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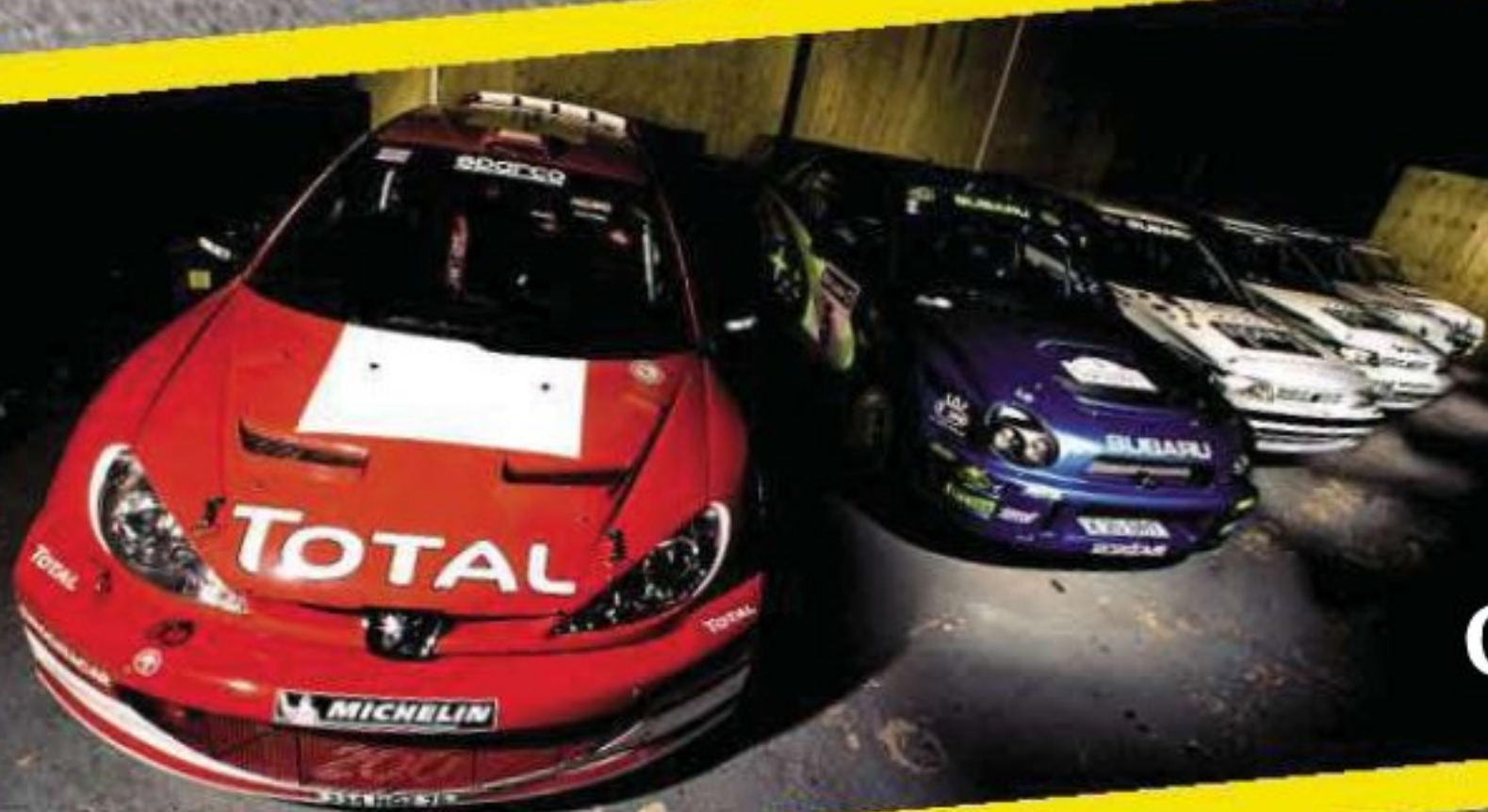
AUTOSPORT

JANUARY 3 2013

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SNEAK PREVIEW
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"The balance of the car was instantly impressive and at high speeds you can really feel the added aerodynamic devices doing their job."

TOM SHARP -
2012 Ginetta GT Supercup G55 runner up

"The 2013 car immediately instilled confidence and I was able to set competitive lap times on an unfamiliar circuit after a handful of laps," says Fannin. "I found it well-balanced and very stable. It was particularly strong under braking and on turn in. I'm sure it'll be a competitive proposition in 2013."

JODY FANNIN -
2012 British GT4 Champion

"The 2013 spec GT3 car is extremely positive. The car has much better turn in on the front and you can really feel the front tyres working. The rear grip is also much improved in the high speed corners with very good downforce. It was awesome to try the 2013 spec car in Portimao, and I can't wait for next season to get going!"

ALEX BUNCOMBE -
2012 British GT Championship title contender in the NISSAN GT-R NISMO GT3

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POLE POSITION

Graham Hill: a unique motorsport all-rounder



HAPPY NEW YEAR! AS WE ROLL INTO A NEW season of motorsport, we're also looking back to one of the legends of yesteryear who was twice crowned world champion and tamed the Indy 500 and Le Mans 24 Hours – Graham Hill.

His achievements were unique, and so was his character. Who better than son Damon to guest edit this special issue? His insights are truly absorbing. We've unearthed some fascinating stories about his father's achievements too, which begin on [page 21](#).

Another exceptional (and also underrated?) world champion was Richard Burns, and the late rally star's manager, David Williams, kindly allowed us access to Richard's superb car collection ahead of the AUTOSPORT International show, where these stunning rally weapons will be on display.

Speaking of 'must-see' happenings of 2013, we've put together a 'bucket list' of jewel-in-the-crown events that you really must witness for yourself, as well as some hidden gems you may not have thought about. My advice is to get out there and enjoy our great sport – see today's aspiring Hills and Burnsies in action.

Charles Bradley

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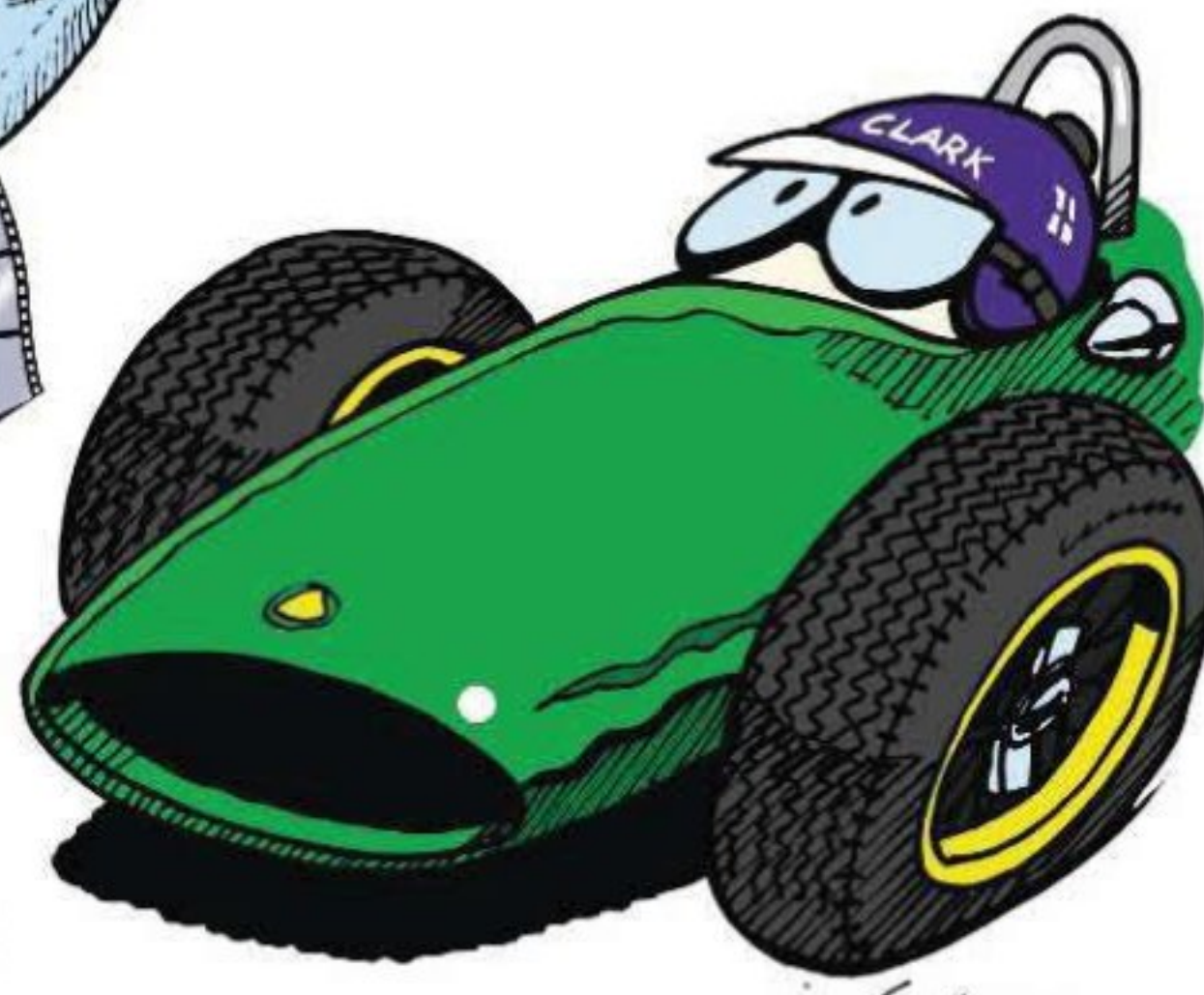
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AUTOSPORT INTERNATIONAL

Burnsie's stunning car collection

Rally fans heading to AUTOSPORT International next week will see a fine display of the late Richard Burns's rally cars, but we had to share this image of the 2001 world champ's mint Chevrolet Camaro SS – and two WRC-bred road-going specials, the Subaru Impreza RB5 and Mitsubishi Lancer Evo. For more, see [p52](#).

Pic: Griffiths/LAT

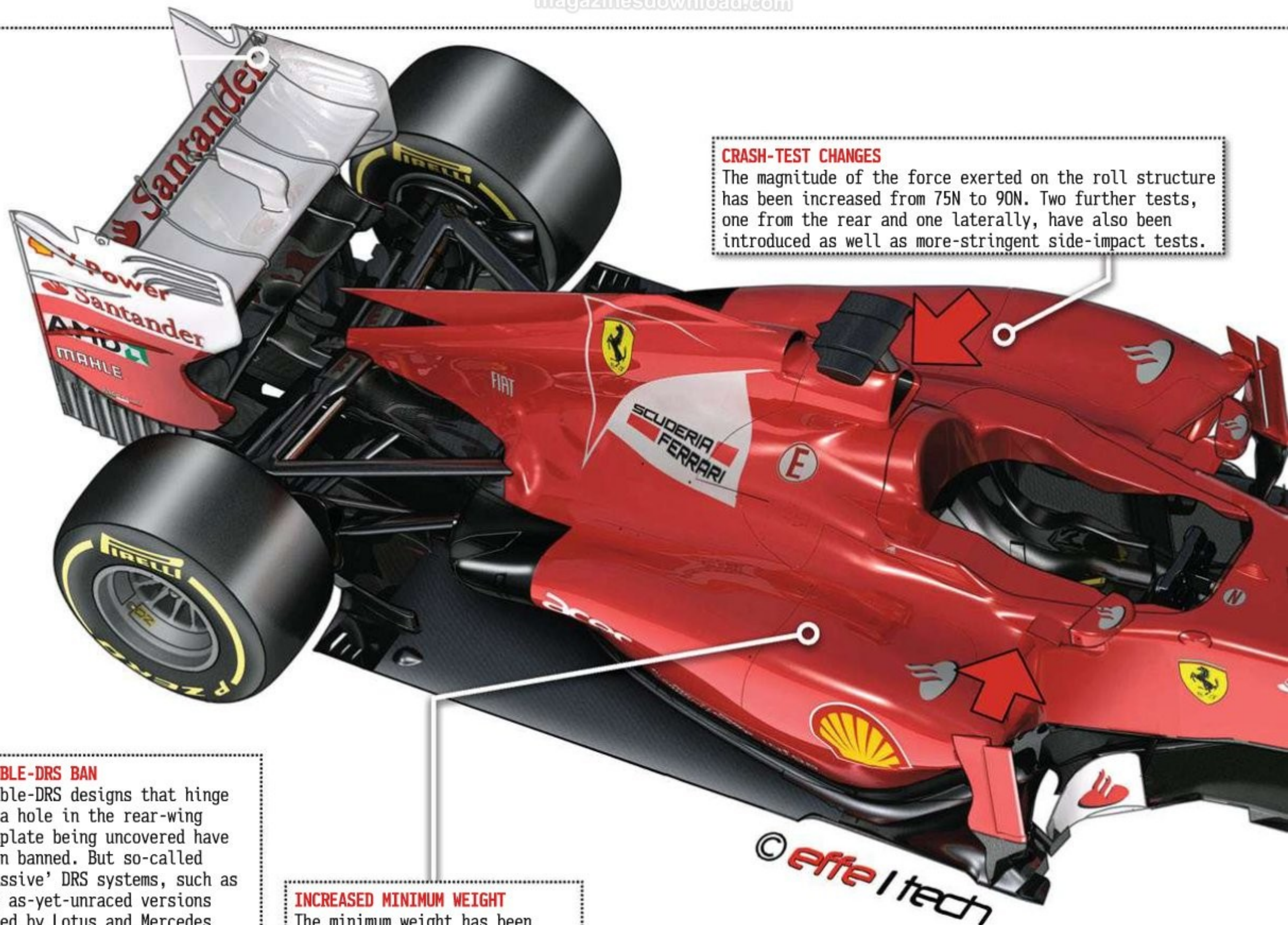


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CRASH-TEST CHANGES

The magnitude of the force exerted on the roll structure has been increased from 75N to 90N. Two further tests, one from the rear and one laterally, have also been introduced as well as more-stringent side-impact tests.

DOUBLE-DRS BAN

Double-DRS designs that hinge on a hole in the rear-wing endplate being uncovered have been banned. But so-called 'passive' DRS systems, such as the as-yet-unraced versions tried by Lotus and Mercedes in 2012, remain permissible. DRS use anywhere except designated zones throughout the weekend is now outlawed.

INCREASED MINIMUM WEIGHT

The minimum weight has been increased from 640kg (including driver) last year to 642kg. This is as a result of heavier Pirelli tyres.

F1 set for new season mix-up

Rules stability and last year's title fight going to the wire will lead to unpredictability. By EDD STRAW

The 2013 Formula 1 season is set to start in an unpredictable fashion like last year thanks to rules stability, the hangover from the fierce world title fight and the new Pirelli tyres.

Last year, seven different drivers won the opening seven races of the season before Fernando Alonso became the first to double up in Valencia. Although no 2013 car will turn a wheel for another month, all the signs are that we could see a repeat when the season starts in Australia on March 17.

When regulations remain unchanged, this tends to allow the field to close up. With the current rules set entering its fifth and final season, the competitive spread is likely to be narrower even than last year.

Once again, this will mean that



Seven winners in seven races in 2012

variables that may be less significant when the gaps between cars are larger — such as track temperature and driver pace — will make a big difference to position. It is also unlikely that one team will be able to dominate this year, as performance leaps are harder to find at the end of a rules cycle.

