

Renault Clio Cup MacDowall targets step to euro SEATs

RENAULT CLIO Cup runner-up Alex MacDowall is to contest this weekend's Spanish SEAT Leon Supercopa round at Jerez as a warm-up to a Eurocup campaign in 2010. MacDowall, 18, will join top team SUNRED Engineering, which also runs a range of SEATs in the World Touring Car Championship, for Jerez and the final round at Barcelona.

The Cumbrian has ambitions to step up to the British Touring Car Championship, but wants to hold off for a year until the new low-cost regulations are introduced for 2011.

"We'll see how we get on at Jerez and Barcelona, and if they go well then we'll move into the Eurocup with SUNRED next year," said MacDowall, who won four Clio Cup races this season.



MacDowall has been the frontrunner

Cup New director to race Caddy Van

THE UK'S Director of Volkswagen Commercial Vehicles Simon Elliott is to contest a full season of the Volkswagen Racing Cup in 2010. Elliott (48) made his racing debut at Silverstone this year as part of the 'arrive and drive' programme, and went on to compete in the Brands Hatch season finale.

It now looks likely that he will take over the RacingLine-prepared Caddy TDI, driven previously by Peter Wyhinny. "My two outings this year made me realise that it's something I want to do," said Elliott. "I'm in discussions with Peter about taking over the van, but the important thing is to get a high profile sponsor and I'm close to that."

Triple 8 back on track with Pro1000 Series

Multiple BTCC title-winning squad Triple 8 conducted its first test with the Pro1000 Series Caparo T1000 at Silverstone last week. Duncan Tappy did the driving



AUTOSPORT DRIVER RANKING

WE HAVE been no further down the past month for the racing pair in the 2009 UK Drivers' table, but Butcher and Milicevic have both made ground behind them. Nathan Freke, however, has moved up to 11th in the Drivers' table and Brands Hatch races to boost his score. Nathan Freke's stellar late season run in Ginetta G50s has earned him a high ranking in the Drivers' table.

POS	DRIVER (CAR/CARS)	Q	A	CL	TOT
1	John Higgins (Ford Coupe)	19	0	19	
2	Rod Birley (Ford Escort WRC)	16	0	16	
3	Rory Butcher (Van Diemen RF92)	16	0	16	
4	Jon Milicevic (Cooper T59)	15	0	15	
5	Nathan Freke (Ginetta G50)	15	0	15	
6	Chris Scragg (Aston Martin V8/Jaguar E-type)	13	0	13	
7	Mark Burton (Jade Trackstar)	13	0	13	
8	Alan Hogg (Jade 2)	13	0	13	
9	Roger Stanford (BMW 2002/M3/Lotus Cortina)	12	1	13	
10	Rob Smith (BMW E30/E36)	7	6	13	
11	Tim Gray (AB Performance Striker/Radical SR4)	1	12	13	
12	Stephen Hall (Audi TT)	10	2	12	

Repechage, consolation, 'overflow entry' and handicap races not included. Races must be minimum 10 miles. Classes must have minimum six starters. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosport.editorial@haynet.com

MARCUS PYE HUMBLE PYE

The voice of club motor racing



Kumho BMW is a well promoted success

Arriving at any race meeting to find the paddock almost empty is dispiriting, but when three of the eight races are double-headers it should not have come as a surprise to find - not for the first time this season - fewer than 80 cars in situ for Sunday's BARC Championship Finals at Thruxton. Thankfully, the Kumho BMW races, Dino Zamparelli's faultless winning drive in the second club Formula Renault race and the MGs held things together. But does it have to be that way?

The paddock is larger than it was in 1973, when I first attended the equivalent meeting, but the six-race programme was considerably more focussed. The club's F3, FF1600, Special Saloon, Modsports, Production Saloon and Sports GT series reached their climaxes at the end of the venue's sixth year, and spectators came in decent numbers to be properly entertained.

Of course the sport has changed considerably in the intervening 36 years - in many ways not for the better - but in endeavouring to offer competitors value for money in challenging times (and it is they who pay the rent through entry fees) it is all too easy for organising clubs to shoot themselves in the foot by forgetting racegoers and other revenue streams.

