



LAT

'01 champ Buxton is coming back to Clios

Renault Clio Cup

Buxton set for Clio Cup comeback

Amery brings 2001 champion back after six-year layoff to help bolster Newsham's points push

FORMER RENAULT CLIO Cup champion Daniel Buxton will return to racing for the first time in six years when the series heads to Rockingham later this month.

Buxton, who was the 2001 champ, last raced a Peugeot 307 in the 2003 British Touring Car Championship. He has been driver coaching for Amery

Motorsport in the Clio Cup and has now been drafted in to help Amery's Dave Newsham secure third in the standings. He lies 38 points behind Andrew Herron with four races left.

"I've had offers to return to the series before, but the invitation from Amery is the first one that has really excited me," said the 33-year-old, who

has yet to drive the car. "Six years is a long time but I'm not worried about having lost it. The biggest thing will be getting up to speed as quickly as possible. I've got to remember that I'm not going out there to win; the goal is to help Dave."

Team director Martin Amery, who also runs series regulars Darren Wilson

and Robert Gaffney alongside Newsham, said: "Daniel has really helped bring the drivers on with new techniques.

"Our aim this year is for Dave to come third in the championship - that's why we've got Daniel on board. I've no doubt our drivers are going to want to beat Daniel."

CSCC Tin Tops

Jordans star on Tin Top outing

TOURING CAR aces Andrew and Mike Jordan both made surprise Classic Sports Car Club Tin Tops debuts at Cadwell Park last weekend.

Works Vauxhall BTCC driver Andrew Jordan shared a Honda Integra DC2 in the enduro with Andrew Broad and scored victory on his maiden visit to the Lincolnshire circuit. Father Mike, a former BTCC race winner, partnered family friend Nigel Ainge in a DC5 and finished fourth with fastest lap in the 40-minute race.

Andrew Jordan won on first visit to Cadwell



STEVE JONES

Jordan Jr said: "It's a brilliant circuit, a lot more fun than say Silverstone, and it would be unreal if only we could get touring cars racing round here.

"My favourite part of the track is

the stretch from the Gooseneck to the top of the Mountain. I have total respect for anyone who races here, particularly the bikers.

"I'd love to compete in Tin Tops again if the opportunity arises."

Jordan Sr added: "Returning here after 16 or more years, I can't get over how

beautifully resurfaced the track is and how well presented the whole place is.

"I'd be more than happy to come back here again, perhaps in the Ginetta Andrew and I are building up."

British Formula Ford

Juno returns to Formula Ford

BRITISH CONSTRUCTOR Juno returned to the British Formula Ford Championship at Brands Hatch last weekend with Castle Combe FF1600 ace Felix Fisher at the wheel.

Juno had been absent from the series since Chrissy Palmer left the team, but is now running Fisher on a race-by-race basis. Fisher bounced back from suspension failure in race one to bring the JA08 home 10th and 11th in the other two events.



JAKE GREEN scored a best result of 13th on his British Formula Ford debut with JTR at Brands Hatch last weekend (above). He hopes to contest the Festival with the team.

IN BRIEF

FORMULA RENAULT UK frontrunner Harry Tincknell has been reinstated to the results from the first race at Donington Park in May. The CRS Racing driver had lost sixth place for a move on Jordan Oakes, but has successfully appealed. The decision moves him to fifth in the standings, ahead of Jesse Krohn.

CRS RACING has confirmed it will run Euan Hankey in the remaining Formula Renault UK rounds this season. Hankey, who made his series debut at Silverstone earlier this month, replaces the injured Matias Laine.

REIGNING BRITISH GT champion Jon Barnes won the

VdeV Endurance GT event at Dijon earlier this month. Barnes shared a Mosler MT900 with experienced racer Martin Short.

THE FRENCH Formula Renault championship will effectively return next year when the West European Cup runs all but one of its rounds in France as part of the

FFSA Super Serie. The WEC replaced the French championship in 2008.

THE FAN-BASED YourRacingCar.com initiative, which supports Fulvio Mussi in the Ginetta G50 Cup, is hoping to expand to two cars in 2010. The project relies on sponsorship from club members.

Formula Renault UK

New Formula Renault squad to be set up using funding from fans

A NEW Formula Renault UK squad is being launched using fan funding. Revolution Performance Motorsport is the brainchild of former FRenault and F3000 mechanic Pete Connor. He hopes to sell VIP membership of the squad for £500, which he will use to set up a four-car assault. Drivers will not need to find funding to run with the team, but will be expected to commit a percentage of their future earnings to RPM, which will then in turn feed some back to the original investors. Connor also expects to attract team sponsors to come on board once the squad is up and running.

"I know how difficult it is for drivers to find a budget," said Connor. "We'll be able to approach whichever drivers we want. Members will get their return by getting a part of future profits."