In the opening part of the season the new Pirelli tyres, which offer

greater mid-corner grip, will also take a lot of getting used to.

Inevitably, the big teams that claimed the top four positions in last year's constructors' championship — Red Bull, McLaren, Ferrari and Lotus — will be favourites. But such was the intensity of the title fight last year that those involved will have been inevitably compromised

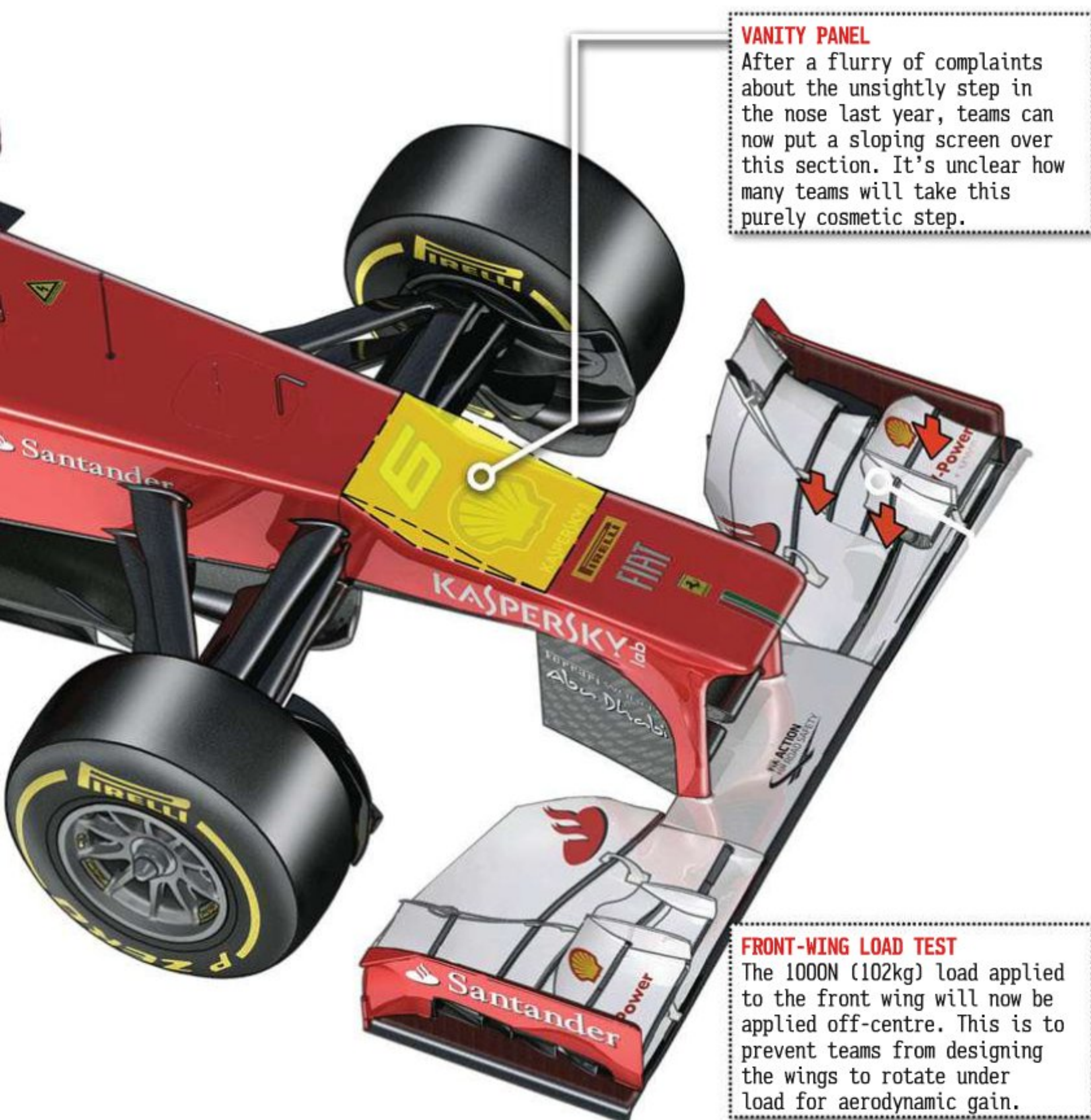
in work on their 2013 cars.

Red Bull chief technical officer Adrian Newey admits that the reigning champion team has been set back by the intensity of the 2012 run-in. Unlike in '11, when the Milton Keynes team effectively had both titles in the bag by mid-season, it had to focus on development of the existing car until the end of the year. This has caught out top teams in the past, with McLaren pinning part of the blame on its disastrous start to '09 on its bid to take the '08 drivers' championship with Lewis Hamilton.

Newey said: "Because we were in such a tight championship battle, we had to keep pushing so we were introducing developments to the car right up to the penultimate race. That has made it difficult to introduce all

2013 RULE CHANGES

This year's Formula 1 rules are largely unchanged, but there are a few tweaks that will have an effect on car design



VANITY PANEL

After a flurry of complaints about the unsightly step in the nose last year, teams can now put a sloping screen over this section. It's unclear how many teams will take this purely cosmetic step.

FRONT-WING LOAD TEST

The 1000N (102kg) load applied to the front wing will now be applied off-centre. This is to prevent teams from designing the wings to rotate under load for aerodynamic gain.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

@eddstrawF1



The new year is but a few days old, yet already Formula 1 teams' thoughts will be turning to 2014. Just as the last rules 'reset', before the '09 season, shook up the established order and set the stage for the era that followed, so it will be again next season. Conceivably, work going on in the halls of Maranello, Woking and Milton Keynes at this very moment could have a bearing on who wins even the 2018 world championship.

Over the past few seasons, talk of teams writing off campaigns and focusing on the following year have been somewhat misleading. From last season to this, for example, the rules are damn near identical. Later this year it will actually mean something. There is a delicate balance to be struck, for every minute of windtunnel time devoted to developing the 2013 machine is resource not focused on next year.

Even though there are similarities between the current rules and next year's in terms of the bodywork, the switch to 1.6-litre V6s, with all the associated energy-recovery paraphernalia is a massive change. And while the engine companies are flat out working on that side of things and will be the key to success, the teams must also play their part.

So even before a single new car has turned a wheel, next season is already high on the agenda. It's going to be a massive talking point in the coming 12 months... and will be a convenient alternative focus for whichever teams underachieve early in the season.

Changes for 2009 shook up the order



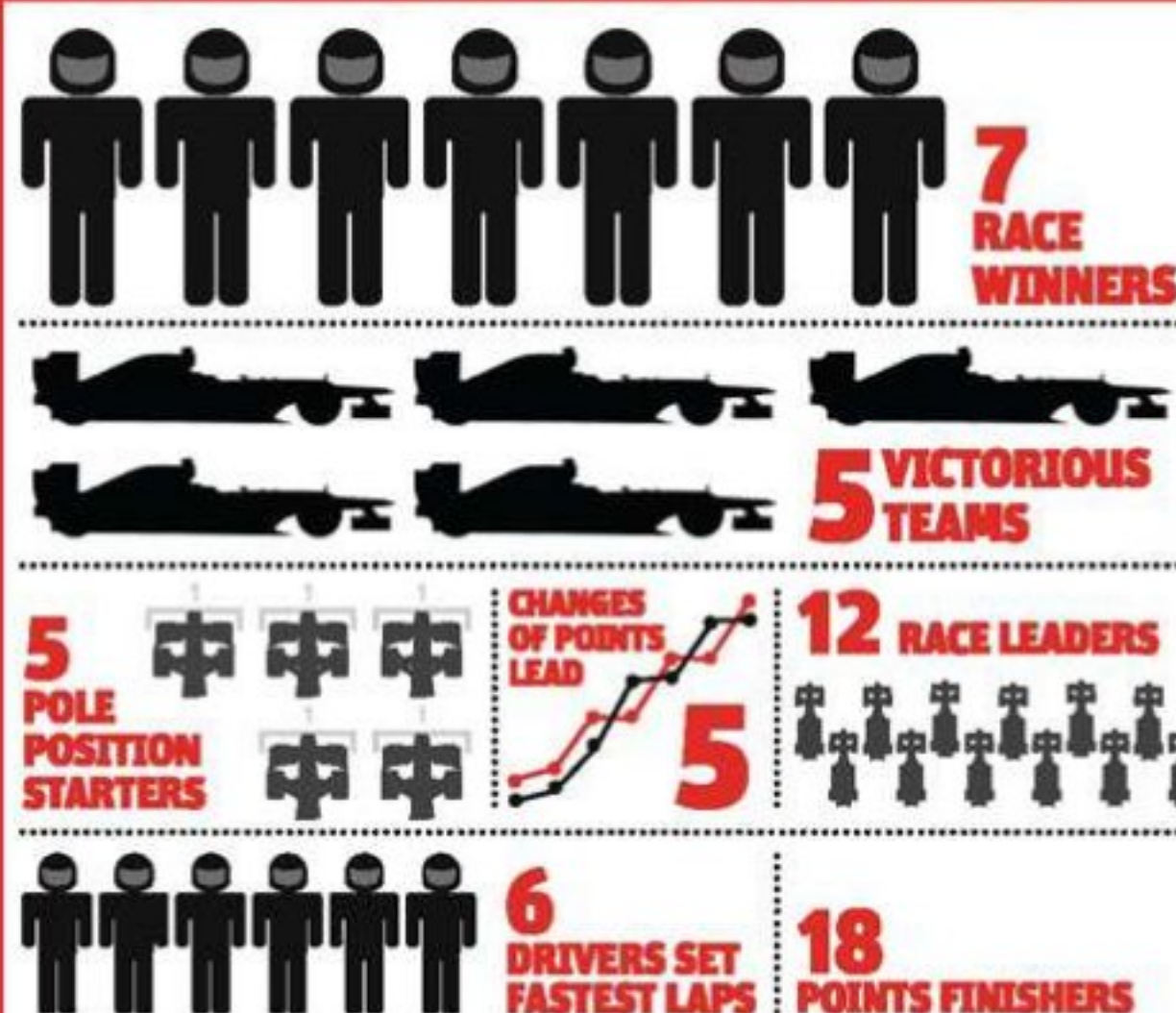
of those and simultaneously develop next year's car.

"If I'm honest, this has compromised the timescales of the new car more than we would have liked. It was the right trade at the time, because we managed to get the job done, but it means a busy winter trying to catch up again."

Teams will also be distracted by the need to work on their 2014 cars, when all-new rules built around 1.6-litre V6 turbo engines are introduced.

Williams technical director Mike Coughlan told AUTOSPORT: "That's a huge change. There are very few teams who will be able to do a fully focused run on the 2013 championship and the year after. We will have to move to the '14 car relatively early."

F1 2012'S FIRST SEVEN RACES



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Can Hulkenberg turn Sauber into a winner?

After flourishing at Force India, Nico Hulkenberg is sure he is ready to win in F1

Nico Hulkenberg is certain that he is ready to fight for grand prix wins when he joins the Sauber team for the 2013 season.

The 25-year-old switches from Force India to the Swiss outfit and is regarded by many as unlucky not to have earned a move to a proven top team. He had a strong final third of the season, leading in Brazil before losing control of the rear of his Force India and hitting Lewis Hamilton while trying to reclaim top spot at the Senna S. Despite the resulting penalty, Hulkenberg still finished fifth.

Sauber came close to winning a race last season in Malaysia, and it took further podium finishes in Canada, Italy and Japan. Some in the team believe that with an established top-line driver, the sporadically rapid Sauber C31 would have won at least once. The car was, on average, the second-fastest on peak race pace. As well as being good enough for podium finishes, it also earned a front-row start with Kamui Kobayashi at Spa



Leading Brazilian GP

in September. If Sauber builds on that, the C32 could well triumph in Hulkenberg's hands.

When asked if he felt he was ready to win races in a top car, Hulkenberg told AUTOSPORT: "Yes. I think it will be a new situation once I am in a top car and obviously there will be more attention. It will take a bit of time to learn and to adapt but I think that I could handle it."

Until the new Sauber hits the track, Hulkenberg is unwilling to

predict that he will be able to emulate the podium finishes that the team had with both drivers during 2012. But given that there are no significant regulation changes, there's no reason why Sauber shouldn't be able to do so.

Hulkenberg has yet to stand on the podium in his two seasons as a race driver with Williams and Force India. But he has started from pole position and finished as high as fourth, suggesting that the former German Formula BMW, F3 Euro Series, GP2 and A1GP champion has the ability to cut it at the front on a regular basis.

"I wouldn't talk about scoring podiums [with Sauber] at this point because it's too early. Nobody knows where the cars are going to be next year. But I see the potential there and I hope that we can achieve good things, whatever that may be."

The German had a strong season on his F1 comeback in 2012. Although some have argued that his first part of the season was weak, he was quickly on level terms with

well-regarded team-mate Paul di Resta, even though it wasn't until after the Singapore Grand Prix that he took the decisive upper-hand.

After spending the 2011 season as Force India's third driver, running during Friday practice at 14 races, Hulkenberg admits that it took him a while to get back up to speed.

"It couldn't have been better," he said of his comeback season. "After the summer break I came back stronger again, processing everything I'd learned up to that point, stepping up my performance again and getting more confident and comfortable in the car. Overall, I'm very happy with what we did in the second half of the season."

With Ferrari monitoring Hulkenberg's progress closely, there's still potential for him to move to a top team in 2014 even if Sauber isn't able to build on the race-winning promise it showed last year. If he continues to show the form that characterised much of his 2012 campaign, he could prove to be in demand for next season.



Hulk did well against di Resta

PEREZ: SAUBER WILL REMAIN STRONG IN 2013



Perez is off to McLaren

Outgoing Sauber driver Sergio Perez expects the Swiss team to continue to threaten for race wins on occasion this year.

The Mexican came close to winning both the Malaysian and Italian Grands Prix in 2012 and sees no reason why the team shouldn't build on the strong

form it produced last season.

"They will be strong again," Perez told AUTOSPORT. "The regulations don't change, so there's no reason for them not to be at a very competitive level."

"I am sure they will have some races where they will be fighting for

wins. If they get a good result, I will be happy for them. I would prefer them to have a good result than other teams [except McLaren]."

The Sauber C32, which passed all of its mandatory FIA crash tests last month, will make its debut at the Jerez test on February 5.



TOP 6 SAUBER DRIVERS

Here are the pilots who have played a key role for the team since its debut in 1993



1 ROBERT KUBICA

The only driver to win a grand prix in a (BMW) Sauber, doing so in Canada 2008. In his 57 starts for the team from 2006-2009, Kubica claimed a further eight podiums and, in 2008, finished fourth in the drivers' championship.

2 NICK HEIDFELD

Had three stints at Sauber, starting 125 races. While he never won a race, he did finish on the podium nine times. He was also its highest points scorer in 2007, when BMW Sauber finished second in the constructors' championship.

3 SERGIO PEREZ

Came desperately close to winning Sauber's first race as a fully private team last year, finishing second to Fernando Alonso in Malaysia. Added further podium finishes in Canada and Italy before becoming the latest Sauber protege to land a move to a top team.

4 HEINZ-HARALD FRENTZEN

Started and finished his grand prix career with the Swiss team, contesting 64 races. He claimed Sauber's first podium finish, at Monza in 1995, and finished third at Indianapolis in his penultimate race as an F1 driver eight years later.