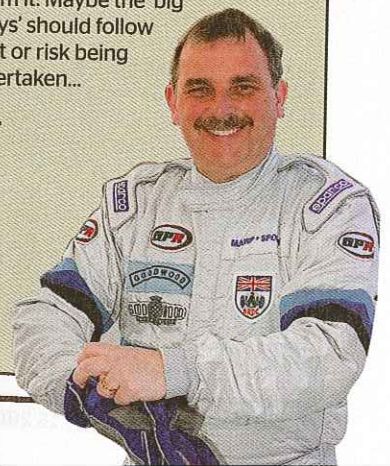
Although some competitors don't like twin races, citing that they lead to samey results, they work much of the time, particularly when fields are strong or conditions

mixed. With 17 entries and four drivers battling for the championship runner-up spot, the Formula Renault BARC rounds provided excellent - and commendably clean - action in ghastly weather. But the nine-car FF1600 Trophy races (a week before the Festival!) were barely flagged-up beforehand. Like the 12-car non-championship Caterham Graduate event, a late addition to the meeting, supposedly on customer demand, they did not merit their places.

The BMW Racing Drivers' Club's Kumho series rode out on a high, though. With some scintillating racing among great cars, two new outright winners and the title decided in favour of E30 driver James Card, it's everything that the good-looking but feebly populated CSL Cup (on the Dunlop Great & British package) isn't. That's all down to promotion, a vital ingredient of which BMW Racing Drivers' Club president Trevor Ford and members of his competing clan are not scared.

Blanket promotion of grass roots racing, like genuine investment in club sport, is not something we've seen a lot of in years, yet those organisations which put most in - I'm thinking HSCC, 750MC and the young Classic Sports Car Club here - appear to be getting the most from it. Maybe the 'big boys' should follow suit or risk being overtaken...

“It is all too easy for organising clubs to shoot themselves in the foot by forgetting racegoers”



THRUXTON BARC October 11
Howarth and Crisp share BMW honours

Crisp bags win as BMWs pack it with thrills

THE HAMPSHIRE circuit's curtain-closing meeting was full of surprises and drama to the very last lap of the season, despite some thin grids. Ian Crisp's oh-so-late victory in a tense Kumho BMW race capped a day that turned rather wet.

Just when it seemed as if first-race winner Anthony Howarth was on his way to adding to his maiden victory, drama struck around a mile from home. As he swept into Village, his M3's electrics died and he was forced to pull over. The battling Crisp and David Kempton now knew that a race victory was there for the taking.

Precious little separated them up Woodham Hill – but who would brake later for the chicane? Both men

arrived on the limit and neither steered an exactly conventional course through the chicane. Crisp did just enough to repel Kempton, albeit by a paltry 0.13 seconds.

Thomas Knight took a distant third – rich reward for the first-race polesitter, who'd been forced to pit from a similar placing in that race when his M3 shed a drive belt, sending the water temperature sky high and leaving the hapless pilot without power steering.

Howarth had romped to victory in race one, in which Crisp finished fourth just behind Kempton and James Webb. A superb start by second-row man Kempton carried him into an early lead but, once fellow row-two starter Howarth hit his stride,



Crisp took last-gasp win in second Kumho BMW race

it was a matter of by how far he won.

While Kempton's efforts were enough to secure him the Class A title after a controversial season, James Card's steady drive to fifth in Class B was enough to take the overall crown.

Josh Mulholland and Dino Zamparelli took a win apiece as Formula Renault BARC came to a close for 2009. Alpine Motorsport driver Mulholland took race one, hitting the front on lap five as erstwhile leader Brett Parris dropped down the order due to alternator failure.

Mulholland then led home Ahmad Al Harthy, Zamparelli and James Theodore, these four well clear of the rest.

Zamparelli's win came in ever-worsening conditions, the rooster tails of spray being more akin to those experienced by his powerboat racing father Mike. The Italo-Bristolian former Ginetta Junior

champion revelled in the conditions, winning very easily in his Reon Motorsport machine.

Omani Al Harthy led the chasers, well clear of a trouble-free Parris, Joe Crook and Mulholland, who dropped out of the race on the final lap.

