

1ST
FOR
FORDS

RED HOT
RS
466bhp Mk2 Focus



RETRO COOL MK2

Wide arch CVH-
powered Fiesta



MAY 2016 **ISSUE 369** £4.50

fastford

THE UK'S NUMBER ONE FORD TUNING MAGAZINE

MOTORSPORT ICON

ALL-CONQUERING SIERRA COSWORTH
RS500 TOURING CAR IS BACK
ON THE TRACK!

TRACK SPECIAL

CELEBRATING FAST FORDS
ON THE RACE TRACK

BTCC INTERVIEW

Exclusive Q&A with team boss and drivers

GET READY FOR THE TRACK

Prepare your car for some track action!

GET ON TRACK

Handy hints for your
first track day!



TRACK-READY

ST



Throttle-bodied Fiesta packing **234bhp!**

3 OF A KIND

BEST TRACK CARS

Three fast Fords that make awesome track weapons



+ FIESTA ST200
Ford announces the hottest Fiesta yet!

FORD GT MEET
PULL-OUT POSTER
NEW SHOW PREVIEW
& MUCH MORE

MAY 2016 **ISSUE 369** PRINTED IN THE UK £4.50



9 770958 052208



Words: Jamie Photos: Motorbase archive & PSP Images

IT'S A FORD THING...

We get exclusive access to Motorbase Performance's team boss and both 2016 BTCC drivers to ask just what links they have with the Blue Oval...



We get to ask Motorbase team boss David Bartrum (middle) and 2016 BTCC drivers Mat Jackson (left) and Andrew Jordan (right) about their history with Fords

Far from just fielding two Focus STs in the BTCC Championship, Motorbase Performance's links to the Blue Oval go much further back than the current cars. In fact the link between the current team and racing Fords goes back almost thirty years, when team boss, David Bartrum, embarked on his own racing career – in a P100 pickup of all things!

Since then, David has raced all manner of fast Fords himself before starting Motorbase Performance,

which has successfully campaigned a Focus in the BTCC for the last five years! 2016 sees the team celebrate its 10th year in BTCC, and the links with Ford are set to continue with the ever-faithful Mat Jackson, and 2013 BTCC Champion Andrew Jordan, piloting the Motorbase-run Focuses. So we thought we'd find out just where their Ford roots originate from, along with a few more challenging questions, of course. Here's what they all had to say...

Team boss, David Bartrum, is one of the most popular characters in the BTCC pitlane!



DAVID BARTRUM

David Bartrum is the top boss man at Kent-based race team, Motorbase Performance. He started the business after a successful career behind the wheel himself, with the majority of his racing being done in a fast Ford too. Today Motorbase comprises a team of around 30 people, all with varied but equally important roles within the team to allow them to successfully campaign in the British GT Championship, the Blancpain Endurance Series, and the BTCC. David has become one of the most familiar faces in the pitlane, and his larger-than-life character, straight-talking attitude, and love for clean and fair racing makes him one of the most-loved and well-respected characters in motorsport.

When did you get involved with motor racing?

"I started in racing in 1988, in the Uniroyal P100 Pickup Series. The following year I progressed to the Production Saloons, which I raced a three-door Sierra Cosworth in.

In 1990 I went on to race in the Esso Group N Saloon Car Championship with the Cossie, but then I also built a Sapphire Cosworth half way through the year and raced that for the latter half of 1990 season. I raced the Sapphire through to 1992, and in 1993 I stopped racing and started helping my good friend David Pinkney in the BTCC with BMW.

I did drive some two-driver events alongside my good mates Andy and Gary Britnell over the years, and then I returned to a full season of racing in 1998 when I competed in the Ford Saloon Car Championship in an Escort Cosworth. I actually won the overall championship that year, winning 11

out of the 14 races!

I then had a couple of years racing TVRs with the Britnells before deciding to hang my racing boots up for good and concentrating on being a team owner...again!"

Which was your favourite race series that you competed in as a driver?