5 KARL WENDLINGER

Earned his place in Sauber folklore with a stunning sixth on the grid for the team's debut grand prix at Kyalami in 1993 and was on course for its first point when his engine failed. Claimed six points finishes before his life-threatening shunt at Monaco in 1994.

6 JOHNNY HERBERT

Bagged two rare podium finishes for Sauber during three seasons with the team from 1996-1998, finishing third at



Monaco in 1996 and repeating the feat in the following year's Hungarian GP.

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MARK HUGHES GRAND PRIX EDITOR

Graham Hill was not only a great driver. He also assumed the role of Lotus team leader in the aftermath of Jim Clark's death in 1968, and his subsequent world title win was a titanic achievement

Footage exists of a grim-faced Graham Hill at Hockenheim in 1968, directing the mechanics in the retrieval of the Formula 2 Lotus in which team-mate Jim Clark had just been killed. Team boss Colin Chapman was on holiday at the time and in his absence Hill became *de facto* team leader, and this awful task became his first responsibility. It was a role he would effectively retain for the following couple of weeks as Chapman was so devastated he simply couldn't face the day-to-day running of the team.

Speaking back in 1998, the late Jim Endruweit, Clark's mechanic, recalled of that time: "Chapman came within an ace of quitting racing altogether. The next race after Hockenheim was the Spanish Grand Prix. Chapman didn't come and sent out Graham Hill and two cars. The spare car was brand new and we were under strict instructions not to use it. It was Graham who jollied us, bullied us and pulled us all back together. Then he won the race, which put a bit of spirit back in the lads."

PIC: LAT ARCHIVE

Strength of character barely even covers the enormity of that achievement. Clark and Hill had been close friends for years, as well as rivals and, latterly, team-mates. Racing was a brutal sport at the time, but to witness its grisliest moments so close up, to be in charge of clearing up the mess, to then assume the role of beacon, with devastated team members looking to you for guidance, direction, inspiration, to deal with the practicalities of keeping the show on the road, to then climb inside the car, put all that to the back of your mind, then go out and beat the world's best... Well, it takes a special kind of person to be able to do that.

Ironically, 26 years later history repeated itself in the aftermath of the death of Ayrton Senna, when it was Graham's son Damon who helped galvanise a shattered team by winning the Spanish Grand Prix, four weeks later. Towards the end of the 1968 season Graham pressed on around the unforgiving Mont Tremblant circuit to finish fourth in a car whose top engine mounts were

no longer connected to the car. He clinched the title with a victory in the final round in Mexico, and never has a championship so reflected the depth of character of a man, his coolness and composure.

Anything Graham and his contemporaries achieved in their careers during such a lethal time has to be seen through a completely different filter to achievements of modern drivers; the danger meant that the challenge was so much bigger. If one overambitious move could lead to the morgue rather than the asphalt run-off, then philosophically the game was much more serious – and achievements within such a bigger challenge surely carried more weight than they could hope to do today. That's not a bad thing; it's fantastic that most drivers now get to enjoy the rest of their lives after they've stopped. But it doesn't alter the fact that current F1 simply does not give the scope for achievement on the scale it did in Graham Hill's day.

The record books surrendered to Michael Schumacher long ago, and are now maybe open to being broken again one day by Sebastian Vettel. But those numbers have been set in an era where safety is beyond the wildest imagination of drivers from Graham's day. To have had an 18-year F1 career – as Michael did – would have been crazily dismissive of the laws of probability back in Graham's time.

Yet he almost did that, bowing out in 1975 having started in '58. To have dodged all those bullets and in between racked up two world titles, an Indy 500 win and a Le Mans 24 Hours victory stands as a gigantic achievement, bigger even than the numbers can tell. ☘



Hill in Lotus 49, on the way to morale-boosting Jarama win

“Graham Hill's achievements were gigantic in a lethal era”



NASCAR

CHEVROLET COLOURS

Some of Chevrolet's NASCAR Sprint Cup front-runners revealed their new SS machines before Christmas. Pictured are the cars of Jimmie Johnson (48), Kevin Harvick (29), Jamie McMurray (1) and Tony Stewart (14).

INDYCAR

Indy engine builders worried

Honda and Chevrolet walking tightrope over power supply after Lotus exit. By MARK GLENDENNING

The departure of Lotus from the IndyCar Series has left Honda and Chevrolet walking a fine line in their preparations for 2013, with the emphasis on technical development being countered by new challenges relating to the number of engines that each could be required to supply.

Lotus only supplied one team – the single-car HVM Racing entry – by the end of last season, but its exit, which was finalised in early December, has deep ramifications for Honda and Chevrolet. In 2012, each manufacturer was only obliged to supply up to 40 per cent of the field, but with Lotus gone the series' rules stipulate that they must be prepared to supply up to 60 per cent.

Honda Performance Development technical director Roger Griffiths, who currently expects to have between 11 and 13 entries on his books next year, said: "With a grid size of 25, either manufacturer could be responsible for supplying up to 15 cars.

"That adds quite a challenge. You have to be able to build more

engines, so you have to look at the capacity of the build shop, the capacity of the test cells, the track support staff and so on. There is the potential that you spend more time building engines for teams and less time developing the engines to go faster."

According to Griffiths, one of the main hurdles is determining how many staff members will be needed to support the engines. Too many, and the programme is

overstaffed. Too few, and the teams risk being under-supported.

"You speculate on where you think car count will be," he said. "What I know of Ilmor [which builds the Chevy powerplants] and how they operate, and certainly how we operate, is that we both run pretty lean organisations. You just end up loading up the people you already have a bit more in the short term until you have something more definite."

Chevrolet IndyCar programme manager Chris Berube added:

"Certainly it's a resource-management issue on the hardware side, but it's a people thing as well," he said. "We have to have support for every one of those engines. So that's the more difficult part of it."

The change could be good for potential new entrants. Last year, both Chevrolet and Honda were at or above their required 40 per cent maximum and were able to turn teams away on contractual grounds. This is no longer the case.

But with the lease structure currently set up in such a way that each engine is subsidised by the manufacturer, supplying more cars makes participation correspondingly more expensive for the suppliers.

● Spanish Indy-racing veteran Oriol Servià will return to Panther/Dreyer & Reinbold in 2013. He will again race alongside JR Hildebrand. The two teams have also confirmed that they will continue their alliance that was formed last May when DRR switched from Lotus to Chevrolet engines.

Honda and Chevy will power whole grid





EUROPEAN F3

Berger plays down Masters fears

FIA SINGLE-SEATER COMMISSION

president Gerhard Berger has played down fears that a rule in the governing body's European Formula 3 Championship has jeopardised the existence of the blue-riband Masters of F3 at Zandvoort.

The regulation, announced before Christmas and banning teams and drivers from testing or racing on any circuit at which a European round will subsequently take place, would have meant none of the series' squads could contest the traditional Dutch race.

The Masters, which was scheduled for July 14, two months before the rescheduled European round at Zandvoort in September, was already looking for a new date because the Norising European F3 event has been moved to the same weekend.

Masters coordinator Barry Bland is confident of finding a new slot, but is worried that most of Europe's top F3 teams could be 'cup-tied' by the rule.

But Berger told AUTOSPORT: "I'm not here to block anyone from competing in more events."

"As long as the suggestion is sensible, we will discuss it in a constructive way. We wouldn't allow you to race an F3 car at Zandvoort a week before the European round there, for example. That would give someone a big advantage."

The same principle applies to the British F3 round at Paul Ricard and any testing at Silverstone, as both have Euro F3 dates later in the year. Carlin, Fortec and T-Sport, all of which are planning to contest both series, are seeking FIA clarifications.

AUTOSPORT SAYS...

MARK GLENDENNING
US EDITOR

@m_glendenning



To paraphrase American FM radio favourite Meatloaf, Michael Shank would have done anything to run an IndyCar team in 2012. But he wouldn't do that.

In Shank's case, 'that' meant using Lotus engines. Last January he had – indeed, still has – a Dallara DW12 sitting in the workshop; all he needed was something to make it loud.

Honda and Chevrolet were already meeting, even exceeding, what was contractually required of them by the series in terms of the number of cars they needed to supply. With each additional engine

representing a financial hit, they weren't in positions to be charitable. That left Lotus, which Shank rejected outright, stating that it made better business sense not to race at all than it did to struggle around with something that looked like a problem wrapped in a disaster.

History suggests that he made a good call, but it's interesting to ponder how different his situation is 12 months later. And it's not necessarily just Shank, with whispers coming from Indianapolis that Dallara has recently slapped 'sold' stickers on a few more new chassis.

Lotus's exit doesn't guarantee that Shank or any other aspiring entrant will get an engine deal for next year – they'll still need to convince the manufacturers that they're a viable team with a secure future. But it does remove one big reason for Honda and Chevy to say no.



AUTOSPORT
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KX SPONSORS MAIN STAGE

For the first time the AUTOSPORT Main Stage at AUTOSPORT International will be presented in association with KX, the energy drink that sponsors and also funds the KX Academy mentoring programme for young British drivers. The Main Stage will showcase the KX Academy's 2013 campaign over the show's four days, including interviews with its selected drivers and insight into the programme from two-time British Touring Car champion Jason Plato, who runs it. Guests scheduled to appear on the Main Stage include Sir Jackie Stewart, Paul di Resta, Johnny Herbert and Rob Huff.



TICKET INFORMATION

AUTOSPORT International is open to the public on January 12-13 2013, with trade days on 10-11. To buy tickets or for more information, please call 0844 5811420 or visit www.autosportinternational.com



EUROPEAN F3

Blomqvist joins Red Bull junior programme

TOM BLOMQVIST HAS JOINED Red Bull's junior programme.

The 19-year-old Briton is returning to the European Formula 3 Championship with Antonio Ferrari's Volkswagen-powered EuroInternational squad after finishing seventh in 2012 with Ma-con Motorsport.

"It's a privilege to be selected," Blomqvist told AUTOSPORT. "You see guys like Sebastian Vettel and Daniel Ricciardo making it to F1 and Red Bull must think I have the potential to get there too."

"The title was my aim, and this doesn't change that at all."

Red Bull may wish to place Blomqvist with rival VW teams Carlin or Signature – the French squad may return to F3 after a year's absence, and has officially expressed an interest in the European championship.

But the two-time McLaren AUTOSPORT BRDC Award finalist expects to remain with EuroInternational, which confirmed his drive three months ago.

"It's not 100 per cent, but I'm settled, I've won races and Antonio has good contacts with Red Bull, so I'd expect to stay," he said.

REMEMBER WHEN...

AUGUST 5 2007



...The Masters of Formula 3 left Zandvoort? Zolder hosted the race for two years during the last decade. ASM's Nico Hulkenberg (pictured) won in '07 while Jules Bianchi did likewise a year later under the ART banner.

ANDROS TROPHY

DAYRAUT ON TOP FORM ON THE ICE

Jean-Philippe Dayraut leads the Andros Trophy after taking a win at each of the series' first two rounds. Gerald Fontanel and Benjamin Riviere also have a win apiece from, respectively, Val Thorens and Andorra.



LE MANS

Aston's big plans for Le Mans

British marque set to field two GTE Pro cars at French classic with bolstered line-up. By GARY WATKINS

Aston Martin Racing has tested a series of drivers as it gears up to run two all-professional line-ups in its bid to win the GTE class at the Le Mans 24 Hours.

GT1 World Championship

runner-up Frederic Makowiecki and International GT Open team-mates Matteo Malucelli and Alvaro Barba took part in a development test at Donington Park before Christmas when

New car completed 2012 testing at Silverstone

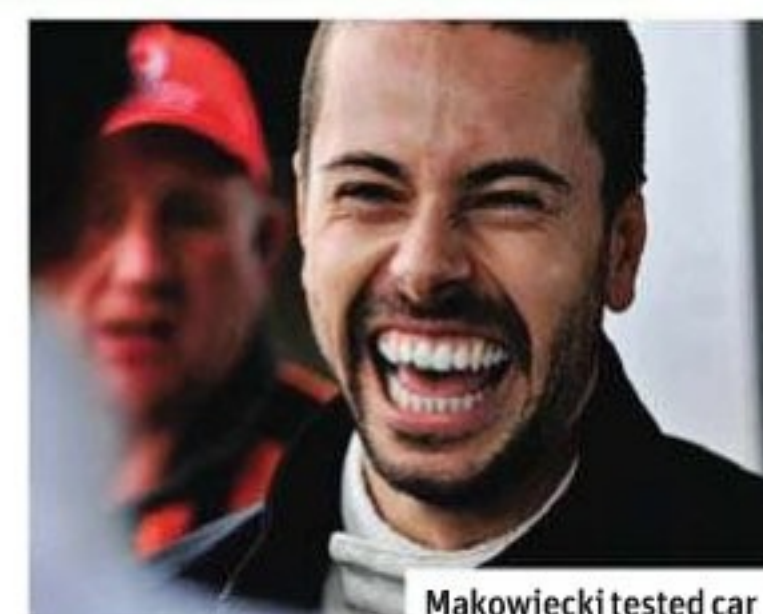


AMR ran its 2013 Vantage GTE, described as "30 per cent new", and an updated 2012 machine. All are in the running for seats for what will be a two-car assault on the GTE Pro category.

AMR managing director John Gaw said: "We wouldn't have tested them if we weren't interested in them driving for us next year. We have a list of about 40 drivers, of which 10 are very interesting."

"We have tested other drivers and we will have a proper two-car professional line-up at Le Mans next year, entries permitting. We've done enough with the new car to know that we've got a very exciting package for next year."

Gaw confirmed that Aston regulars Darren Turner and Stefan Mucke have re-signed for the coming season and will lead its one-car WEC assault.



Makowiecki tested car

"We don't have the budget to do the full season with two cars, but we will do as many additional races with two cars as possible," he said.

AMR will also take in the Sebring 12 Hours American Le Mans Series opener in March as part of an extensive winter test programme aimed at achieving 6200 miles with the 2013 car before the start of the WEC at Silverstone in April.

BRITISH F3

Double R keen on deal with Korjus

FORMULA RENAULT 3.5 RACE

winner Kevin Korjus could return to Double R Racing for selected British Formula 3 rounds this season.

The Estonian, who AUTOSPORT understands is keen to contest the GP3 Series as his main programme, tested a Double R Dallara-Mercedes at Valencia just before Christmas, one month after he raced for the team in the Macau Grand Prix.

Double R boss Anthony Hieatt said: "We want to do two or three rounds of British F3 with Kevin next year. To set a purple sector time in Macau [as Korjus did on the middle 'mountain' sector in free practice] after just 20 laps of the track shows just how good he is."

The team, which has already confirmed Italian Antonio Giovinazzi and Indonesian Sean Gelael for 2013, also ran Britain's Jordan King at



Korjus at Macau for Double R

Valencia, with King then switching to Carlin for the final days of the test.

