

AMR GT4 Challenge to support British GT rounds next season

ASTON MARTIN GT4 will become a support class in British GT next season. The new endurance category for the British GT4s will hold four rounds that make up next year's British GT bill. The season will kick off at Oulton Park and will also visit Rockingham, Silverstone and Donington Park as part of the new GT package. The first two events will be June's Silverstone festival meeting at Brands Hatch and the European GT4 race at

Zandvoort in October. Aston Martin Racing boss John Gaw said: "British GT is the highest level of GT racing in the UK and one of the top national championships in the world, so having the GT4 Challenge as a support race shows the level of professionalism of our one-make series."

● Lotus will return to the GT4 class of British GT next season. Ossy Yusuf, who raced a Ginetta G50 with Joe Osborne in British GT in 2010, will share an ISSY Racing Evora with experienced GT racer Gavan Kershaw.



AMR GT4 series will join the UK's premier GT package

Control Racing to expand Ginetta Junior next year

GINETTA GT SUPERCUP Control Racing will branch out to a new class next season. The team will add the SuperCup 2 and second this season, and will also run three Renault Clio Cup cars. Team boss Lee Brookes said: "This is a big year for the team, which is also adding the Ginetta GT5 Challenge, which is the first rung of Ginetta's racing ladder. Everything else with Ginetta is a window to get drivers starting their careers," he said. "We felt we need to be in that space. We've been with Ginetta a long time and we've been missing out."

Brookes believes his team's experience with the similar G40 model used in the GT5 Challenge will help it in Juniors.

"[Our success] depends on the drivers that we get, but we've been running the GT5 Challenge cars and I think we'll be OK," he added.



TCR wants to work with Junior drivers

Lee Tordoff looks to GTs testing Triple Eight BMW

DURING CAR RACE Lee Tordoff would like to add GT racing to his 2014 programme. He finished sixth as a rookie in the British GT this year driving a Triple Eight

MG6, had a run in one of the squad's British GT BMW Z4s at Donington Park last week.

"They said jump in and have a go – it was a thank you," said the 24-year-old. "But British GT is something I'd like to look at."

"It was nice to have go in a GT3. It was a really lovely, balanced car, though it was surprising how intrusive all the aids are, like traction control and ABS. And you could feel the aero."

Tordoff has no GT deal for next season, but the former Porsche Carrera Cup racer has not ruled it out. "In an ideal world I'd like to dovetail it with touring cars," he added. "I'm looking at the possibilities of that."



Used to Z4

GEBREYKAT

HUMBLE PYE The voice of club racing



The 750MC has banned electronic ignitions in Formula Vee for 2014

Going back to basics should set Formula Vee straight

The old adage "if it ain't broke, don't fix it" could apply to Formula Vee – like Formula Ford a British racing fixture since 1967 – as there wasn't a lot wrong with it until relatively recently when things were allowed to get a little too technical. All a bit un-Vee-like, given the simplicity of air-cooled flat-four engines, matching transaxle and Beetle front suspension beam and brakes recipe. And to many minds quite wrong.

On any racing grid some folk are more adventurous or technically stronger than others. They spend every waking hour trying to beat their rivals – and in some cases the formulae themselves – by applying science and gadgetry. 'Twas ever thus. The arrival of programmable electronic ignition in Formula Vee (the latest in a line of unnecessary complications) drove a wedge between factions and reset parameters of performance. And expenditure.

Buying the kit was not particularly costly, but setting it up or building special engines to suit its characteristics and maximise its potential was (especially when the process required hours of fiddling and experimentation on rolling-road dynos). Very quickly the field became split, the 'haves' left the 'have nots' behind and the critical mass declined as traditionalists felt they were wasting time, effort and money trying to keep up.

From heats and finals, or qualification and points races,

Formula Vee grid numbers have fallen away. Some of that may be cyclical and some down to the economic climate, but it needed somebody with teeth to stop the rot, refocus competitors, and protect what I always believed was a protected formula in MSA statutes.

As guardian of the 750 Motor Club's low-cost racing ethos, Giles Groombridge has achieved much in his brief tenure of its competition manager's office.

He favours sport for all over domination for some, thus has – democratically, with the majority of the board's blessing – banned electronic ignition in Formula Vee from 2014, the club's 75th year.

"We're going back to points [a traditional mode of ignition], which has upset a few people, but should restore the status quo," he said.

Ironically, the lack of serviceable original Volkswagen, or usable South American factory components for the highly-tuned (and highly-strung) 1300cc engines and fragile gearboxes should be the next issue.

Adoption of Ireland's standard 1600cc engine – let's not be too fussy, 1200s are still raced around the world too – which is kinder to the 'boxes, could be one answer. Even if Hewland gearsets in existing casings might be seen as a bridge too far.

Marcus Pye

"The field became split as traditionalists felt they were wasting time, effort and money trying to keep up"