"I would have to say the Esso Saloon Car Championship, because it was very competitive with big grids and big name drivers – and I became friends with a lot of them."

Who were you competing against when you were racing?

"We had packed grids at most rounds with lost of good names competing. We had the likes of Matt Neal, Mike Jordan, David Pinkney, Graham Hathaway, Frank Greenway, and more. We even had the likes of Tim Harvey, Will Hoy, Gerry Marshall and so on, join us for some of the two-driver events. Those were truly great years."

Why did you retire from racing?

"Because I got the taste for running my own team at a higher level. That meant concentrating on other drivers and running a business, and I really couldn't do that as well as drive myself, and be successful. And I really wanted to build a successful team."

When did you start up Motorbase Performance?

"Motorbase Performance started in 2004, as part of our fleet business which worked hand-in-hand. We ran two Porsches in The Carrera Cup with Andy and Gary Britnell – they have been a constant in my motor racing career and we became very good friends. I classed them both as my best friends, but sadly we lost Gary in 2014. I'm proud to say that the car Mat Jackson has been driving since his



David won the Ford Saloon Car Championship in 1998 in his Escort Cosworth



The Esso Saloon Car Championship is David's favourite series that he raced in



"PACKED GRIDS WITH LOST OF GOOD NAMES COMPETING"



Today David is in charge of the entire Motorbase Performance team



SAMPSON THE DOG

You may have seen a quirky dog graphic on the side of the Motorbase Focuses – this is Sampson the dog. Sampson was David's Great Dane, who could always be found sat proudly outside the Motorbase workshop door. In fact, as you can see from some of the archive photos on these pages, David's first business – Dane Motor Company – was named after his beloved Sampson.

Sadly Sampson died in 1992, but his legacy lives on in the current BTCC cars. Every time the team finishes in a podium position a 'Sampson sticker' is applied to the car – with bronze, silver, or gold laurels denoting third, second, or first place finishes. The team hopes Sampson will be making several appearances on the car in 2016 too!

passing is dedicated to Gary, and the car is called the 'Gary B', as is proudly stated on the chassis plate."

What are the best/worst parts of being a team boss?

"The best part is winning! You can't beat the feeling of success when it happens. It's such a rewarding feeling because success in motor racing is so hard to achieve. And that's the worst part – being so hard to achieve success – especially after putting in so much hard work and effort, particularly over the winter months."

When did Motorbase start competing in the BTCC?

"Our first season was in 2006, with David Pinkney driving a Honda Integra. We actually bought that car from our current Team Manager, Oly Collins, when he was the Team Manager at Team Dynamics."

That car was actually built by one of our current team members too, Richard Townsend. Richard is one of our engineers and fabricators, and he built our first in-house Motorbase-built BTCC car in 2012 – that was the NGTC Focus with chassis No.1, and Richard has built all of the cars since, up to and including the current chassis No.5."

What attracted you to the BTCC?

"I wasn't so much 'attracted' to it, more 'forced' into it by David Pinkney! I've always followed the BTCC and had some minor involvement in the past with David. Then, while on holiday at the end of 2005, I received a phone call from David telling me, not asking me, that we were entering the BTCC!"

Initially I said no, but he can be very persuasive and I realised it was actually a good idea. It was also too late, as he had already bought the car by then! David was friends with Matt and Steve Neal as I was from our earlier days. I then went to their workshop to collect the car and that's

where I met our Team Manager, Oly.

I'm pretty sure he didn't know what the hell I was all about. A large and loud me came bounding into the workshop and took over, but we've been friends ever since and he's been looking after the team since 2009.

To be fair to David Pinkney he has had the biggest influence in where my team has ended up without knowing it back then. I don't regret entering the BTCC one bit. Of course there have been days where I might have thought it and I have made a couple of 'iffy' decisions along the way (Seat Toledos!), but that's all part of the learning process! We missed half a season last year and I didn't think I would miss it as much as I did! But the BTCC is a great championship and one we would like to stay in for a long time."

Why did you switch to the Focus in 2011?