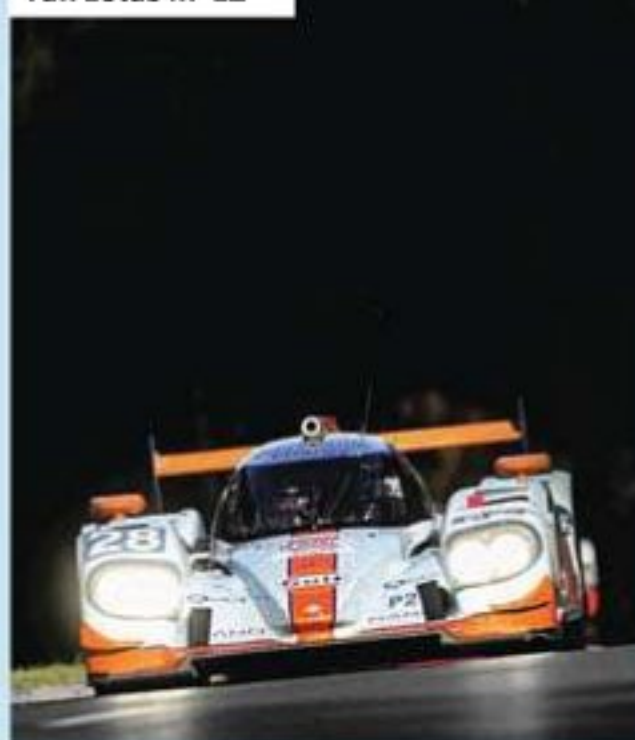
European championship team EuroInternational ran Carlos Sainz Jr, who will compete in GP3 this season. Sainz, who raced with the team in Formula BMW, took over the car of fellow Red Bull junior Tom Blomqvist. The Italian squad also ran JK Racing Asia Series champion Aston Hare

and runner-up Nabil Jeffri in its German F3 Cup cars.

Meanwhile, Eddie Cheever (son of the Indianapolis 500 winner) joined Lucas Auer (nephew of Gerhard Berger) in Prema Powerteam's line-up.

Both drivers are leading contenders to join Briton Alex Lynn and Italian Raffaele Marciello in the squad for this season.

Gulf and others ran Lolas in '12



WEC

Lola LMPs get updates

AN AERODYNAMIC UPDATE WILL BE available to customers of Lola's LMP1 and P2 prototype designs this year.

Multimatic Motorsport, part of the group that now provides engineering support and spares for Lola's customers, is already working on the a new package in the windtunnel. A group of ex-Lola Cars International staff, now employed by Multimatic, including chief engineer Julian Sole,

are continuing where the tunnel programme left off last May, when the constructor went into administration.

Multimatic business development manager Steve Charsley said: "We are working on the P1 and P2 designs."

Multimatic and Carl Haas Auto, Lola's long-time US distributor, have agreed a licensing deal with Lola Group Holdings to provide spares and support.

IN BRIEF

ABT STEPS UP TO GP2

Daniel Abt has joined James Calado at the ART-run Lotus GP2 squad, having finished second in GP3 last year. Meanwhile Indonesian Rio Haryanto has switched from Carlin to Addax.

VANDOORNE JOINS FORTEC

Formula Renault Eurocup champion Stoffel Vandoorne will graduate to FRenault 3.5 with Fortec this year. Rival squads P1 and ISR have signed Will



Vandoorne has tested for Fortec

Stevens and Sergey Sirotkin respectively.

TONO FERNANDEZ: 1991-2012

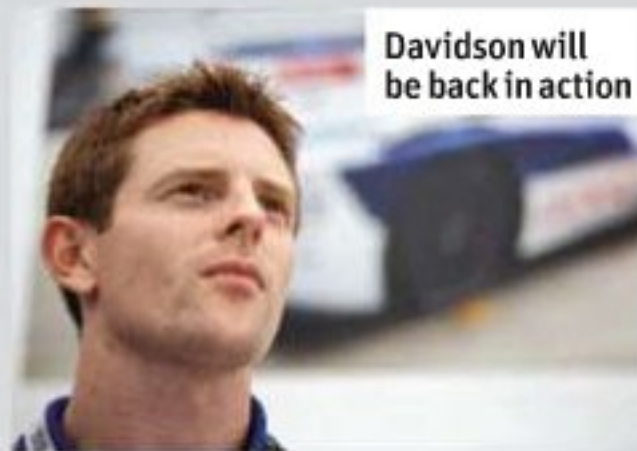
European F3 Open race winner Tono Fernandez was killed in a road accident late last month aged 21. Fernandez, fifth in the 2010 standings, had retired from racing last year due to health problems.

INGALL TO RETIRE

Australian V8 Supercar legend Russell Ingall has announced that he will retire when his Walkinshaw Racing deal expires at the end of the season.

DAVIDSON'S COMEBACK

Anthony Davidson will make his comeback at the Daytona 24 Hours, having been out of action since his back-breaking Le Mans crash. He will drive 8 Star's Corvette DP with Pedro



Davidson will be back in action

Lamy, Nicolas Minassian, Stephane Sarrazin and Enzo Potolicchio. Simon Pagnaud will race a Riley-BMW for Team Sahlen's.

NEWSHAM JOINS SPEEDWORKS

Dave Newsham will race for Speedworks Motorsport in the British Touring Car Championship this year. Newsham, 45, won twice in his rookie season in a Team ES-run Vauxhall Vectra on his way to ninth in the points.

60 SECONDS WITH

LUCAS DI GRASSI

Audi WEC driver



The Brazilian was named alongside Allan McNish, Tom Kristensen, Loic Duval, Marcel Fassler, Andre Lotterer, Benoit Treluyer, Oliver Jarvis and Marc Gené in Audi's sportscar line-up recently.

What does this mean to you?

Audi offered me a dream contract, better than anything I had in Formula 1, so I am very happy. This job is only due to my performance; there is none of the F1 commercial and political mess.

What are your aims?

To be a successful professional driver, and there is no better place to do that than at Audi. I want to be the first Brazilian to win Le Mans.

How did your one-off WEC debut at Interlagos turn into this?

After the race we started talking about future opportunities. Things progressed bit by bit, and then they offered me a dream contract.

Are you expecting to do more than Le Mans and a couple of warm-up races this year?

I don't know yet, but there might be a surprise.

What do you know about Le Mans?

I've never been there, so I'm excited about going there, getting up to speed and learning about the strategy. I'm looking forward to the challenge.

Was a DTM drive ever discussed with Audi?

My good performance at Interlagos in the WEC meant we only talked about LMP. It's closer to what I know, so it made sense. I had a chance to do a DTM test for another manufacturer, but I turned it down as I was talking to Audi.

Have you given up on F1?

I want to be with Audi long-term, but Pirelli has asked me to continue as a test driver. Maybe something will happen.

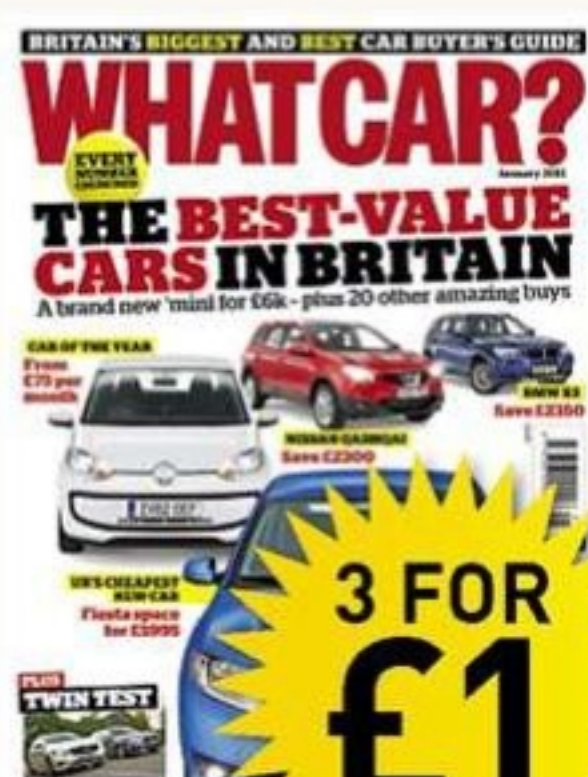


Lucas di Grassi was speaking to AUTOSPORT's Gary Watkins



Di Grassi starred on Interlagos WEC debut

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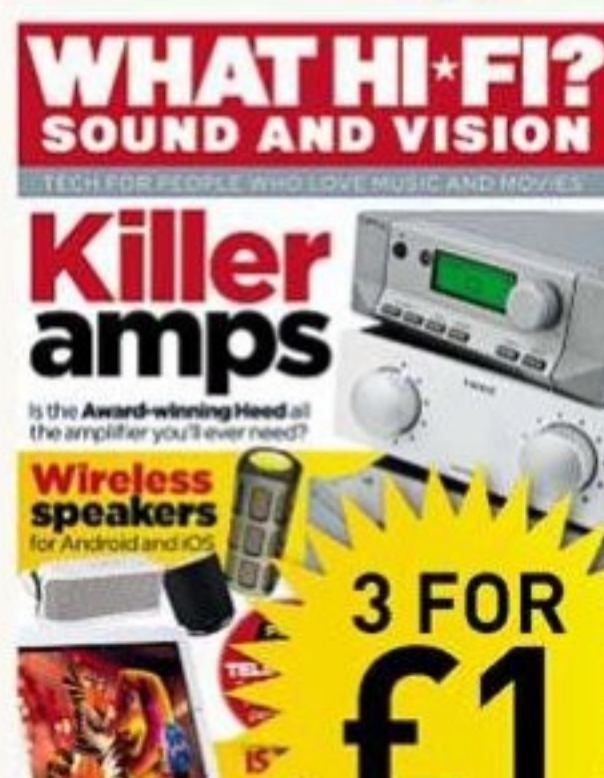
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DAKAR RALLY

SMART IDEA?

Spaniard Jose Luis Alvarez will drive a Smart Fortwo on the Dakar Rally, which starts this weekend. The car is powered by a 900cc, twin-cylinder motor.



DAKAR RALLY

Sainz primed for Dakar

But Spanish legend is wary of challenge of opening stages. By DAVID EVANS

Dakar Rally winner Carlos Sainz has warned that the opening days of this year's event – which starts in Peru on Saturday – will be some of the toughest of the 5000-mile route.

For the first time since its shift to South America, the rally returns to the traditional north-to-south direction it followed when it ran from Europe into Africa. Sainz, who won the event in 2010, thinks the early stages will kill the hopes of a

number of expected frontrunners.

"The start is going to be very difficult," he said. "Last year we saw the finish in this place and there were lots of problems for many of the competitors. The sand is so tough, lots of people were getting stuck."

Previously the rally has begun with less arduous stages outside of Buenos Aires. However, the second day of the 2013 event will take the 472 vehicles on a 150-mile loop starting and finishing in Pisco and straight into the dunes.

As well as the route, Sainz is also concerned at the lack of preparation time for the Qatar Red Bull team he and Nasser Al-Attiyah are driving for this season. The Spaniard's final test for Dakar – scheduled to be four days of running in Nevada – was slashed to one after overheating problems for his V8-engined, rear-wheel-drive buggy.

"The test was not very good," said Sainz. "We had a problem with the cooling package. OK, we have found the problem now and it should be OK for the rally, but we have not done many kilometres in testing. We have no idea what to expect. We will learn during the first stage."

● The Race2Recovery team, made up of four Qt Wildcats crewed by injured military servicemen, will make its debut on this year's Dakar.

Team leader Tony Harris spoke to nine-time World Rally champion Sebastien Loeb before the event.

Loeb said: "When I talked to him, he didn't tell me anything about his handicap, we just talked about Dakar and what an adventure it would be."

"To see him and these guys doing Dakar, you just admire them."



P62 DAKAR PREVIEW

IN BRIEF



New Peugeot tested

NEW 208 R5 BREAKS COVER

Peugeot's 208 R5 ran in public for the first time in December. The Peugeot Sport-built car will begin a full test and development programme this year and is expected to be seen in competition later in 2013.

BREEN LINKED TO ERC SEAT

SWRC champion Craig Breen has been linked to a European Rally Championship drive later this season in a Sainteloc Racing Peugeot 207 S2000. The deal could also include development work on the new 208 R5 machine.

HANNINEN TURNED DOWN SKODA

Juho Hanninen says he rejected a two-year extension to his Skoda factory deal to compete in the World Rally Championship. The ERC champion will drive an M-Sport Ford Fiesta WRC in Monte Carlo and Sweden, then hopes to extend his deal.

PROKOP'S 2013 WRC PLAN

Former Junior World Rally Champion Martin Prokop will tackle 11 WRC rounds this year, running his Ford Fiesta WRC on DMACK tyres. He will miss the rallies in Argentina and Australia.

GORDON'S LATE DAKAR DEAL

Robby Gordon will make another assault on the Dakar Rally, starting this weekend. The 43-year-old American will again drive a Hummer H3 run by his Robby Gordon Racing squad.



Sainz: cautious

ERC

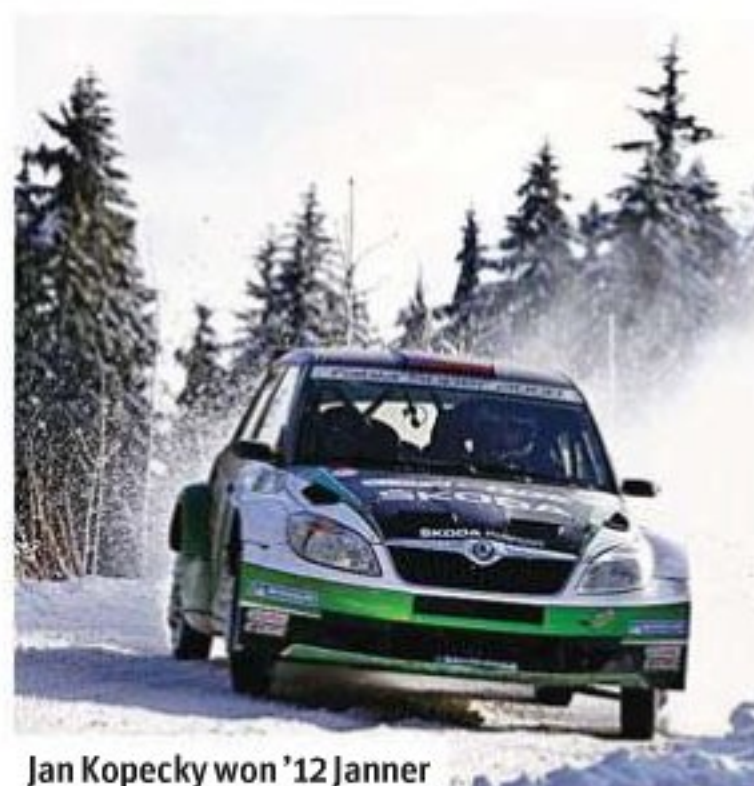
Big step for 'new' ERC

THE NEW DAWN OF THE EUROPEAN RALLY Championship begins today (Thursday) with the start of the Janner Rally in Austria.

The 10-year agreement for Eurosport to promote the ERC has been heralded as the biggest step forward in the series' 60-year history. And there will be more good news for the ERC later in the year, when Robert Kubica arrives with an M-Sport Ford Fiesta RRC.

Eurosport's Francois Ribeiro said: "We have worked towards this moment for the last 12 months and now we are ready. We are ready to wake the true sleeping giant of rallying – the oldest rally competition on the planet."

The 13-round series will have live television coverage from three rallies and extensive programming around the other 10 events.



Jan Kopecky won '12 Janner



We're delighted to offer you our full event calendar for Silverstone 2013.

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HOW HE MASTERED MEAN STREETS OF MONACO : GREAT CAR - BRM P57
FULL STORY OF INDY 500 WIN : HIGH JINKS AT LE MANS : HIS CAREER STATS



GUEST EDITOR: DAMON HILL

Why my dad was an F1 great

My father is very fondly remembered. I get people coming up to me even now who have my dad in their head and call me 'Graham'. But I'm now older than he ever was, so that's quite strange.