The Thruxton FF1600 Trophy double-header drew a disappointingly slim entry. Castle Combe regulars Jonathan Hoad and Thomas Barrow – in 19-year-old Van Diemen and one-year-old Mygale respectively – finished one-two in the first encounter before impressive novice Barrow took revenge in race two.

Scott Blakeney had been fastest in qualifying, but a flashing warning light as the field lined up was a portent of things to come. He slipped to an ever-more-distant third before battery failure forced his Vector out.

Hoad led early on in race

two before Barrow passed him and drew clear. Barrow had set up his car for an early charge and, as the set-up went away, so Hoad came on strong. A mere 0.39s covered them at the flag, Barrow taking his first race win in only his ninth ever meeting, and first away from Combe.

Old stager Doug Cole proved that there's still life in the 'old chap' by overcoming a second-lap off to win the MGOC final round. Lee Sullivan suffered two spins on his run to second spot, while a clenched-fist salute from Class F winner Stuart Plotnek down in sixth place overall was that of a title winner.

Polesitter Andrew Ennis headed a thinly supported non-championship Caterham Graduate encounter. Jamie Waring's pursuit in a less powerful Super-class car was admirable but unrewarded.

By Dud Candler



Zamparelli left rivals in his wake in race two

KUMHO BMW (10 LAPS) 1 Anthony Howarth (M3 E36), 2 David Kempton (M3 E36) +14.599s; 3 James Webb (M3 E36); 4 Ian Crisp (M3 E36); 5 Richard Mallinson (M3 E36); 6 Garrie Whittaker (M3 E30). **Class winners** Kempton; Evelyn Buanic (M3 E30); Sean Foley (318is). **Fastest lap** Howarth 1m37.95s (86.72mph).

RACE TWO (10 LAPS) 1 Crisp, 2 Kempton +0.130s; 3 Thomas Knight (M3 E36); 4 J Webb; 5 Whittaker; 6 Tom Webb (M3 E36). CW Mallinson, Buanic, Foley. **FL** Kempton 1m34.350s (89.89mph).

FORMULA RENAULT BARC (12 LAPS)

1 Josh Mulholland; 2 Ahmad Al Harthy +1.290s; 3 Dino Zamparelli; 4 James Theodore;

5 Joe Crook; 6 Steven Durrant. **FL** Al Harthy 1m19.879s (106.18mph).

RACE TWO (12 LAPS) 1 Zamparelli; 2 Al Harthy +3.989s; 3 Brett Parris; 4 Crook; 5 Durrant; 6 Theodore. **FL** Al Harthy 1m20.132s (105.84mph).

THRUXTON BARC FF1600 TROPHY (10 LAPS)

1 Jonathan Hoad (Van Diemen RF90); 2 Thomas Barrow (Mygale SJ08) +3.547s; 3 Joshua Barnett (Van Diemen RF88); 4 Kyle Tilley (Jamun M88); 5 Shaun Macklin (Swift SC92F); 6 Steve Bell (Royale RP29). CW Barrow; Barnett. **FL** Barrow 1m35.541s (88.77mph).

RACE TWO (10 LAPS) 1 Barrow; 2 Hoad +0.391s; 3 Scott Blakeney (Vector MG95); 4 Bell;

5 Jon Nash (Van Diemen RF80); 6 Lloyd Hopes (Swift SC92F). CW Hoad; Bell. **FL** Hoad 1m34.953s (89.32mph).

MGOC (10 LAPS) 1 Doug Cole (ZR); 2 Lee Sullivan (ZR) +1.934s; 3 Paul Clackett (ZS); 4 Simon Byrne (ZR); 5 Benjamin Short (Maestro); 6 Stuart Plotnek (F). CW Short; Plotnek; Paul Eales (B GT). **FL** Sullivan 1m41.635s (83.45mph).

CATERHAM GRADUATES (10 LAPS)

1 Andrew Ennis; 2 Jamie Waring +3.104s; 3 Luke Tzourou; 4 William Halley; 5 Chris Rome; 6 Martin Kay. CW Waring. **FL** Ennis 1m41.821s (83.29mph).



Hoad's Van Diemen leads Blakeney and Barrow