"We had come to the end of the competitiveness of the RWD normally-aspirated car with the BMW, and the Focus came with a mountune-built turbocharged engine."

The regs were changing to the NGTC turbocharged era we're in today, and there were no real opportunities that year to put a competitive package together with the BMW.

We had a long standing relationship with mountune, which goes back to 1989 with my own race cars! I knew very well from personal experience how good they are with building and developing turbocharged Ford engines, so the decision to switch was made quite a simple one. Ford seems to be in my blood, even back to my father's business with his fleet of Fords."

What do you see as the biggest advantages of the current Focus as the base for a BTCC car?

"To be honest with the regs the way they are it's not particularly



car specific. We all run the same suspension so it all equals out.

RWD cars have advantages at some circuits like Croft & Knockhill, as well as having an advantage over a race distance due to not putting all of the energy through one pair of wheels.

The FWD cars work better in colder and more slippery conditions as they generate heat better on the traction wheels.

Some would say that a short wheelbase FWD car is more nimble and a long wheelbase saloon is better suited to flowing high speed circuits, but Thruxton results would argue that!

We have a good engine in the base Ford, but the Honda & BMW engines aren't exactly lacking in power either. It's down to the team and driver combination more than anything else."

What Ford models do you see as potential BTCC cars in the future?

"The Fiesta is ineligible for BTCC due to its dimensions, and while the Mondeo would be allowed, it's bigger and heavier than the Focus, so it looks like the Focus is going to be the best suited for the next few years.

Although if Ford wanted to have an influence on which model we used to help with their promotions then it's nothing some cash couldn't sort out! Let's face it, race cars run on money not just fuel, and it's an expensive business to design, build, and develop a new car.

I feel confident we could produce a race-winning car regardless of the base model, but we've already proved

that the Focus is competitive, so at the moment we'll stick with it."

Do you think there will always be a Ford in the BTCC?

"Sadly no, not really. Last year saw a race at Thruxton where no Fords were on the grid, and all the Fords currently competing are privately owned so if we all chose an alternative there wouldn't be a Blue Oval on the grid at all!

We love the Focus and have enjoyed great success with the car, but I'm sure we could build a successful race car with another brand if that became the case.

We currently fly the flag for Ford but we do so independently of Ford Motor Company. I guess my early days racing Fords has had a lasting influence, and they get the benefit of that!"

Can a Ford win the 2016 BTCC Championship?

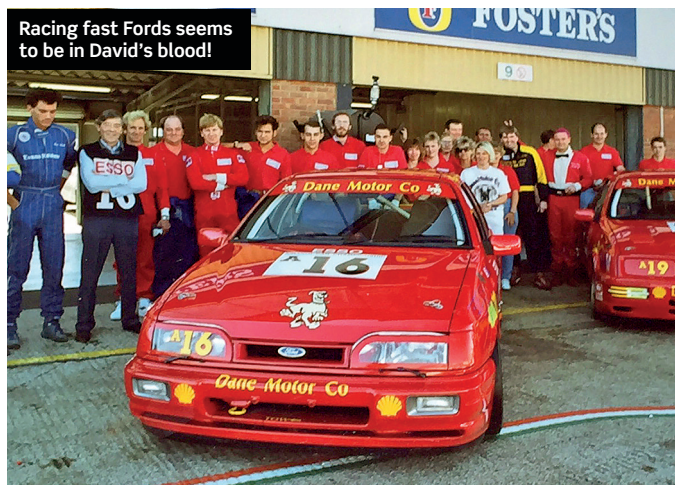
"Yes. And if that answer remains to be true in October we'll all be very happy. If not, we won't!

We have what we feel is the best driver lineup available, and we're working on improving our budget to help support both drivers and launch our strongest attack on the BTCC yet.

I have secured the two drivers at the top of my wishlist so there will be no excuses this year. Although I'm sure we can come up with some if we have to... said the ex-racing driver!"



Racing fast Fords seems to be in David's blood!