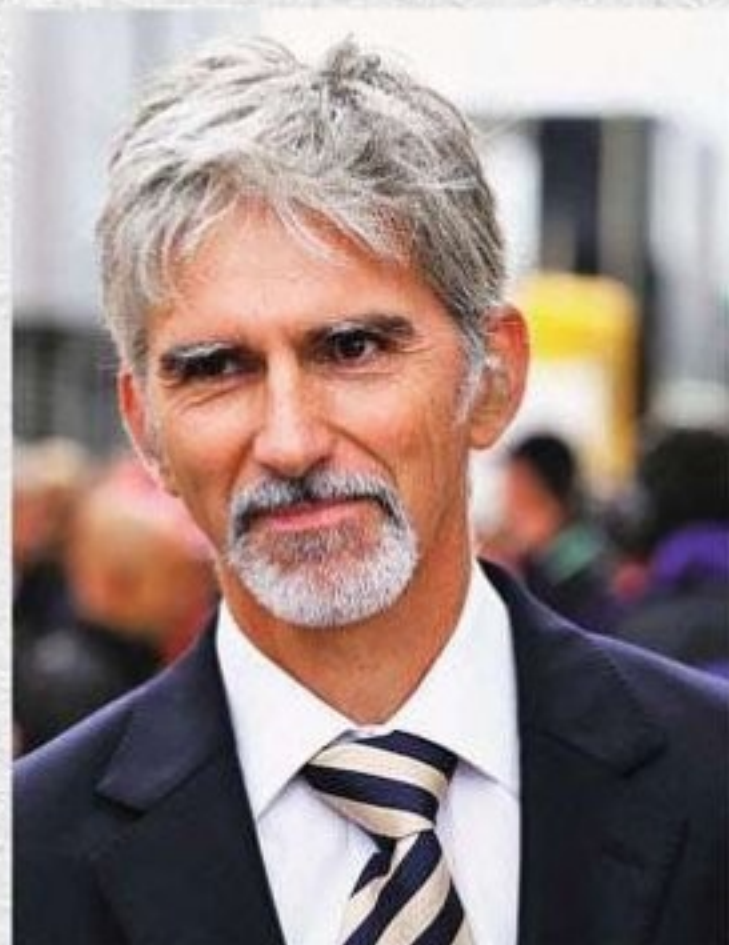
He was a larger-than-life character doing something that got him a lot of exposure, but he was also quite an extrovert personality on top of that. Plus he was my father, so I had to somehow conflate those two impressions. So the way I remember him was first as a dad, but also as being incredibly intense, serious and hard working about his job, but that being muddled up with his being the sort of person that people made a lot of fuss about.

He seemed constantly in the thick of some kerfuffle or event. He was a big deal. You're talking about the 1960s when Britain was a happening place and he was a British world champion. He was in demand and he loved that.

I was brought to races and grew up in that environment, so the noises, smells, sounds and people at motor racing events weren't strange to me. I wouldn't say I was in love with them. I imagine people's first experiences of motor racing are a bit like the first time I saw a bike race – which was just amazing. That never happened to me with motor racing because I was always there. It was a bit like going to work with your dad! And trying to understand him in that environment was quite unusual.

There's no specific moment you wake up to this, it's just a gradual dawning. When he started his own team and I was a bit older, I started to get into what he did a bit more.

It's not an upbringing that's easy



Damon knew two Grahams: the dad and the star

"My dad loved everything about the sport, but he was also incredibly serious about it"

to explain, but I don't know any other. I mean, at my christening I had Stirling Moss, Peter Collins, Jo Bonnier, Bruce McLaren, Tony Brooks. And my dad, obviously! They were all just his mates but it's surreal to think about it looking back. I don't think I could have told you whether my dad won a race during the '60s but I think I must have been to every British Grand Prix from when I was born up till he died. I often wonder what it would have been like to have parents who did 'normal' things!

But he was doing something that people wanted to talk about and so



Damon and the Hill family help Graham read his telegrams after winning the 1968 F1 crown

when he was on *Parkinson* or some other television show, you could tell that even the teachers at school wanted to ask questions, when all you really want to do at that age is fit in. Having said that, I was a huge fan of his because I could see the effect he had on people. He liked to spread the mirth. He was very generous with himself and wanted to share his time with people, because he felt lucky to be able to do what he loved doing. He did an enormous amount for others less fortunate than himself.

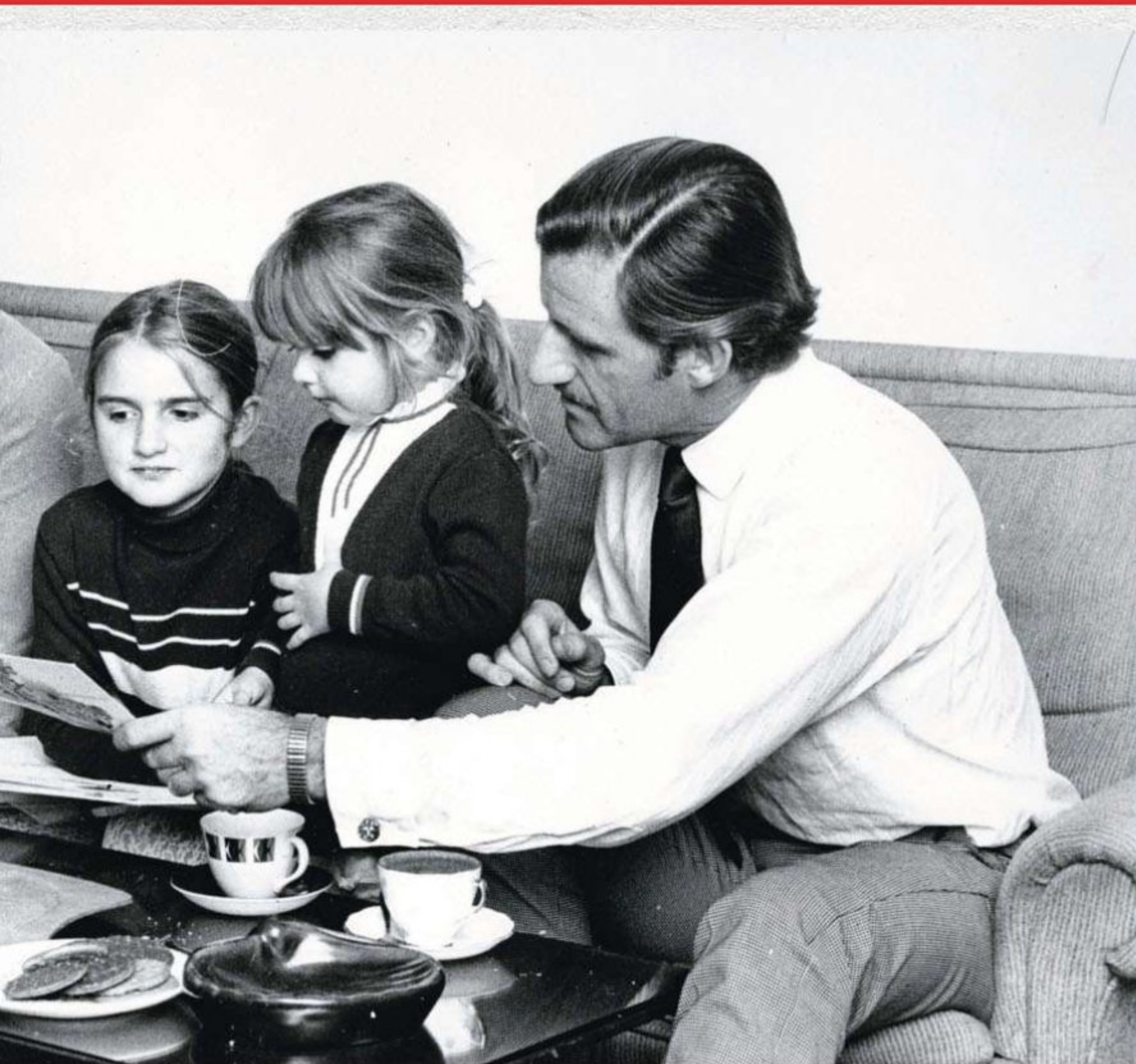
But at the same time he was incredibly serious about what he did. It was life threatening. Quite apart from the competitive side of it, if you didn't do it right you could end up dead, so there was this other side to him I think people had difficulty reconciling with his much more jovial, bon viveur personality. When it came to the job, he was probably about as intense and serious as it gets – and I think that made some people feel uneasy about him, but there was much more at stake in those days.

I was always conscious that somehow he was a significant player in this game but I suppose by the time I was becoming more aware of his being a player he was becoming less significant as a driver. I wasn't aware when he won his first world title in '62 – I was only two – but I remember the press coming round to the house when he won at Indianapolis in 1966, and I remember watching him in Monaco on television in '69. Not every race was televised in those days, so it was something that happened 'elsewhere' mostly. We didn't have the SKY F1 channel! But I was too young to be interested then and when I was older he was into team ownership and his driving star was no longer in the ascendancy.

My dad loved absolutely everything about the sport. It gave him his opportunity to show who he was and that's what this sport does – it's an opportunity for people to shine. When you get closer to understanding what level of commitment and skill this sport



Not a natural? Graham didn't start driving until he was 24, but would go on to win two world titles



takes and how difficult and demanding it is to succeed, the more you can appreciate and respect it. My dad was never hailed as a 'natural talent'. He was set against others – most notably Jim Clark – who were perceived to be the most naturally gifted drivers and I think that's all well and good, but what my dad did was show what you can do if you apply yourself.

He must have had quite a degree of natural talent to do what he did in his career – his wins at Monaco didn't happen by accident. The way we look at the sport is part of the fun, because people will always have their favourites. I think my dad maybe played the showman to the extent that it cloaked his ability as a driver a little bit. He was very un-self-promoting in terms of his abilities. He never boasted about his achievements, but when you look at his career and put it into the context of the time, I would put him up there as one of the all-time great racing drivers.

But then he's my dad, so I would say that wouldn't I?! ☺



Damon, here with mother Bette, also started his career late, but was aware of the heritage

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How someone not thought of as a 'natural' won five times at Monaco



30 Great car: BRM P57

The machine that brought Hill his first GP win and title number one



32 Winning at Indy

Taking on the greatest American race and winning first time out



36 Le Mans success

Henri Pescarolo tells how Hill completed the Triple Crown



Next week



DAMON HILL

Like father, like son. It's time for Graham's world champion boy to get the AUTOSPORT Legend treatment



Why he was simply 'Mr Monaco'

Around the streets of Monte Carlo the score was:
Graham Hill five, Jim Clark nil. How so?

Hill completed Monaco hat-trick in 1965

Jimmy Clark was gifted; Graham Hill grafted. Jimmy was supernaturally easy on his equipment; Graham was notoriously hard on his. Jimmy was laid-back in his Lotuses; Graham sat up like the proud London Rowing Club stroke he had once been.

No wonder one of them became Mr Monaco.

The circuit that ekes human error and mechanical weakness like no other, then metes incommensurate punishment, is where we must readdress – and redress some details of – Hill's part in the totemic duel of 1960s Formula 1. Its big picture doesn't change: Clark tended to win when he finished; Hill, despite the glittering presence of Messrs Brabham, Gurney, (young) Stewart and Surtees, had a knack of winning when Clark didn't.

And smooth, svelte Jimmy never did win the Monaco GP.

Rugged, nuggety Graham did. Five times.

Clark – four poles and two fastest laps from six starts – scored just three points in Monaco: a classified fourth in 1964, despite an engine failure four laps from home.

Hill – two poles and two fastest laps from 17 starts – registered 10 finishes (12 classifications). These included a victory hat-trick and seven consecutive podiums from

1963. The 58 points he scored here represented 20 per cent of his gross career total.

His stats ran deeper still: Hill's first GP (in 1958), his passing of Juan Fangio's points haul (in '70) and his 150th GP start (in '73) – both world records at the time – were achieved here. And then there was his career's only DNQ (in '75).

Monaco was his alpha – he was born in 1929, the year of its inaugural GP – and omega. He revelled in its unique atmosphere, drew from it, but gave a lot back. He stayed in the same room of

who schmoozed with the Rainiers and bantered with boozy fans in a way that uptight (out of his Lotuses) Clark never could. It's impossible to imagine Hill absenting himself to contest Indy like his arch-rival did in 1965.

"Graham was ingrained in the Monaco scene," says Sir Jackie Stewart, Hill's BRM team-mate in 1965-66. "He had an affinity for it. He behaved like people thought you should in Monaco: the Rainiers, Rosie's Bar, Rampoldi's restaurant, the Tip Top – he would visit each one every year. It was a service he provided."

STEWART: "Graham was ingrained in the Monaco scene. He had an affinity for it. He behaved like people thought you should in Monaco: the Rainiers, Rosie's Bar, Rampoldi's restaurant, the Tip Top"

the swanky Hotel de Paris, enjoyed a flutter at the grandiose Casino, but also sank early-hours beers and wolfed plates of energising spaghetti at the unprepossessing but atmospheric Tip Top bar. This ex-mechanic with the bouncer's moustache and witty repartee, wearing a lounge suit rather than a dinner jacket, was a social chameleon

Crucially, the Principality did not overawe Hill. He'd seen it before in a previous life – as a Royal Navy Engine Room Artificer on light-cruiser HMS Swiftsure – and been somewhat underwhelmed: a port with pretensions. He had no inkling of its motorsporting significance.

He returned seven years later, aged 29, as a GP driver almost by

default: he had signed for Team Lotus, and Team Lotus contested such races. He had no motorsport heroes and no preconceptions.

With fewer than 50 races under his belt, he was naive and rough around the edges. At no stage during a long day spent repairing the chassis damaged in practice by "scruff-of-the-neck" Hill did team-mate (and BOC-trained welder) Cliff Allison consider that he might be working on the car of a future five-time winner. But studious Hill was a fast learner: mistakes tended not to be repeated; rhythm and wise strategy were sought and achieved at the first time of asking in Monaco. The necessary stamina of man and machine would come later.

