

**Sports Association**

## MSA to make government pleas

**THE MOTORSPORTS Association** has written to parliament after the general election. The governing body of the sport in England will discuss three key issues affecting motorsport, and the way it relates to society. It will ask for a mechanism to allow it to suspend the Road Traffic Act which prevents public highways from being used for motorsport-related events. The MSA statement released last week said: "Closed-road racing brings benefit to communities through tourism, economic activity and sporting kudos." The MSA also plans to discuss noise abatement at race circuits. "We are facing an increasingly vocal public who take legal recourse to prevent the continued running of uncontrolled motor sport

events," said the statement, which went on to cite the recent Croft troubles. The governing body also hopes to discuss plans for motorsport to contribute positively to the government's environmental agenda. The statement said: "The MSA is committed to addressing the environmental issues that may have a negative impact on the sport and has allowed the use of alternative fuels in its events. We would be pleased to work with government and the automotive industry to explore new opportunities to bring environmental benefits." The MSA will also make bursaries of up to £10,000 available to each member of its 2010 Team UK squad. The four rally and six race drivers will have to apply specially for the grant, which is aimed at reducing the amount of paid work they have to do.

## 50 Cup targets G50 Cup comeback

**GINETTA G50** driver Dan Denis is set to return to the track after his crash earlier this season. Denis, who runs Denis in the series, said: "We are building him a new car and the aim is for him to be at Oulton Park [on June 5-6].

undergoing physiotherapy and hydrotherapy. Matt Blyth, who runs Denis in the series, said: "We are building him a new car and the aim is for him to be at Oulton Park [on June 5-6].

"I think his spirits are high and he just wants to be out there racing. Considering the force of the impact - he went from 125mph to 0 in about two seconds - he's lucky. It shows the strength of the chassis."



Denis will need a new G50 after shunt

## Renault BARC sets pace for Fortec in Silverstone Renault BARC test

**A JUNIOR** graduate Mitchell set the fastest time during official Renault BARC pre-season testing on the Silverstone National last week. The 16-year-old racer, who is a former 2001 Clio Cup Champion at Croft, posted a best time of 0:19.2s ahead of his team-mate Joseph Reilly. Reilly's James Theodore, who is competing for his second season, went

third quickest, ahead of Luke Wright and Alice Powell, who will dovetail racing in the Ginetta G50 Cup with an FR BARC campaign for Hillspeed.



Hale set pace at Silverstone

## MARCUS PYE HUMBLE PYE

The voice of club motor racing



Pye raced Radical SR8 at Rockingham

Rockingham Motor Speedway remains a towering enigma, but a brilliant facility at which to compete! Until last Friday, I had not driven the UK's homage to Daytona, but a chance meeting at Mallory Park with Radical co-founder Phil Abbott had led to the offer of a race. It stitched together Bourne Motor Racing Club and Cadwell Park commitments most agreeably, with the opportunity to check out the world's best-selling sports racers...

Radical's SR3 model accounts for two-thirds of the 800+ cars sold since the first 1100cc Kawasaki-engined Clubsport hit the tracks. Although I was down to race a mighty SR8, acclimatising to the very technical part-oval, part-road course in the latest SR3 RS was the perfect stepping stone.

Powered by Suzuki's ubiquitous Hayabusa 'four' - reworked by Radical sister company Powertec Engineering and developing 250bhp in 1500cc form - the 550kg chassis tackles the tortuous writhing infield section with an agility and gusto unprecedented in my experience of more than 500 cars. Such is the confidence it inspires that the SR3 RS should be on everybody's must-drive list.

Beyond the outline of its rigid spaceframe chassis and 2.6-litre, 380bhp, Powertec V8 engine - effectively two Hayabusas 'siamesed' - the awesome SR8 bears little resemblance to the prototype I drove at Brands Hatch

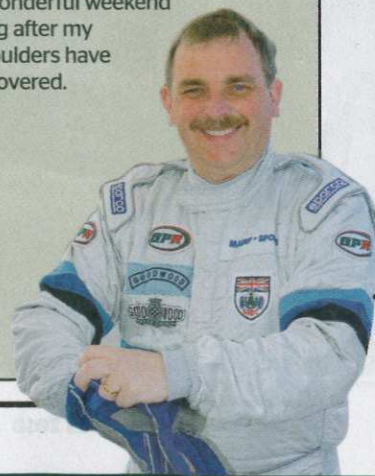
(see Humble Pye, February 10 2005). Carrying an extra 120kg over the SR3 RS, and a reworked aero package, it is a £100,000 junior LMP car capable of topping 150mph on the Rock's speedbowl.