Mat visited the podium eight times in the last four Rounds of the 2015 season

MAT JACKSON

Mat Jackson is a current BTCC racing driver, competing in the 2016 Championship in the number 7 Ford Focus run by Motorbase Performance. Mat has been racing for the last 22 years, and has been competing regularly in the BTCC since 2007. In 2010 Mat joined Motorbase, where in 2011 and again in 2014 he recorded fourth place overall in the Driver's standings in both seasons. Despite missing the first half of the 2015 season, Mat came back to dominate the later rounds, securing three qualifying pole positions, four race wins, three second-place finishes, and one third-place finish – meaning he appeared on the podium 8 times in the last four rounds of the 2015 season. Both Mat and the team would love to kick off the 2016 season in a similar fashion...

When did you start racing?

"A long time ago. In fact it was 22 years ago when I started karting... Now do I feel old!? Still, not as old as Plato I guess! I progressed through the ranks before hitting the full circuits when I was 17, racing in Formula Honda."

How long have you been racing in the BTCC?

"I debuted in the BTCC back in 2001, where I competed for a season, but then I did other things and rejoined the BTCC in 2007 – so that's nearly 1/3rd of my life I've spent racing in the BTCC!"

What's the best thing about being a racing driver?

"Being able to do something that is my passion – driving as fast as the car can go and then pushing it one step further, lap after lap."

What's the best thing about the BTCC?

"The racing. The cars and racing are so evenly matched it really is about being the most consistent over the course of the season."

The fans are amazing too. The passion they show come rain or shine is fantastic. They are always there in force, and these are the guys and girls that make the atmosphere such a special place to be."

What's the best race car you have ever driven?

"It has to be touring cars. I have driven some dogs in my time, but the 2015 Focus was just on another level! The chassis was so well engineered and the mountune engine was simply the class of the field."

What was the best race you've ever had?

"This has to be my first outright win in the BTCC. All winter I had been in talks with Seat to join Jason Plato in the works team but was told on Christmas Eve that the deal would not go through (a nice present!). We then switched to BMW for the 2007 season and, at Oulton Park, we managed to hold off Jason all throughout the race to claim our first BTCC win! Beating the car I thought I was going to be driving just made the result even better."

What was the worst race you've ever had?

"Brands Hatch in 2007 driving a BMW, without doubt. It's fair to say that we were involved in one of the biggest shunts in the BTCC to date, and I seem to recall I had the star role!"

The crash involved 15 cars on the exit of Paddock Hill bend, many of which were totally written-off! My team did an amazing job of rebuilding my car to get back on the grid for Race 2 but we had a cracked exhaust system, meaning that the car was filling with toxic carbon monoxide exhaust fumes! However, we couldn't get this fixed in time for the final race.

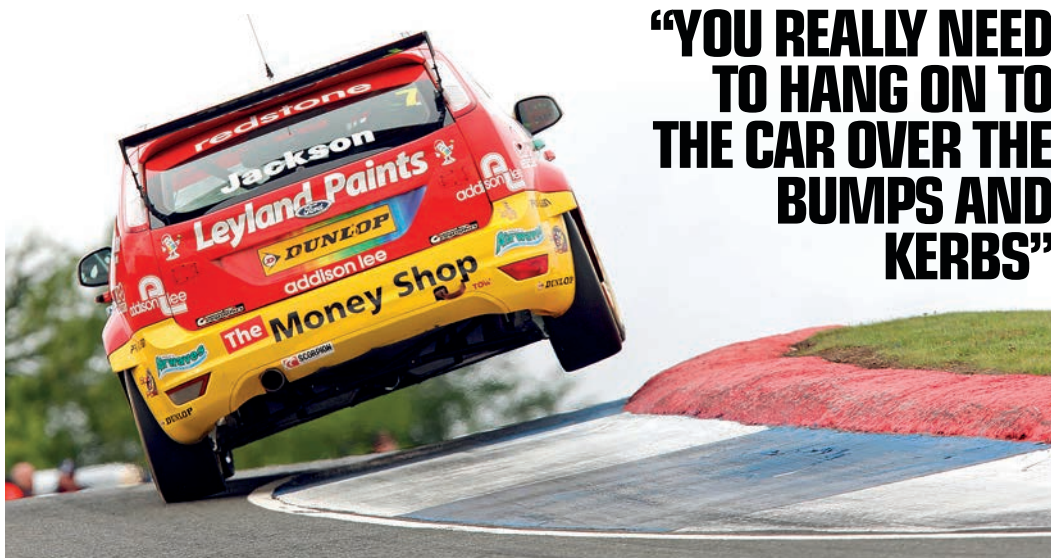
We started Race 3 at the front of the grid. With eight of the 20 laps gone I could feel my body shutting down and my eyes were starting to stream. But we were running in P3, and I wasn't going to give up on that so I carried on and secured the podium finish!