After hopping from his three-wheeled Lotus the following day and promptly collapsing "weak as a kitten", Hill vowed never to let this happen again. A disciple of tough love, he had dug deep on the draughty tidal Thames long before he whizzed past this sheltered Mediterranean marina. Rowing had taught him about the pain barrier, and this tough bugger – a big man for a racing driver – became more than a match for Monaco's relentless challenge. When he tapped into its vibe, went with its flow rather than pulled against it as others did, he became doubly formidable. ►



Leading Clark, Ginther, Surtees and a top-notch field early in 1963

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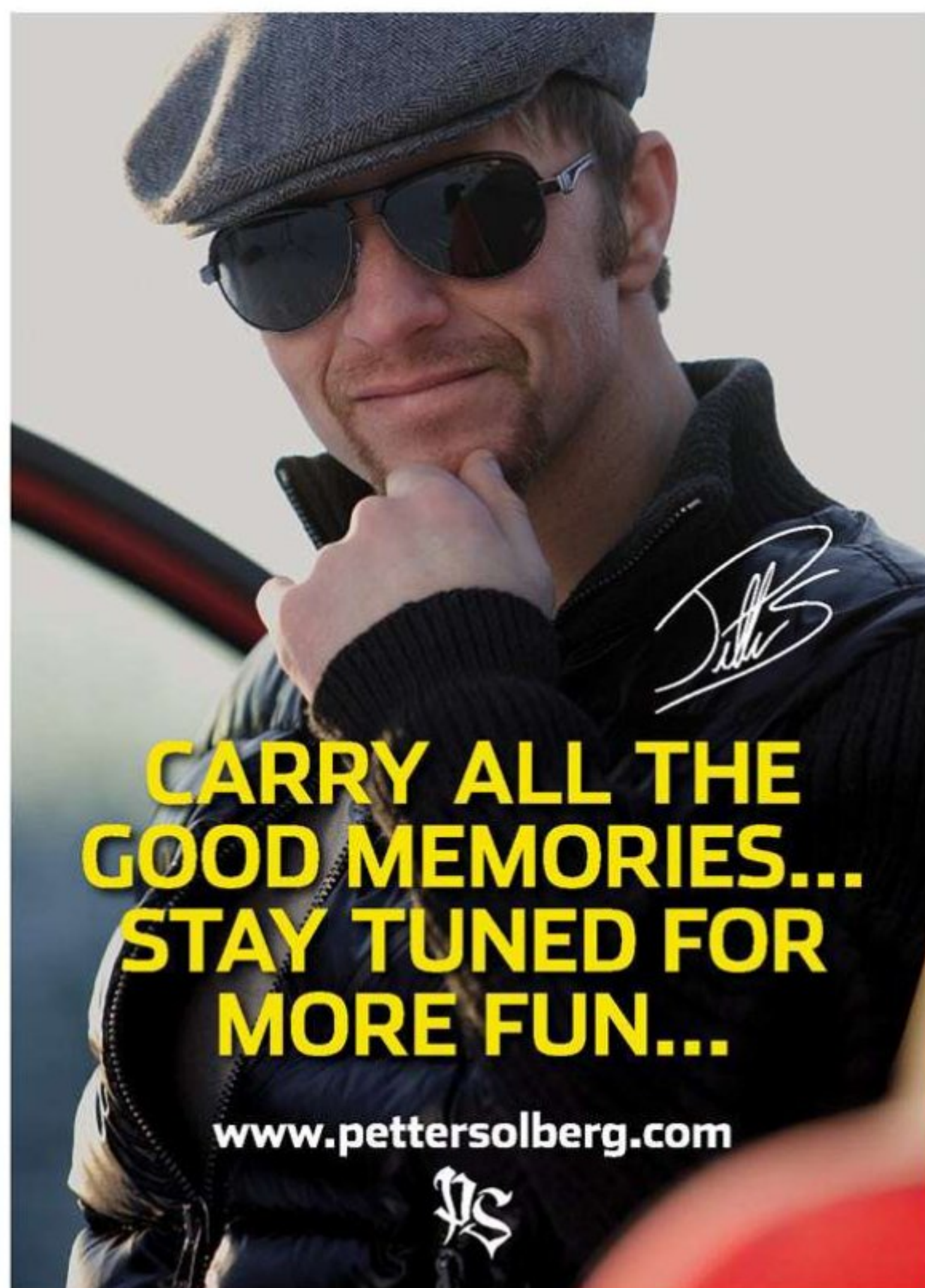
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►► Theirs was a relationship that verged on spiritual at times. The day after his thrilling 1965 exertion he was on the beach at Cap Ferrat with wife Bette and basking in the glow of victory: "I don't think I have ever felt quite like it before: a tremendous feeling of peace, serenity and fulfillment. I was entirely relaxed and every muscle felt as if it were completely rested."

This 'awakening' began in defeat in 1962. His most dominant Monaco performance in the

presence of Clark ended when finally too much oil was sucked past the valve guides of his V8. It might have been a crushing blow but for the crowd's rousing acclamation. His bemused team thought him "round the bend, being so bloody happy" by the time he returned on foot, but Hill knew that he'd arrived. And 'success' breeds confidence, and confidence goes a long way when the walls are so close.

He had by this time fashioned BRM in his own image too: sturdy and (generally) reliable. He joined

in 1960 seeking refuge from Lotus fragility. The irony of a Colin Chapman design promptly winning consecutive Monaco GPs was not lost on Hill, but he had seen the bigger picture – as would his ex-motorbike courier son Damon – and tended not to dwell. You made your own luck. He was sure of that.

BRM was a culture shock, however, its drivers dissuaded from making set-up changes, including altering tyre pressures. Impressively, within two years meddlesome Hill's little black

book had become its bible.

Stewart: "He recorded everything in it – roll stiffnesses, damper settings, ride heights, gear ratios – and referred to it all the time. He had become such a boss figure and was insistent on things being done a certain way. Likewise, BRMs were rigid and robust. They were not as good as a Lotus in terms of grip, but they were excellent Monaco cars. Graham had imparted a very methodical approach that was represented in his driving as well."

Hill stuck to what he knew. And what he knew was better suited to slow and medium-speed circuits. Early sector analysis by BRM proved newcomer Stewart – earlier and more gently on the brakes in order to carry more speed into the apex and to get back on the power sooner and more progressively – to be substantially faster through certain corners. The more-aggressive Hill pointed out that he was the faster over the lap.

"His style was very different to mine, but you would have to say that it was extremely effective," says Stewart. "He put more emphasis on heavy braking and would turn in at a different point to me, going more from towards the centre of the track. His logic was that you covered less of the road in that way. It wasn't a daft idea. He perhaps didn't have natural talent, but whatever he did have, it was substantial."

Hill drove with great consistency in any case, but that middle-of-the-road approach allowed him a handy margin for error in Monaco, and made him harder to pass. Not that he was blocking. And his overtaking moves – carefully prepared over a lap or two and decisive in their execution, particularly at Mirabeau – became a motif. His preference for block downchanges ►



Celebrating first victory in '63



Charging-back win in '65 was his best



Hill got used to accepting the plaudits in Monte Carlo



TIMELINE GRAHAM HILL'S MONACO FORTUNES

1958

Lotus 12 - Q15/Rtd
Did much damage in practice by "nudging" a kerb. Raced steadily and was fourth on lap 70 when a rear wheel parted company.



1959

Lotus 16 - Q14/Rtd
Car arrived very late. Loose oil pipe rubbed against a hot rear disc and caused a fire on lap 22.



1960

BRM P48 - Q6/ Classified 7th
Battling for third on lap 67 when a spin at Gasometer Hairpin swiped off his radiator and wiped out the steps to the timekeepers' box.



1961

BRM P48/57 - Q4/Rtd
Retired after 12 laps because of a snapped fuel-pump belt.



1962

BRM P57 - Q2/ Classified 6th
Set for victory, despite dipping oil pressure on right-handers, when engine failed with eight laps to go.



1963

BRM P57 - Q2/1st
Led Clark in the early stages. Lotus's superior traction eventually allowed it to build a comfortable advantage, only for it to select two gears at once on lap 79.



DANCE: "Graham didn't slip into a car as easily as some. It made him look a bit heavy-handed"

►►

probably helped too.

Stewart: "BRM had a six-speed gearbox and you needed to jump gears at Monaco more than anywhere else because there wasn't the time in places to make all the movements. For the Gasometer Hairpin I went from sixth to fourth to second. It was something I learned for myself, not from Graham. Perhaps if I'd asked him... I assume he was doing the same. It was a difficult skill because it was easy to buzz though the rev-limiter on downshifts.

"I found out much later that he was more severe on brakes and gearboxes than I was. But we were all hard on our cars at Monaco. Jimmy was the easiest, yet his Lotuses tended to break even so."

Clark also found it more difficult to make his preferred early break at this constricting circuit. (He made a rare mistake attempting to do so in 1964.) This in turn meant Hill was able to harry him or fend him off. Classic boxer-versus-fighter.

The usual pre-race buzz of 'Will this be Clark's year?' also suited Hill. He preferred not to be the favourite because it raised tensions. While Jimmy chewed his nails, Graham would retreat into a 'bubble' about an hour before the start – during which time you approached him at your peril – dozing when he could before arriving late on the grid.

"Graham was absolutely disciplined to the highest level,"



Stewart, Clark and Hill. Eight Monaco wins in total, but none for Clark



Hill grabbed a second from row four in '67



Lotus 49 allowed a measured victory in '68

says Stewart. "Monaco is the most glamorous race, the most colourful and exciting, because it's where celebrities want to be seen – but it's a bit stop-and-go in terms of pure race-driving. You had to be good to win there, but I never thought it was the most difficult track to win at. All you had to do was get a clear lap in

practice and stay out of trouble in the race. What it really required was the best form of mind-management, and Graham was very thorough in that respect. He was never the unpredictable guy. He was always a player."

This continued to be the case when he rejoined Team Lotus in 1967. There would be no Clark-

type love affair with the mechanics, but his ability to bring a car home earned their respect. His drive in Monaco that year, in a tired 33 powered by a two-litre BRM, was a marvel of the art.

"Graham didn't slip into a car as neatly or as easily as some, which gave the impression that he was being a bit heavy-handed,"

TIMELINE GRAHAM HILL'S MONACO FORTUNES CONTINUED

1964

BRM P261 - Q3/1st/FL
Clark led until he pitted to repair damage to broken anti-roll bar. Hill set fastest lap and passed Gurney, then pulled away when Clark's engine began to misfire.



1965

BRM P261 - Pole/1st/FL
Led, but went up escape road. Pushed car back on track and resumed fifth. Regularly set fastest laps and passed Stewart and Bandini to score his greatest win.



1966

BRM P261 - Q4/3rd
Suffered a slipping clutch all race. Battled Clark - left at the start jammed in first gear - until the Lotus's left-rear hub broke on lap 61.



1967

Lotus 33 - Q8/2nd
Raced using a borrowed gearbox. Slipping clutch, a broken chassis and collapsing suspension - yet scored Lotus's then best result at the venue.



1968

Lotus 49B - Pole/1st
Led all but three laps, skillfully managing the gap to the BRM of an inspired Attwood.



1969

Lotus 49B - Q4/1st
Played a waiting game in a cobbled chassis. Leading by lap 23, he kept Piers Courage's privateer Brabham at arm's length to score his final GP victory.



says Bob Dance, his chief mechanic from 1968 on. "But it wasn't as bad as it looked. He had good mechanical feel."

The death of Clark in 1968 and Chapman's temporary funk at the loss of his great friend, plus Jochen Rindt's outspoken antipathy towards wings and four-wheel drive in '69, threatened to tear apart Team Lotus. Indefatigable Hill held it together, without taking his eye off the ball.

The arrival of its 49B update at Monaco 1968 was timely. A stronger, more stable platform with better traction, it won the race twice in his hands. Its Hewland gearbox made it a more flexible weapon, its provision for swift ratio swaps and block downchanges – the original 49's ZF units had fixed ratios and demanded a sequential sequence – being a better fit for the still peaky Cosworth DFV, and Hill's driving style and penchant for set-up tinkery.

The man himself, meanwhile, had become a master of pacing. BRM's Richard Attwood chased him all the way in 1968 and finished the race, now reduced from its traditional 100 laps to 80, piqued to discover that he had plenty left in his personal tank. His suspicion, however, that Hill had been controlling proceedings – he had, being unwilling to push too hard in an unproven car – was confirmed at the '69 race; substituting for Rindt, injured when his wing collapsed catastrophically in Spain, Attwood finished fourth: the 49B was a superior machine.

That year canny Hill rose above the overnight banning of high, suspension-mounted wings, of which he was a fan, and banked – and cashed in – on the failings of faster machinery. His days as a genuine GP frontrunner were numbered. No amount of hard

work could compensate for time's inevitable erosion of his skill set. A rushed return from injury with Rob Walker's privateer squad in 1970 was heroic, but the 'bubble' burst against the wall at Tabac the following year.

He struggled on until 1975, unable to tear himself from the thrill and the adulation, but, as the wins dried up, so the tiredness no longer "floated away on the back of elation". This vicious circle was broken by that failure to qualify and by his almost simultaneous signing of 23-year-old Tony Brise.

Hill hadn't driven a car of any sort until he was almost 24. Little wonder that he stuck out from the

crowd. His approach, attitude, cars' set-ups and strengths, his concentration, style and street smarts, plus Bette's support and understanding, were all factors that helped him to win in – and win over – Monaco.

"It's a special place with special pressures," says Stewart. "Whenever you raced there you were in full view – the world was watching – and Graham delivered."

His decision to retire made, and his youthful team rightly hopeful of an exciting 1976, Hill was perhaps as comfortable in his own skin as he had been since that Cap Ferrat idyll. In November, he spent three

relaxing days in Monaco with eldest daughter Brigitte at the opening of the Loews Hotel. He also attended the National Sporting Club Dinner held in his honour at the Cafe Royal.

At the latter event he received a heartfelt message from Prince Rainier. It included the line: 'Now we can grow old together'.

The subsequent paragraph in the biography *Graham* reads: 'You know the risks... If the worst ever happens – then it means simply that I've been asked to pay the bill for the happiness of my life – without a moment's regret.'

He had days to live. He remains forever Mr Monaco. ☼



Final F1 world championship grand prix win was his fifth Monaco success

1970

Lotus 49C - Q12/5th
Crashed twice in practice. Switched to the spare works chassis and had to start from last spot. Soldiered to another points finish.



1971

Brabham BT34 - Q9/Rtd
Clipped the inside barrier at Tabac before walloping the outside wall on lap two.



1972

Brabham BT37 - Q19/12th
Stranded on ineffective Goodyear wets, he finished four laps down.



1973

Shadow DN1 - Q24/Rtd
Scraped through qualifying and suffered a left-rear suspension failure after 62 laps.



1974

Lola T370 - Q21/7th
Another display of dogged determination.



1975

Hill GHI/Lola T370 - DNQ
Faulty engine. Car swaps. Broken front wheel and damaged second gear. Missed the cut by 0.37 seconds.



Great Car: BRM P57

It wasn't the fastest car of 1962, but the BRM P57 was certainly the best. In it, Graham Hill won four of the season's nine championship races and the title

ALL OR NOTHING

Despite Jo Bonnier's win in the 1959 Dutch Grand Prix, BRM was a national joke. Owner Sir Alfred Owen was running out of patience having spent a total of £1 million (around £20m in today's money). His final throw of the dice was to promote Tony Rudd to chief engineer and team manager ahead of 1962. The target: win at least two world championship races, or the team would close.

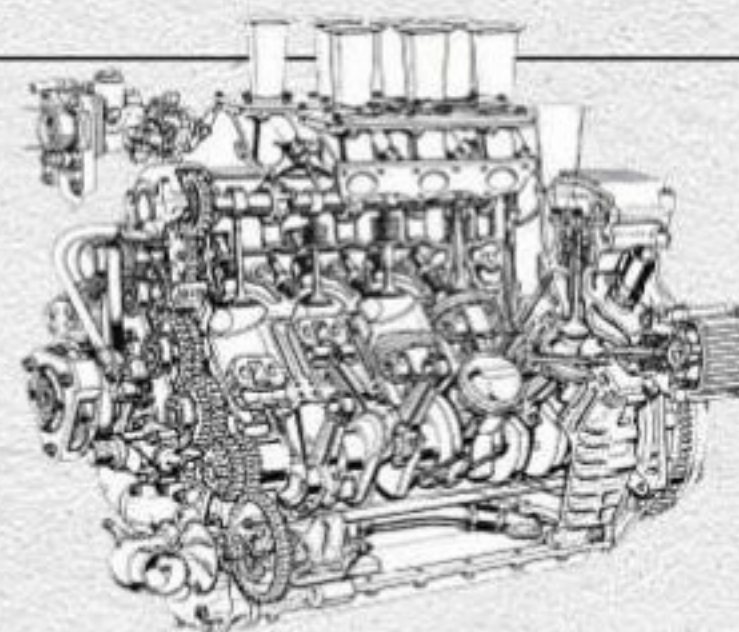
ENGINE

BRM had started work late on its powerplant for the 1.5-litre formula – introduced in 1961 – so ran throughout that season with a four-cylinder Climax engine. Its own 1498cc unit ran for the first time in July '61 and did not race until the following year.