One curious onlooker (familiar with the MIRA or Millbrook proving grounds perhaps?), asked whether it would go round the banking on its own above a certain speed if the driver took his hands off the wheel. I had to inform him that the current SR8 makes so much downforce that it took every sinew of my upper arms' strength to guide it through Turn 1 in fifth or sixth gears. A BOSS Formula Lola-DFZ at Thruxton aside, it's the most physical thing I've driven. But what exhilaration...

My performance was always going to be upstaged by illustrious team-mates Simon Hadfield - who has known Abbott since Phil's days at Lotus chassis specialist Spyder Engineering - and Ian Flux. Our 50+ team's top-six finish was solid, but being part of a friendly works team organised with military precision, and seeing the bigger Radical picture, was priceless.

Ironically, I would have been quicker in an SR3 RS, but the delicious soundtrack of its gruff V8 cousin, with staccato autoblip downchanges punctuating the braking area from 145mph into the Deene Hairpin, will remind me of a wonderful weekend long after my shoulders have recovered.

**“The SR8 took every sinew of my upper body and is one of the most physical things I've driven”**



# Caudle steps up and sets the Mini pace

**DEFENDING MINI** Challenge champ Luke Caudle once again proved the man to beat at Rockingham last weekend, as the new R56 model took its place at the front of the field. Having stepped up from the Club Class, Caudle took two wins, before being denied a third by Chris Panayiotou.

In the first race it was Caudle all the way after he saw off an early threat from Panayiotou. Ex-Formula Vee racer Jason Mills shared an early exchange for third with S Class (R53 model) leader Lee Allen, but after briefly establishing himself, a power loss and brake failure pre-empted a fiery exit at the Esses. Chris Knox secured third over Jason Richardson.

One lap behind the safety car erased Caudle's advantage in race two.

Panayiotou was all over him from the green flag but was unable to breach his defence. Then a puncture sent Panayiotou pitwards with a lap to go, leaving Knox and Chris Oakman nose to tail behind Caudle.

Panayiotou took the chance to dominate from pole in the final race and claim a maiden victory. Oakman charged through to secure second from lap nine, as a down-on-power Caudle struggled to third.

Both Radical Club Cup races were led from start to finish by Darren Luke's PR6. Jonathan Wright was left to play second fiddle on both occasions, as reigning Champion Colin Millar kept him under constant pressure.

There was another lights-to-flag winner in the Mini Sevens, as Andrew Deviny left Gareth Hunt and Paul Spark to dispute



New R56 cars lead the three-class Mini pack

second. Their duel allowed Max Hunter to close and snatch second on the inside of Tarzan as Hunt ran wide. But as Hunt tried to rejoin he hit Spark, who managed to retain third as Hunt was left sidelined.

A late puncture proved costly for defending Radical UK Cup Champion Derek Johnston, which allowed Phil Keen to snatch victory on the last lap of their first contest. The Roger Bromiley/Shawn Balfe duo had been Johnston's closest challenger, but after Johnston overshot the Esses, Bromiley went for a gap that suddenly disappeared and his race ended in the tyrewall. Ross Kaiser/Terrence Woodward finished third, after Kaiser had dominated the first

half of the race. Johnston proved unbeatable in the second race with Bromiley/Balfe once again his closest threat. Keen completed the podium after Manhal Allos collected a drive-through penalty for a pitstop infringement.

Paul Thompson led Kane Astin and Sarah Munns throughout a processional Mini Miglia race, which completed four laps behind the safety car after Gordon Pocock hit the wall.

All three Sport Maxx Cup races were won by Adrian Churchill's Vauxhall Astra VXR. He led the first from start to finish fairly comfortably, while the Nissan 370Zs of Jordan Tresson and Luca Lorenzini took advantage of a sudden loss of power for Ryan

Bensley's Astra to snatch second and third.

Lorenzini remained a constant threat to Churchill in the second race, while Tresson had to battle hard before ousting Alex Ashby's Astra for third. It was much the same in the third race, but Churchill had slightly more in hand over Lorenzini. Tresson again completed the podium after both he and Bensley breached Ashby's defence through Pif Paf with two laps to go.

Leopold Ringbom was starting to close on race-long leader Josh Webster at the head of the slim AUTOSPORT Young Guns field, when Webster suddenly lost drive on the pit straight. Ringbom became the inaugural winner but was almost caught by Patryk Szczerbinski at the end, just 0.295 seconds separating them.

Both Pickup races came down to a seven-car charge on the last lap. In the first Phil White just held off Steve Dance and Nic Grindrod, and with White having led for much of the second, he was the man to beat. Dance came closest again with Grindrod third, but White was unbeatable.

