 2

World Endurance Championship: Bahrain

■ **Race:** Saturday, 1645-1915hrs, Eurosport 1

World Touring Cars: Macau

■ **Race one:** Saturday, 0545-0700hrs, Eurosport 2
 ■ **Race two:** Sunday, 0230-0345hrs, Eurosport 1

NASCAR: Homestead

■ **Race:** Sunday, 1900-0000hrs, Premier Sports



Bjork leads the WTCC

TV GUIDE



Hamilton took first F1 win in Canada 2007

The final round of the **World Rallycross Championship** comes from South Africa (Friday, 0955-1210hrs, Motorsport.tv), where 2017 champion Johan Kristoffersson will be looking to end his season in style.

There's action from Down Under as the **Australian Supercars** race at Auckland (Friday, 1240-1445hrs, Motorsport.tv) as the battle between Jamie Whincup and Scott McLaughlin intensifies.

Motorsport UK will allow you to catch-up on all the crucial moments from the final round of the BTCC support series at Brands Hatch, including Ginetta Juniors and Renault UK Clio Cup (Saturday, 1155-1255hrs, ITV4).

And begin the new week by travelling back in time with **Classic F1** to the 2007 Canadian Grand Prix (Monday, 2100-2315hrs, Sky Sports F1) as McLaren's Lewis Hamilton recorded his first victory in the top flight.

LIVE WRC

Rally Australia, BT Sport Friday

■ **End of day one review:** Friday, 1730-1800hrs, BT Sport 1

Saturday

■ **SS13 (Argents Hill):** Saturday, 0200-0300hrs, BT Sport 2
 ■ **End of day two review:** Saturday, 1900-1930hrs, BT Sport 3
 ■ **SS19 (Wedding Bells I):** Saturday, 2200-2300hrs, BT Sport 2

Sunday

■ **SS21 (Wedding Bells II):** Sunday, 0200-0330hrs, BT Sport 3
 ■ **End of day three review:** Sunday, 2145-2215hrs, BT Sport 1

Red Bull TV

■ **End of day one review:** Friday, 1100-1130hrs
 ■ **SS13:** Saturday, 0150hrs
 ■ **End of day two review:** Saturday, 1100-1130hrs
 ■ **End of day three review:** Sunday, 1100-1130hrs

Channel 5

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



Ogier took title in Wales

LISTINGS

Photo: Rachel Bourne, LAT



Formula Fords will be in action at Anglesey again

RACING SATURDAY/SUNDAY

■ **Brands Hatch, Kent BARC meeting:** Ginetta Junior, Mini Seven, Mini Miglia, Renault Clio Junior, Britcar, Intermarque, Sports/Saloons **Starts** Saturday, racing from 1130hrs (qualifying from 0900hrs) **Sunday**, racing from 1135hrs (qualifying from 1000hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY

■ **Anglesey, N Wales BRSCC meeting:** Monoposto, FF1600, Sports/Saloons **Starts** racing from 1100hrs (qualifying from 0900hrs) **Admission** Adult £10 child free

Web angleseycircuit.com **Contact** 01407 811400

RALLYING SATURDAY

■ **Cadwell Park, Lincolnshire NHMC Cadwell Stages Rally, MN Circuit Rally Championship** **Starts** 0835hrs **Admission** online £15, gate £20 **Web** nhmccadwellstages.org.uk

SPORTING SCENE SATURDAY

■ **Birmingham Wheels BriSCA F1** **Starts** 1700hrs **Admission** adults £22, children (5-14) £8 **Web** brisca.com

Details correct at time of press

motorsport.tv

TCR INTERNATIONAL: DUBAI Saturday, 1020-1155hrs

WORLD ENDURANCE CHAMPIONSHIP: BAHRAIN Saturday, 1245-1915hrs

RALLY AUSTRALIA, (END OF DAY REVIEWS)

Day 1: Friday, 1825-1855hrs
Day 2: Saturday, 1210-1245hrs
Day 3: Sunday, 1330-1400hrs