"You can develop either a new engine or an unconventional chassis, but not both," wrote AUTOSPORT technical editor

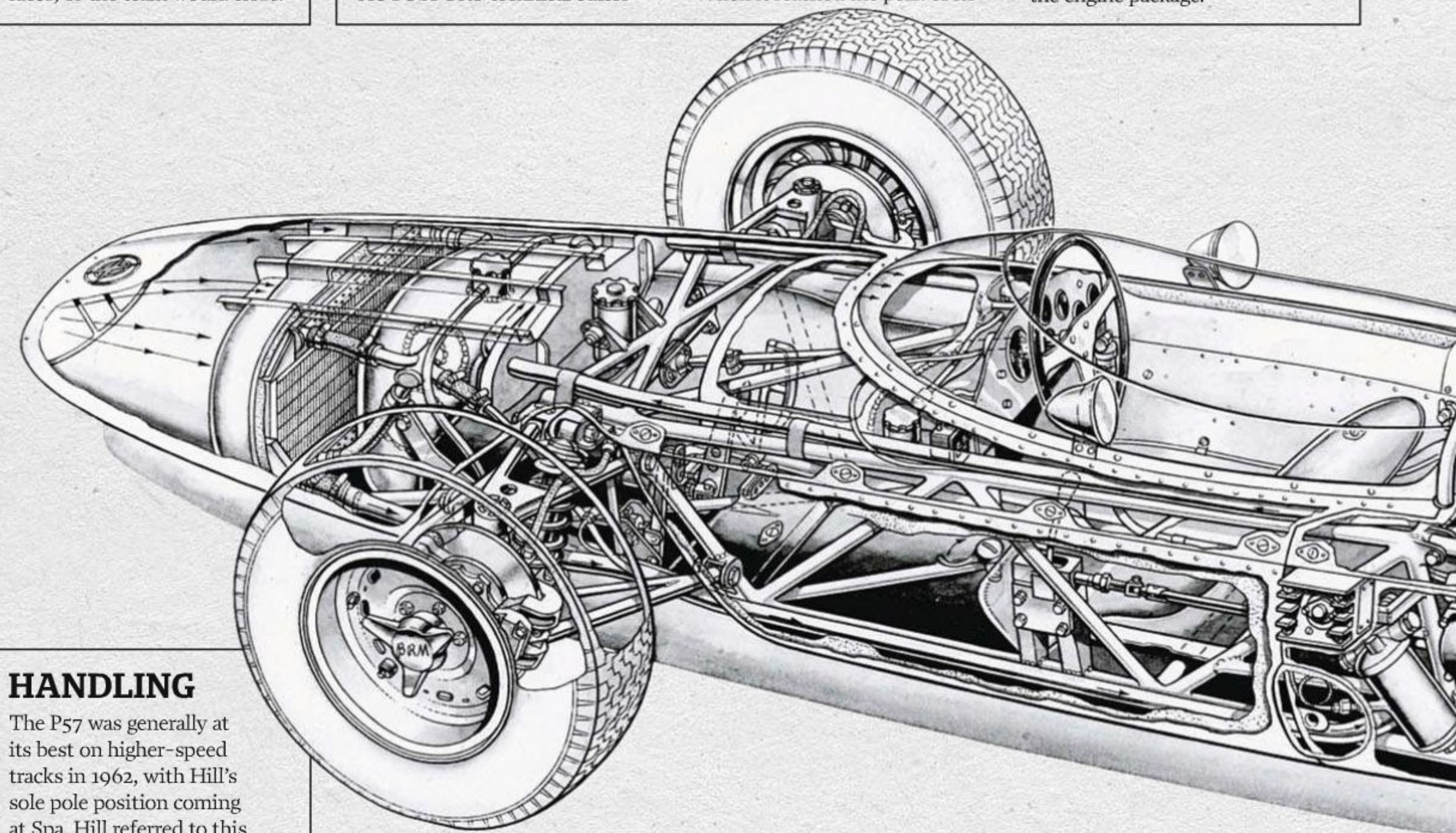
John Bolster in 1962. "So the new chassis had only well-proved features."

When it first ran, the 90-degree V8 with double-overhead-camshaft engine put out around 160bhp, but come its first world championship outing at Zandvoort in 1962 it was producing 180-188bhp and was widely regarded as superior to the Climax engine in the Lotus. When it reached the peak of its



development curve, it was reckoned to be pushing 200bhp.

Lucas fuel injection and alternators were a key part of the engine package.



HANDLING

The P57 was generally at its best on higher-speed tracks in 1962, with Hill's sole pole position coming at Spa. Hill referred to this weakness in his autobiography *Life at the Limit*.

"The BRM never really went well on these very tight circuits," he wrote in reference to Aintree, which hosted the 1962 British Grand Prix. "It didn't go too well round hairpins – it didn't get the power down onto the road as well as the Lotus."

CHASSIS

The car itself was relatively conventional, with the focus on trying to minimise frontal area. Rudd laid out the chassis based on an evolution of the P48/57 (or Mark II) raced the year before.

"I laid out the smallest possible car that could carry Graham,"

wrote Rudd in his book *It Was Fun*. "I calculated how much fuel a 200bhp engine would need and arrived at some basic dimensions. I laid out the ideal front and rear suspensions... From this, I calculated the loads and forces I had to deal with. On the 24-hour

flights to and from New Zealand [for the winter Tasman races] I calculated all the frame tube diameters and wall thickness. It all seemed to work."

The car started the season almost 40kg overweight but was slowly lightened during the year.

RELIABILITY

The innovative Lotus 25, with its unique fully-stressed monocoque, was the fastest car in 1962. But the BRM was far more reliable. In '62, Hill scored points in eight of nine races, with engine problems

costing him victory in Monaco (he was classified sixth) and a fuel-injection glitch hobbling him in France. Clark's Lotus retired four times. Rudd's high preparation standards were key.



TRIBUTE TO B.R.M.

BRM P57 1962-65 STATISTICS

RACES ENTERED:	31
WINS:	6
POLES:	3
FASTEST LAPS:	3
HONOURS:	
1962 - DRIVERS' AND CONSTRUCTORS' TITLES	



Hill gets nicely crossed up on his way to third in '63 South African GP



EXHAUSTS

The P57 started 1962 with upright 'stack' exhausts. Because these generated too much drag and had a habit of

breaking, they were replaced with more-conventional lowline exhausts from the Belgian Grand Prix onwards.

POST-1962

BRM continued to race the P57 the following season. It won the 1963 Monaco and United States grands prix, but it was no match for the all-conquering Lotus 25. Privateer versions continued to race on in F1 until '65.

HILL ALSO STARRED IN...



JAGUAR MkII

Hill was successful in Jaguars prepared by John Coombs and all his eight British Saloon Car Championship (now BTCC) triumphs came in MkIIs.



FERRARI 250GTO

Although a winner in Jaguar E-types, Hill also raced Ferraris. He took this GTO to the 1963 Tourist Trophy and later took wins in 330Ps.



BRM P261

Although rarely a match for the Lotus 33, the P261 was a solid performer and in it Hill took four points paying GP wins and two Tasman race victories.



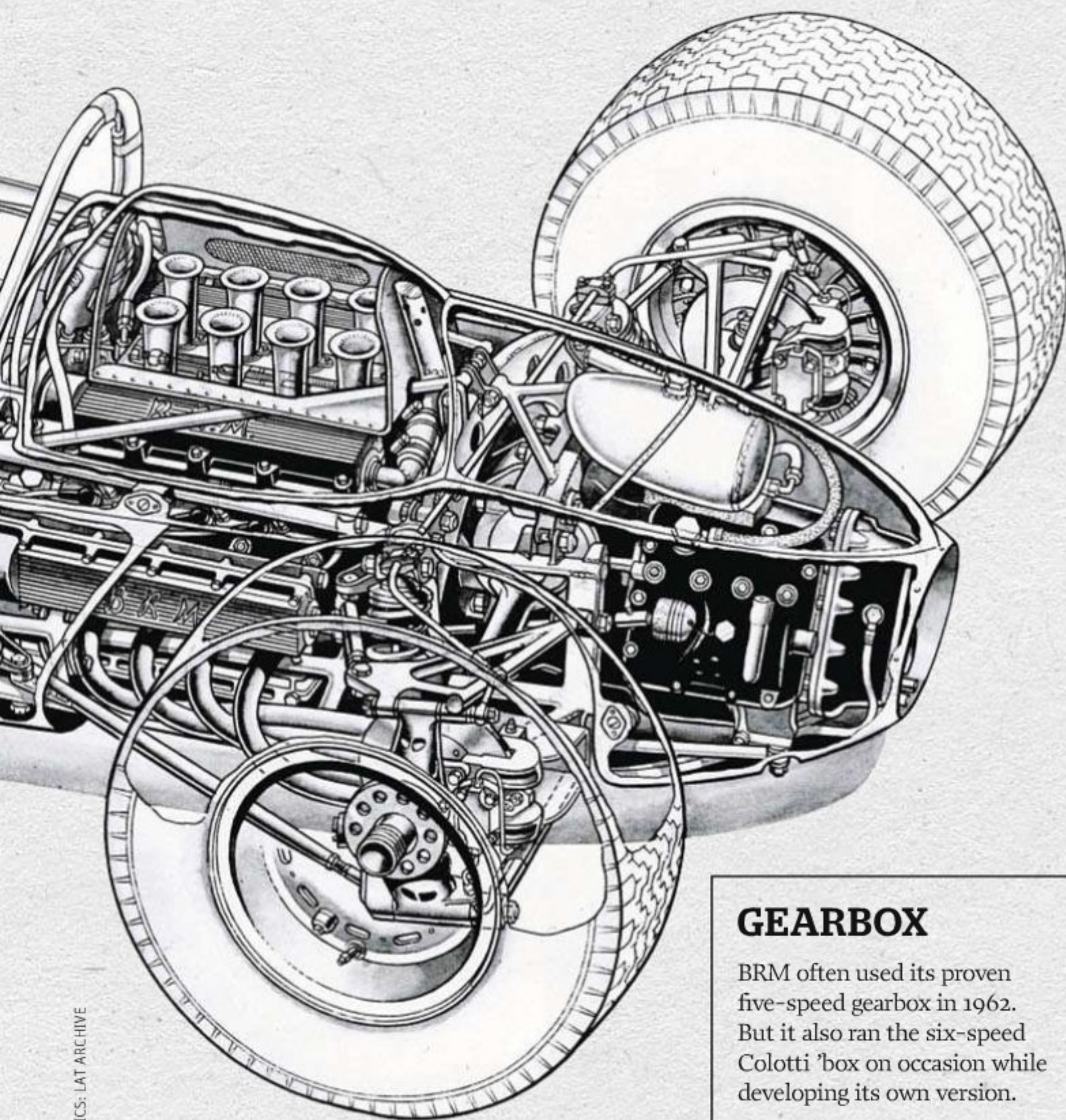
LOLA T90

Hill is still the only man to have won the F1 world championship, Indy 500 and Le Mans. The Lola helped make his US success possible.



LOTUS 49

Clark took all the plaudits in the 49's first season in 1967 as Hill suffered bad luck. After the Scot's death, Hill took the 49 and 49B to the '68 world title.



GEARBOX

BRM often used its proven five-speed gearbox in 1962. But it also ran the six-speed Colotti 'box on occasion while developing its own version.



Making his own luck at the Brickyard

There were crashes aplenty and controversy surrounded the result of the 1966 Indy 500, but Hill was still a worthy winner



Hill in the Mecom Racing Team Lola, with which he would win the Indy 500

He'd drunk the milk. A large laurel wreath hung from his neck and petite 500 Festival Queen Sue Helen Harrison hung on his arm. There was, too, a newspaper with his name prominent in its banner headline and a gaggle of press men hovering for quotes. The only victory cue absent was a relief of his face on the Borg-Warner Trophy that loomed behind him.

When Jimmy Clark, who'd also had the reassuring P1 displayed on his pit board over the closing laps, tugged his sleeve to ask which of them had won, Graham Hill cast his eyes theatrically.

The debate rages. Some say Team Lotus was distracted while Clark gathered one of his two spins in quick succession, and so missed another of Hill's unobtrusive laps. Others advocate that the confusion stemmed from Al Unser's identical Lotus: that one of his laps was mistakenly credited to Clark, or that Al's shunt after 161 laps caused the charting blip because the excitable PA shout-out was that this had been Jimmy's crash.

Yet even though mercurial Colin Chapman and bombastic STP boss Andy Granatelli were in Clark's DayGlo corner, there was no official protest come 8am the following day – Tuesday May 30 1966 – when the official results were confirmed after a night of computation and deliberation. Hill, driving the American Red Ball Special – a Lola T90-Ford run for the Mecom Racing Team by legendary crew chief George Bignotti – had

indeed won this wacky race.

He did so with Kipling-esque poise when all about him – except perhaps fellow Indy 500 rookie Jackie Stewart, his F1 BRM and Mecom team-mate – were losing theirs. This was always Hill's way: speed was a corollary of focus and rhythm. Anything else was a waste of time and mph. And he was very short of one and a bit down on the other at Indy.

He had arrived late – on Monday May 9 – as a substitute for New Jersey's Walt Hansgen, who had suffered fatal injuries testing a Ford GT40 MkII at

remained wisely cautious. After less than a week's acclimatisation, he did what he had to do – including dodging a sparrow at Turn 3 – on qualifying's first Saturday. His 159.243mph four-lap average put him on the outside of the fifth row and allowed him to turn an uncluttered mind to his beloved Monaco Grand Prix of the following weekend. (He would finish third, behind a victorious Stewart.)

Mecom's "newbie" refueller, Canadian Jim Dilamarter, future team manager of the Vel's Parnelli Jones Racing superteam, observed

– swooping from high to low – just didn't get it. That's not how it's done at Indy; you must turn in more from the centre of the road. Graham understood that.

"Nor did he try to emulate Jackie [who had tested with the team as early as 1965]; he didn't have the experience and there was no point pretending he had. He drove his own race."

Substantially less nitro than sloshed in for qualifying meant these Indycars were very different animals in that race. Stewart thought the "tricky" T90 improved in this guise, but niggling problems had prevented Hill from participating in Friday's vital Carburation Day. Had it not been for the unusual extra half-hour of running on Saturday he would have taken Monday's start on unscrubbed Firestones and with his rebuilt quad-cam V8 not yet run in. Even so, his set-up would have to remain Bignotti's educated best guess.

"George was very thorough, but you mustn't forget that we were a big surprise to him," says Stewart. "Our advantage was that we knew more about rear-engined cars than the American drivers did. But he was used to working with experienced Indycar men, guys like AJ and Parnelli, who were not only fantastically skilled but knew the tricks and techniques. Graham and I didn't know anything about the procedures, the traditions, the rookie stripes, drafting, when to pass, and when and where not to pass."