Connor, who believes "finding [team] staff won't be a problem" from within the industry, is aiming to sell 3000 VIP memberships. "If we can get the funding together we'll do the Formula Renault Winter Series," he said. "If not we'll be in the main championship in 2010."

The initiative follows the launch of the YourRacingCar.com project, which has used fan funding to run Fulvio Mussi in the Ginetta G50 Cup this season.

European Rallycross

Eriksson win is too late for title

FORD DRIVER Andreas Eriksson won the penultimate round of the FIA European Rallycross Championship at Slomczyn in Poland.

Eriksson's second win of the year came in a closely fought A final, the Fiesta driver making a last-lap pass on points leader Michael Jernberg's Skoda Fabia to claim the spoils.

The victory comes too late for Eriksson to challenge for the title, after a series of troubled events mid-year put an end to his hopes.

Defending champion Kenneth Hansen finished third in Poland, just ahead of title challenger Sverre Isachsen. The fortunes of the two contrast starkly: Hansen is now unable to retain the title, while Isachsen is effectively the series

leader as the dropped-score situation leaves him six points ahead of Jernberg heading into the final round in the Czech Republic this weekend.

British driver Kevin Procter gained a personal best eighth-place finish with his Ford Focus ST ERC, while engineer Tony Bardy started his first ERC event in more than a decade and finished 16th in an Opel Astra.



Eriksson's Fiesta scored second win

WHITTINGTON

Radical European Masters

Sims to take his sportscar bow

F3 EURO SERIES race winner Alexander Sims will make his sportscar debut in the Radical European Masters, supporting the AUTOSPORT 1000Km at Silverstone this weekend.

The McLaren AUTOSPORT BRDC Award winner will drive an SR8 solo in

the single-make series.

"We got talking once I noticed the Radical factory [in Peterborough] was just a few miles from where I live," said the 21-year-old.

"I think it'll be a lot of fun - there's no pressure but as always I want to do well no matter what I'm racing. Obviously my goal is to reach F1 but I enjoy all forms of racing and it's always good to sample different types of equipment."

Sims finished second in Formula Renault UK last season and is currently sixth in the F3 Euro Series.



Sims will get a sportscar outing

GIBSON/LAT

HUMBLE PYE

MARCUS PYE

The voice of club motor racing



LAT

Pye was there in '77 when Donington last reopened

When the opening chapter of Donington Park's history closed, three weeks before the outbreak of World War II in September 1939, my father and late godfather were aged six and eight respectively.

For car racers this was an iconic period, spanning just seven seasons from 1933 and headlined by the crushing dominance of Germany's magnificent money-no-object Auto Union and Mercedes-Benz 'Silver Arrows' in the grands prix.

Humble supercharged GP Austins and the gallant voitorettes built by English Racing Automobiles, hallowed by members of the Vintage Sports-Car Club (founded in '34), played cameo roles, albeit key parts in the evolution of British motorsport.

When Tom Wheatcroft, a child spectator at Donington, rescued the long-dormant venue and reopened it for cars on May 28 1977, I was there. Hugely well attended, and run in glorious weather, it established the absolute antithesis of flat airfield circuits as an instant favourite. I recall local garagiste Alastair Lyall winning the opening race in his immaculate red-and-yellow Swancar Ford Escort.

I have always adored ERAs. The last to appear - and win - at Donington pre-war was R6B (now with Ian Landy), with Robin Hanson up at the Cambridge University AC meeting on June 26 1939. It was absent last weekend, but R1B and

R3A (raced by Raymond Mays and Richard Seaman in '35) were, alongside R10B, R11B, the triple Nuffield Trophy-winning R12C and the ubiquitous works development R4D. Indeed R3A left its stamp as the venue's second epoch ended, like the first, with the VSCC running proceedings. The circuit may be different to its terrifying pre-war configuration, but its spirit remains.

As I left on Sunday night with a tinge of sadness, reflecting on a pair of layouts that have given me wins in AC Cobra, Argo JM6, Austin A40, Caterham and Lola T294, plus countless other priceless driving experiences, the real poignance of the closure hit home - as it should everybody with a soul.

Competitors and enthusiasts owe an incalculable debt of gratitude to Tom Wheatcroft and his long-time lieutenant Robert Fearnall (still with the current regime) for not only keeping the place alive, but also having the passion, and balls, to bring so many great and varied car and motorcycle formulae to Donington over 33 seasons.

I don't know whether the British GP will be staged on 'Donington 3' next year, but I plead that a club layout as challenging as the existing one remains an option to a modern F1 track for the grass roots, which pays the bills for 51 weeks per year. For now, it's all over bar the digging...

“The real poignance of the closure hit home - as it should everybody with a soul”