I remember climbing from the car and I could see two of everything. And then I collapsed! I was rushed to hospital with carbon monoxide poisoning, where they explained I was very close to leaving this world! But on the plus side I did get that podium finish... All in all, though, it was a weekend to forget."

Who is the best driver you have raced against?

"The BTCC has some of the best drivers in the world, and many of them have been in the BTCC for so long their experience is invaluable. It's all about respect, and with the likes of Plato, Neal and Shedden they take you to the

"YOU REALLY NEED TO HANG ON TO THE CAR OVER THE BUMPS AND KERBS"



limit but don't push you past it. Well, most of the time they don't..."

Which is your favourite race circuit?

"Thruxton. This is a ballsy place, and you need to have the car hooked up and be full of confidence! You really need to hang on to the car over the bumps and kerbs. You know when you've raced at Thruxton!"

What would you be doing if not racing cars?

"Selling them. We supply Ford cars through the family business, Jacksons Ford, where we specialise in ST and mountune products. So you could say that fast Fords are in my blood!"

Which Fords have you personally owned?

"I've owned loads, as you can imagine working at a dealership. I've owned various RS models, right back to the

RS2000, the Fiesta RS Turbo, and Focus RSs too. I've also owned pretty much all ST models Ford have produced at some point too."

What is your favourite road car Ford have produced?

"I would say the original GT40 or the RS200. These are just iconic pieces of kit."

This will be your seventh season with Motorbase, why do you keep sticking with them?

"Good question! Hah! But seriously, Motorbase is like a big family. They have been so loyal to me throughout my career, and we have unfinished business with the BTCC and we need to crack it together."

What is David Bartrum like as a boss?

"Big. He's a big personality with a big

passion for the BTCC. He's a great boss to work for."

What is the atmosphere within the team like ahead of the new season?

"There is a great atmosphere within the team. Obviously based on last year's results the championship looks very achievable in 2016, but this is the BTCC and it never stands still, so we are always chasing ways to improve and make the car faster."

Can Mat Jackson win the BTCC Driver's Championship in 2016?

"For sure, but in order to win in the BTCC everything has to be right. With the races being so close anything can happen, so consistency will likely be the key to overall Championship success, but of course we will be pushing hard to lift the crown!"



2016 will be Mat's seventh consecutive season racing with the Motorbase team



Mat enjoyed great success in the Focus during the second half of the 2015 season

Andrew Jordan joins the Motorbase team for the 2016 season





**"I THINK WE
WILL HAVE A LOT
OF FUN ALONG
THE WAY"**



Andrew's not raced the Focus BTCC in anger yet, but's had plenty of experience behind the wheel of a fast Ford!



ANDREW JORDAN

Andrew Jordan is a Red Bull Athlete currently competing in the BTCC. He recently joined Motorbase Performance ahead of the 2016 season, where he will compete for the first time in the Ford Focus, freshly kitted out in the iconic livery of Andrew's long-term sponsors, Pirtek.

Andrew began his racing career back in 2003, at the age of just 14 when he competed in Junior Rallycross, winning the winter series in his first season and claiming the overall title the following year. Continued success in rallycross followed until, in 2008, he entered the BTCC.

