

British Formula Ford

Cammish picks Spectrum for 2010

REIGNING BRITISH Formula Ford Scholarship champion Daniel Cammish has rejoined Kevin Mills Racing to challenge for the overall title this season in an Australian-built Spectrum.

Cammish was a frontrunner in his first season of car racing, but his performances fell away later in the year as he dovetailed his campaign with German ADAC Formel Masters outings.

The 20-year-old tested for multiple title-winning team Jamun during the winter, but has now decided to stick with KMR. "Jamun is a very good team, but I didn't see anything that was miles

better than what KMR had," said Cammish, who began an extensive test programme in Australia this week. "With a bit of work I believe we can do it," he added.

"ADAC definitely distracted me last year and there'll be none of that this time. There's only one goal and that's to be champion."

Mills said: "Daniel is one of the quickest guys coming back, if not the fastest, and we'll be looking to beat those red [Jamun] cars."

Other recent signings include Finnish teenager Jesse Anttila, who will drive



Cammish will race for KMR again in '10

EBREY/LAT

Ginetta Junior

Rallycross ace makes circuit racing move

REIGNING BRITISH Junior Rallycross champion Brad Bailey will switch to circuit racing this season in Ginetta Juniors.

The 15-year-old will race one of Ginetta's new G40s as a privateer, with help from his father, ex-British Rallycross Championship driver Paul Bailey, and former British Touring Car team boss and engineer Graham Hathaway.

Bailey claimed British and Open junior rallycross titles in his

first full season last year, driving an ex-Andrew Jordan Mini, and hopes to eventually graduate to the BTCC. He may dovetail his G40 races with selected rallycross outings in the Mini.



Bailey scored success with a Mini in 2009

T. WHITTINGTON

for the works Van Diemen team, and reigning Ford Fiesta ST champion David Ellesley at Spirit. The 23-year-old switches to single-seaters with a 2007 chassis, but Spirit plans to build a new car for 2011, which Richard Huddart will develop during this season.

Bailey Sr said: "Bill Gwynne [rally school owner] said Brad's driving is second to none and that he hadn't seen anyone with such potential since [BTCC racer] Andrew Jordan.

"We don't expect to be fighting for the title this year, but we'll be going hammer and tongs for it next year."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



ALEX MITCHELL

Greg Thornton was one of several Brits at Pukekohe

Following the auspicious inaugural international race meeting at the new Hampton Downs circuit, my sojourn to New Zealand to follow the Formula 5000 Tasman Cup Revival series wound up in Pukekohe, 25 minutes up the road towards Auckland, last weekend. From a splendid, modern - albeit incomplete - complex to a 1960s track that has changed little since the loop was pared off, the contrast could not have been greater.

For a start, the weather (always unpredictable on the narrow strip of land between the Pacific Ocean and the Tasman Sea) turned on Saturday afternoon. Dramatically so, for more than two inches of rain in an hour flooded the rudimentary old pits and filled the drainage culvert between them and the start 'straight'. By morning, the water in the sluice was about 15 feet deep, and had eroded the banking supporting the asphalt through the preceding sweeper. Circuit crews did well to shore it up with concrete blocks and tyres, and Sunday ran as planned.

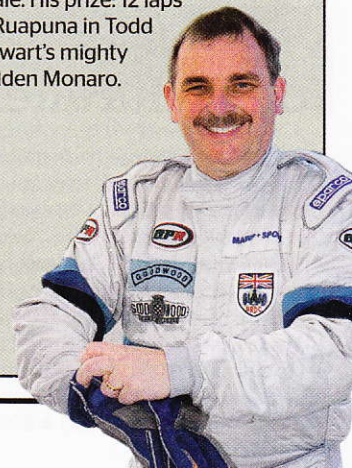
At a venue that, as one British competitor observed, boasts the speed of Thruxton with the run-off of Lydden, the spectacle of the top F5000 cars pulling 180mph on the back straight is awesome. And the old maestro Kenny Smith - who first rode the central horse racing course as an apprentice jockey in his youth - was again in a class of his own.

Smith radiates enthusiasm for the mammoth V8 machines in which he excelled in the 1970s, savouring every second of driving his borrowed Lola T430 at a place that rewards set-up finesse, courage and those wearing blinkers in equal measure. A hero to legions of fans, Kenny has evidently done more laps of 'Pu-ke' than anybody else over the past 46 years. Another perfect four-from-four result underlined that.

A 'Who's Who?' of fellow Kiwi racing greats, from Chris Amon (who drove David Fitzsimons's divine Ferrari 275 GTB/C in the parades) through Ardmore veteran Howden Ganley - who, having headed to Europe before Pukekohe opened, never raced at the track he rated as particularly dangerous - to Graeme Lawrence and Steve Millen applauded Smith's latest successes in the V8 sledgehammers. One day, hopefully, he will race in Britain, although at 68 he has left it late...

Being thrashed by a period superstar - who still gleefully takes on teenagers in the Toyota Racing Series - does not worry today's rivals, indeed adds to the kudos of the NZ F5000 movement. But having fun is important too. One of Sefton Gibb's mechanics sent the paparazzi into a spin when, for a bet, he donned hilarious Borat garb to strap his man in prior to Sunday's finale. His prize: 12 laps at Ruapuna in Todd Stewart's mighty Holden Monaro.

“Pukekohe boasts the speed of Thruxton with the run-off of Lydden; the top F5000s pulled 180mph”



Ginetta G50 Cup

G20 ace steps up to G50 challenge

GINETTA G20 champion Mark Davies will graduate to the G50 Cup category this season.

Davies will step up with the same Optimum Motorsport squad that helped him to the G20 title last season. Fellow ex-Renault Clio driver Stephen Tyldsley will also race with the team.

Davies, 28, believes he can

challenge for the title in his first G50 season. "I did a test at Oulton before Christmas and it didn't seem too difficult to drive," he said.

"It seems very stable, so I think we can get on the pace pretty quickly. We want to win the championship."

Both drivers were due to start further testing this week.