By Peter Scherer



Luke took both Club Cup contests

**MINI CHALLENGE (03 LAPS)** 1 Luke Caudle. 2 Chris Panayiotou +1.373s. 3 Chris Knox. 4 Jason Richardson. 5 Chris Oakman. 6 Lee Allen. **Class winners** Allen, Kevin O'Connor. **Fastest lap** Knox 1m33.765s (74.48mph). **RACE TWO (03 LAPS)** 1 Caudle. 2 Knox +4.669s. 3 Oakman. 4 Allen. 5 Richardson. 6 Steve Liguorish. **CW Allen**. O'Connor. **FL Panayiotou** 1m33.492s (74.70mph). **RACE THREE (03 LAPS)** 1 Panayiotou. 2 Oakman +0.690s. 3 Caudle. 4 Knox. 5 Richardson. 6 Allen. **CW Allen**. Sam Osborne. **FL Panayiotou** 1m33.616s (74.60mph). **RADICAL CLUB CUP (05 LAPS)** 1 Darren Luke (PR6). 2 Jonathan Wright (PR6) +2.402s. 3 Colin Millar (SR3 RS). 4 Steven Lindsay (PR6). 5 Mark Abbott (PR6). 6 Mark Boot (PR6). **CW Millar**. Lindsay. Andrew Harwood

(ClubSport). **FL Millar** 1m19.801s (87.51mph). **RACE TWO (04 LAPS)** 1 Luke. 2 Wright +1.803s. 3 Millar. 4 Lindsay. 5 Darren Anley (SR3). 6 Boot. **CW Millar**. Lindsay. Harwood. **FL Luke** 1m20.064s (87.22mph). **MINI SEVEN (00 LAPS)** 1 Andrew Deviny. 2 Max Hunter +2.521s. 3 Paul Spark. 4 Ian Deviny. 5 Nath Burge. 6 James Bowers-Coulson. **FL Hunter** 1m43.290s (67.61mph). **RADICAL UK CUP (27 LAPS)** 1 Phil Keen (SR8). 2 Derek Johnston (SR8) +0.234s. 3 Ross Kaiser/Terrence Woodward (SR8). 4 Ross Allen (SR3). 5 Marcus Pye/Simon Hatfield (SR8). 6 Rob Wheldon/Paul Thorburn (SR3). **CW Allen**. **FL Kaiser** 1m16.434s (91.37mph). **RACE TWO (00 LAPS)** 1 Johnston. 2 Roger Bromiley/Shawn Balfe (SR8) +10.790s. 3 Keen. 4 Woodward/Kaiser. 5 Thorburn/Wheldon.

6 Allen. **CW Thorburn/Wheldon**. **FL Johnston** 1m16.966s (90.74mph). **MINI MIGLIA (00 LAPS)** 1 Paul Thompson. 2 Kane Astin +0.237s. 3 Sarah Munns. 4 Niven Burge. 5 Dave Drew. 6 Michael Green. **FL Burge** 1m34.818s (73.65mph). **SPORT MAXX CUP (03 LAPS)** 1 Adrian Churchill (Vauxhall Astra VXR). 2 Jordan Tresson (Nissan 370Z) +1.645s. 3 Luca Lorenzini (Nissan 370Z). 4 Ryan Bensley (Vauxhall Astra VXR). 5 Dan Malone (Seat Leon Cupra). 6 Craig Currie (Nissan 370Z). **CW Andrey Magiy** (Mini Cooper). **FL Churchill** 1m35.334s (73.25mph). **RACE TWO (03 LAPS)** 1 Churchill. 2 Lorenzini +0.765s. 3 Tresson. 4 Alex Ashby (Vauxhall Astra VXR). 5 Bensley. 6 Currie. **CW Magiy**. **FL Churchill** 1m33.892s (74.38mph).

**RACE THREE (03 LAPS)** 1 Churchill. 2 Lorenzini +1.660s. 3 Tresson. 4 Bensley. 5 Ashby. 6 Currie. **CW Magiy**. **FL Churchill** 1m34.011s (74.28mph). **AUTOSPORT YOUNG GUNS (05 LAPS)** 1 Leopold Ringbom. 2 Patryk Szczerbinski +0.295s. 3 Sazlan Sirajudin. 4 Ollie Walker. no other finishers. **FL Ringbom** 1m21.339s (85.86mph). **PICKUPS (05 LAPS)** 1 Phil White. 2 Steve Dance +0.021s. 3 Nic Grindrod. 4 Michael Smith. 5 Pete Stevens. 6 Anthony Hawkins. **FL Dance** 40.243s (132.29mph). **RACE TWO (05 LAPS)** 1 White. 2 Dance +0.041s. 3 Grindrod. 4 Smith. 5 Hawkins. 6 Stevens. **FL Smith** 40.796s (130.50mph).

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For any queries please contact Ollie on: [ollie@olliehancock.com](mailto:ollie@olliehancock.com) +44 7799 621775  
[www.olliehancock.com/coaching](http://www.olliehancock.com/coaching)