He made an immediate impact, claiming two podium finishes in his first season. The following year he became the youngest driver to claim pole position in qualifying, and then in 2012 he won the Independents' title, before becoming the youngest driver ever to win the overall BTCC Driver's Championship in 2013.

Following his move to Motorbase and the Focus for 2016, both Andrew and the team have high hopes for the season ahead...

When did you start racing cars?

"I started racing when I was 14 in Junior Rallycross. I have been around motorsport since I was born, with my dad racing, but he didn't want to be a pushy dad so he left me to decide if and when I wanted to race too. Once I started, I very quickly got the bug."

How long have you been racing in the BTCC?

"I started in the BTCC in 2008 in a two car team with my dad. Experience really counts for a lot in the BTCC. That said I am still only 26..."

What's the best thing about being a racing driver?

"I am very lucky to race cars for a living and that was always my aim when I started. Some people have a very set-in-stone plan on where they want to end up, my aim was always to try and have racing as my job. It is very hard work and you have to put a hell of a lot into it, but the best thing about it in my opinion is winning. That's why I do it. I love the hard work you put into it with a team of people, and when it all pays off I don't think there's a better feeling in the sport."

What's the best thing about the BTCC?

"I think how competitive it is has to be right up there, but also in my opinion it's the only place to be to try and put a sponsorship package together. The TV numbers and crowd numbers are huge which makes it work commercially."

What's the best race car you have ever driven? What made it so good?

"That's a tough question. The Rallycross Supercar is right up there; 0-60 in 1.9 seconds is pretty hard to beat in terms of fun cars! That said I really love my historic stuff too. We have an Austin A40 which is probably my favourite car."

What was the best race you've ever had?

"The final race of the 2013 BTCC Championship. It was the championship decider, with three of us that could all be crowned overall Champion. The pressure was huge but the relief and emotion after winning was like nothing I have ever felt in the sport, and I probably won't ever feel that same feeling again because if I

did win the title again it would be in different circumstances I would think."

What was the worst race you've ever had?

"The previous race to the one above! I was on course to win the title in that race but I got hit and taken out of the race. It felt like our whole season had gone there and then."

Who is the best driver you have raced against?

"I would say Jason Plato. I remember racing him at Silverstone in 2013 in one of my most enjoyable races in the BTCC. We raced hard and fair for the win, I passed him through Copse and he got me back with a little rub, from then on he had my move sussed and I couldn't get him to make a mistake."

What is your favourite race circuit?

"I love Thruxton and Brands GP. Both are very fast and old school, have loads of character, and are a real challenge."

What would you be doing if not racing cars?

"I am sure it would be something to do with cars. Before my racing got serious and started taking up most of my time, I was doing a course to try and join the fire service."

Which Fords have you personally owned?

"I had a Focus ST which was great, but have also been around a couple of MK1 Escort rally cars which sound unreal! I am quite tempted to have a MK2 Escort as a little run around at some point too."

What is your favourite road car Ford have ever produced?

"It has to be the old Escorts, saying that though I used to have a thing for 2.8 Injection Capris too. All of the reviews on the Focus RS sound great though so I'm very keen to try one."

You're new to Motorbase this season, how are you settling in?

"Better than I could have hoped for at this stage if I am honest. It's a new team to me, but I am also new to everyone at Motorbase too so it's great to build a good relationship so early. I think we will have a lot of fun along the way."

What is David Bartrum like as a boss?

"He is a real character. He has a burning desire to win the BTCC. The best thing though that I have learnt about him so far is he's very straight to deal with, everything he said he would do he has done, which builds trust in a relationship straight away."

What is the atmosphere within the team like ahead of the new season?

"Excited but also hard working. Winning the BTCC isn't easy so the guys are busy putting in the work. I think we're testing more this year than ever before in a pre-season schedule, so we're doing everything we can to ensure we turn up to the first race as prepared as possible."

Can Andrew Jordan win the BTCC Driver's Championship in 2016?

"Yes! I am sure most the drivers say that but I think we have the potential to. You need a bit of luck but I'm sure we'll go to the final races with a chance of winning the title." 