Porsche #2 has won crown

NEXT WEEK

OUT WEDNESDAY, NOVEMBER 22

WRC AUSTRALIA REPORT

OGIER LOOKS TO END TITLE-WINNING SEASON ON HIGH NOTE



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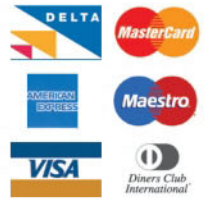
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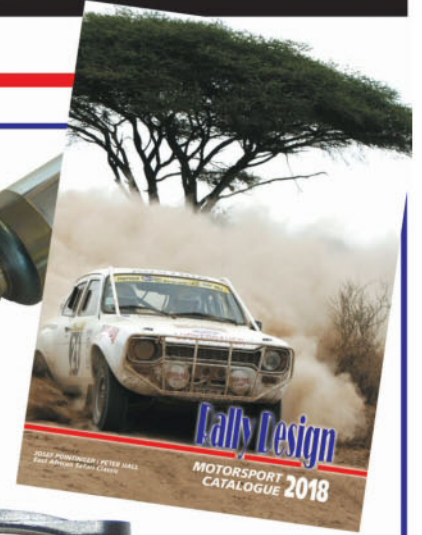
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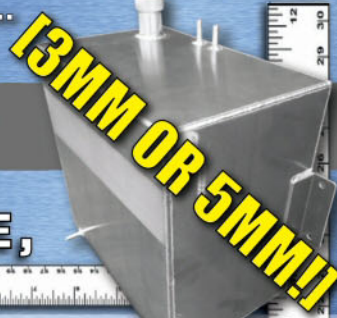
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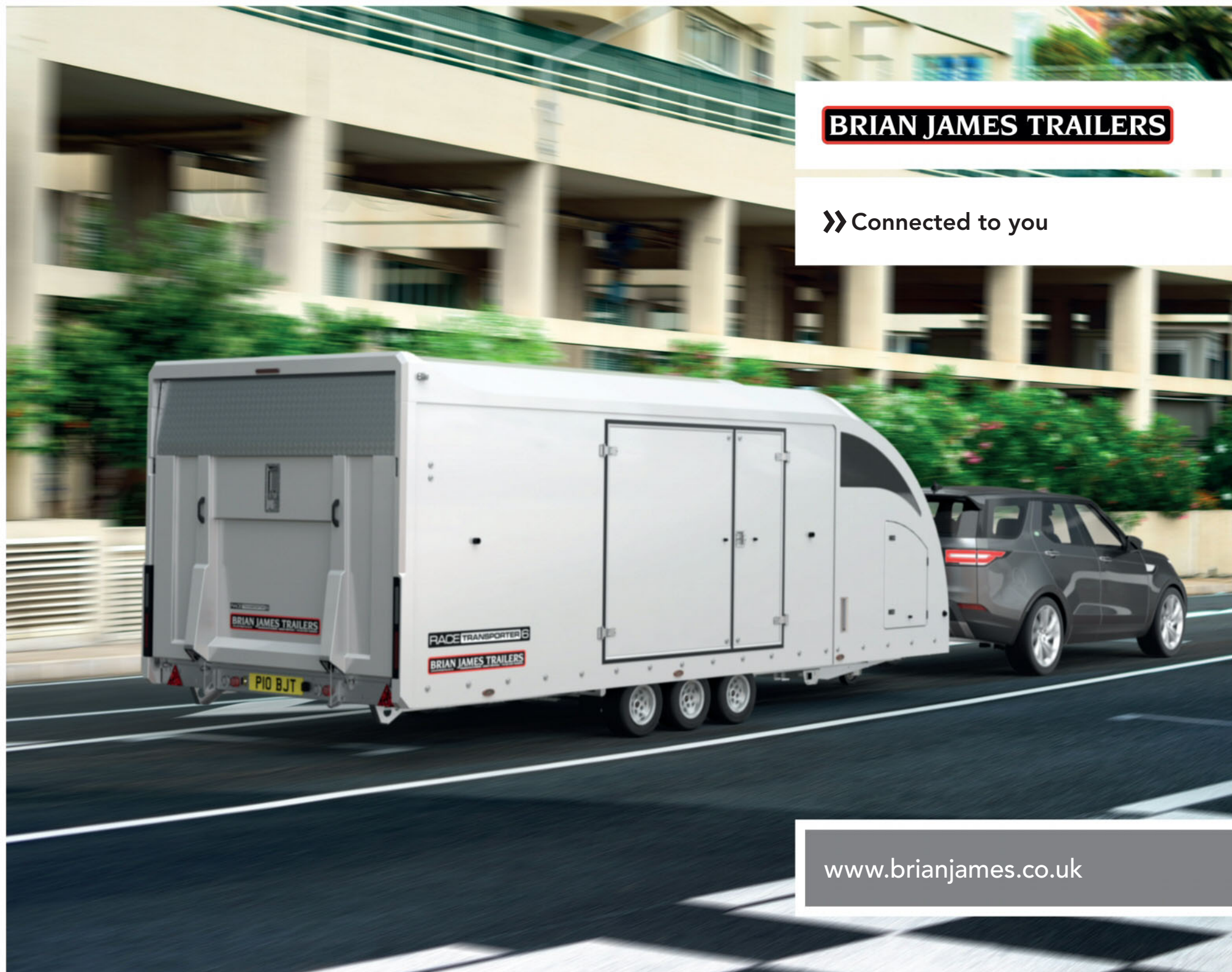
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CONGRATULATIONS

TO TOM PRESTON & ANDREW ROUGHEAD ON A FANTASTIC WIN AT THE 2017 WALES RALLY GB NATIONAL SECTION!

A BIG THANKS TO ALL THE TEAM AT CA1 SPORT FOR THEIR SUPPORT AND ALSO ANDREW FOR A GREAT JOB ON THE NOTES