Bignotti, an eventual record ►

STEWART: "Guys like AJ Foyt and Parnelli Jones were fantastically skilled and knew the tricks and techniques. Graham and I knew nothing about the procedure, traditions or where to pass"

Le Mans. Hill had driven at Indy before, in 1963, and been spooked by one of Mickey Thompson's unresolved odd-jobs. (It ran on snake oil. Probably.) Even fearless Masten Gregory reckoned this tiny-tyred streamliner dangerous. So when Hill's "saucer-shaped thing" shed a wheel and stuck him in the wall during practice, the world champion called it quits.

Lola's good sense, combined with the wisdom of Bignotti, already a two-time 500 winner with AJ Foyt, was a much more inviting prospect, yet still Hill

Hill in between zipping about Stewart's side of the garage doing jobs nobody else fancied.

"Graham had a very dry British sense of humour," he says. "A lot of the time you were trying to figure out if he was being serious or pulling your leg. Most of the time – I think – he was pulling our leg."

"He was a very smart driver too. Some of the GP guys couldn't get on with Indy: it's wide, but its groove is narrow, and all you can see as you're approaching its turns is a concrete wall dead ahead. Those who tried the classic line



Hill (far left) avoids the pile-up at original start that eliminated 11 cars



seven-time winner and now in his 95th year, was impressed by Hill's organised approach: "Jackie was a little faster, but Graham caught on pretty well. He was a mechanic originally. That helped.

"We were switching from the old-style cars to the independent-suspension cars Eric Broadley had designed. The drivers never really mentioned what to do, what springs to use. I asked them how their cars were handling and set them up using my experience. It seemed to be OK. They went pretty well.

"They were two excellent drivers. They never got out of control, or spun, or anything like that. We never had any problems in that respect."

Hill, who had a reputation among mechanics for being mulish, was an attentive model pupil on this occasion. He was not affronted by the potentially patronising rigmarole of the rookie tests – other 'outsiders' certainly were – and listened to what the old hands had to say before blending it with all that had stood him in good stead during his career. Certainly, the proximity of the walls and the unusual lines were not alien to him. A rolling start was, however.

Dilamarter: "If he had a plan to be more aggressive, I think the startline crash would have made him reconsider: 'Hey, let's take it easy. Let's see what happens here.'"

The pile-up was a doozy, though thankfully there was no repeat of the deadly 1964 fireball. Its causes were a cocktail of atmo, supercharged and turbo cars – some with snappy, yappy four-speed gearboxes rather than the usual stronger but longer two-speeders – plus a sedate Mercury Comet Cyclone GT pace car that created a storm only after peeling into the pits.

Eleven cars were eliminated and five others damaged before the



Happy Hill, with winner's wreath and Festival Queen Sue Helen Harrison



Pre-start, front row is (right to left) Mario Andretti, Jim Clark and George Snider. Hill on outside of fifth rank

field reached Turn 1. Foyt, who hurt a hand scrambling the wire fence to avoid any 'incoming,' tried to blame a hesitant Hill. But Graham was simply looking out for number one, a process that bruising AJ was definitely familiar with. An angry Dan Gurney, left-side wheels clipped from his Eagle, reckoned his rivals to have the "judgment of a flea". But Graham had jinked a path to safety nevertheless.

"All they ever showed us Brits were 'highlights' of Indy's biggest crashes," says Stewart. "You did have second thoughts about going all that way to compete in what seemed to be a Demolition Derby. The biggest deal for us was to get through the first corner."

The crashes continued after the much-delayed restart, Johnny Boyd's BRP, the car immediately ahead of Hill's, promptly spinning out in Turn 1. Only after the duck-tailed Brawner-Hawk of polesitter Mario Andretti had dropped a valve when the race went green, on lap 17, did cool hands Clark and Lloyd Ruby (in an Eagle) assert order at the front.

Stewart, recovering from an unplanned stop under yellow for new goggles, diced impressively with the Macs – Jim McElreath (Brabham) and Roger McCluskey (Eagle) – while Hill, managing oversteer and a weaving under braking that dissuaded him from any overtaking moves, maintained his Zen vigil further back.

Clark's poise, however, was

skin deep. Unhappy with his 38's handling throughout the month of May, in the race itself he reckoned to have "spun six times but caught four". The moments he didn't catch until too late, on laps 65 and 85, twice cost him the lead to Ruby, plus an extra pitstop to Hill's scheduled two. With his engine down on power and rear suspension tweaked by a suspected brush with the wall, a consecutive victory for the Scot now looked unlikely as the drawling Texan's Eagle drew away.

Stewart, having shaken off McCluskey, swept by the fading Clark for second place on lap 122. And this would become first 28 laps later when Ruby was black-flagged because of oil misting through a hole left by

a broken cam-cover bolt.

But who was second now? Clark, it seemed, with teammate Unser closing in.

At which point Al lost it on the slick surface. Two-time winner Rodger Ward, the most experienced of Mecom's drivers, had already called it a day because it was "too darned slippery", but the Brits, now running 1-2-3, pressed on because that's what GP drivers did.

Then, sensation: Stewart, with a lead of almost two laps, and 'EZ' on his board, passed the pits shaking his head. His scavenge pump had failed and his oil pressure zeroed along with his hope of victory. He drew to a halt with fewer than 10 to go, hopped out and began to push – to huge

acclaim, an eventual sixth place and the Rookie of the Year award.

Bignotti: "Jackie came up behind Graham and was about to lap him. We tried to slow him down, and he wouldn't..."

Stewart sees it differently: "I had lapped Graham once before during the race without too much trouble. I never saw that as a problem. We were good friends and had a great relationship."

Yet more sensation: the iconic – but unofficial – electronic scoring pylon on pit road had dimmed. When it blinked back into life, it was Hill's 24 and not Clark's 19 that glowed at the top.

"The confusion was purely on Lotus's part," says Dilamarter, who had been switched late to Hill's crew and whose Memorial Day, therefore, was suddenly looking up. "Bignotti had a lap counter in his brain, an amazing ability for knowing precisely where our cars were at all times; he could tell just from their engine note. We had no doubt that Graham was leading."

Nor had Hill. While Clark paused post-race to commiserate with Stewart, Graham took a couple of jerky stabs at it before sweeping into Victory Lane as the first rookie winner since 1927 – and with 156,297 other reasons to be pleased.

His speech, however, was as understated as his performance: "surprised"; "car ran beautifully"; "uneventful". Given that just seven cars were running at the finish, only four of which went the full distance, the last adjective is both remarkable and indicative. He had recorded the 23rd-fastest qualifying speed. He hadn't passed a car in anger. He had won.

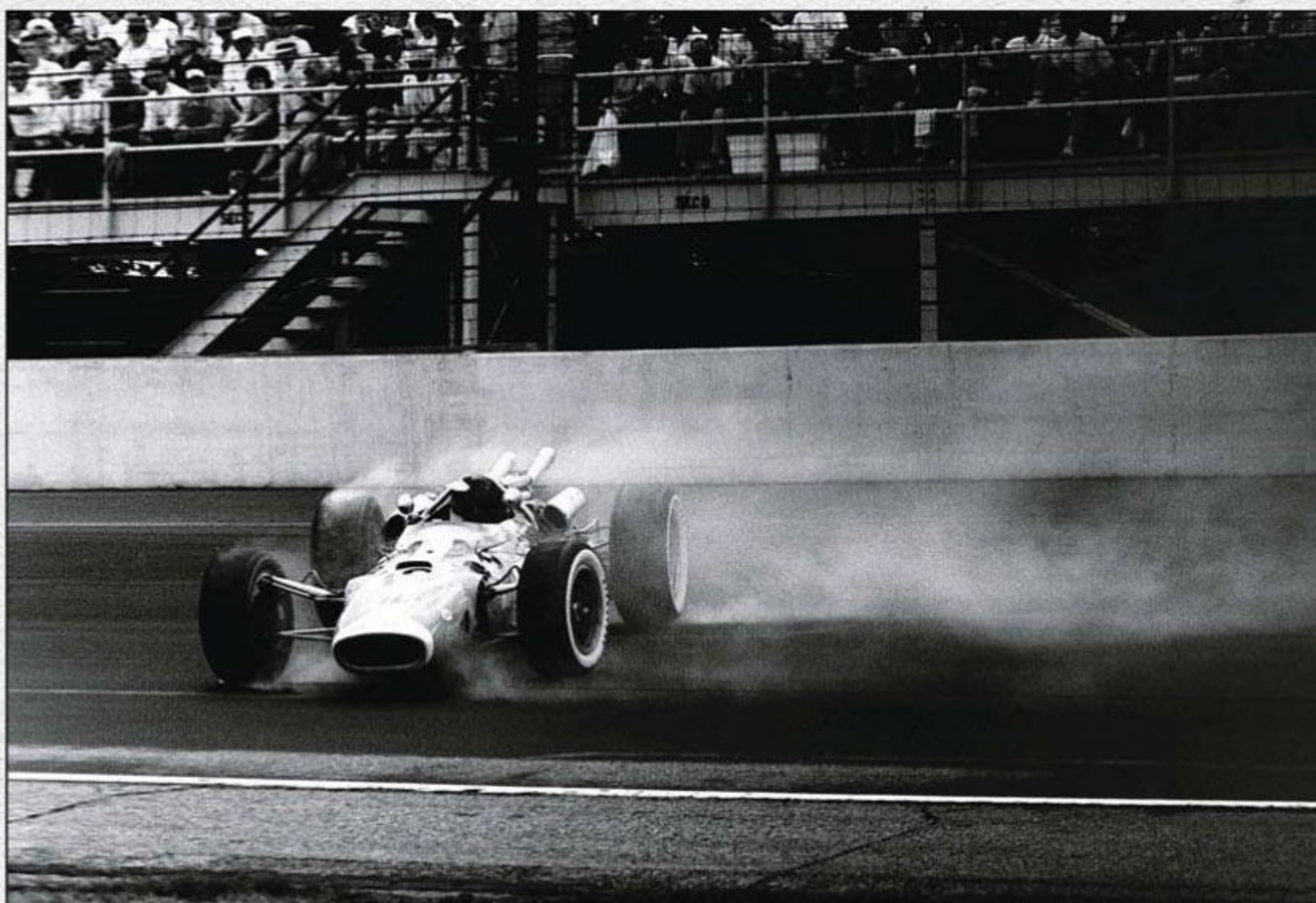
Dilamarter: "Sure, he had some luck, but he was in the right place at the right time. That's part of racing. Let's face it, he wasn't running in last place. It was a crazy race, but he stayed calm and kept it between the walls. That's also part of racing. He made good pitstops [Stewart stalled at his third], didn't overshoot his marks, and read the race well. He was very capable, no question."

The locals even began to get his jokes – about "bringing along a couple of Scottish accountants to handle [his winnings]" and of "sponsoring an award for the top-finishing American driver".

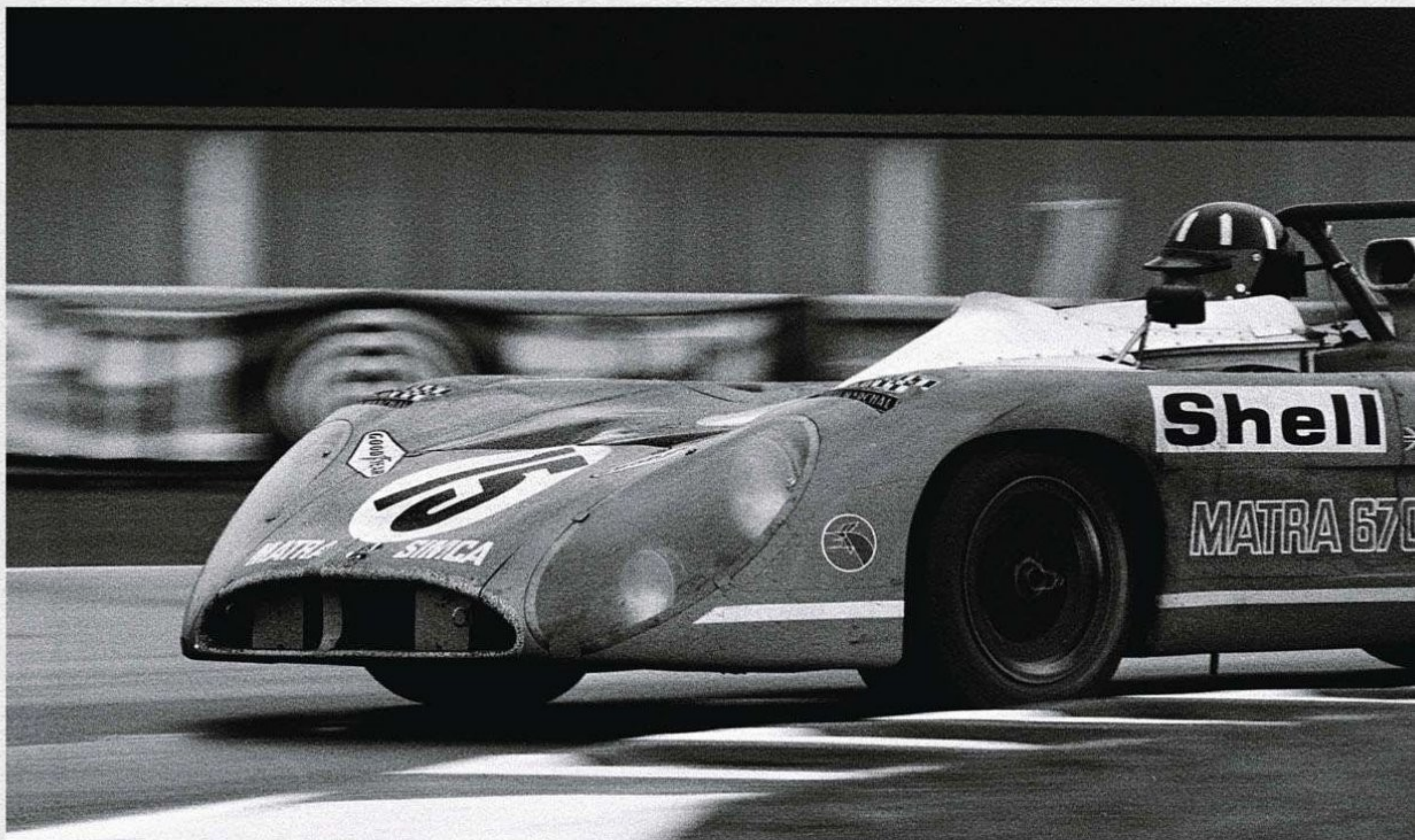
This would never be a love affair. He wouldn't put bums on seats here like he did in Monaco – though he did get dividers and doors fitted to the loos in Gasoline Alley – but he was two-thirds of the way to a special triple crown. ☼



Talking to Gurney, who was unimpressed with some of the driving



One of Clark's spins in Lotus. Is this where the team's lap-scoring went wrong?



“I didn’t think he’d be prepared to take chances”

Henri Pescarolo didn’t want to share his Matra with Graham Hill at Le Mans...

Graham Hill had got wind that his driving partner for the 1972 Le Mans 24 Hours wasn’t best pleased about sharing his Matra with a 43-year-old whose star was fading. So the double Formula 1 world champion, ever the joker, tried to trick Henri Pescarolo. It was Hill’s first test for the French manufacturer, and he decided to play up to his team-mate’s expectations as he clambered aboard.

The story was recounted by the late Gerard ‘Jabby’ Crombac, journalist, motorsport fixer and good friend of Hill: “Graham reacted beautifully and really took the piss out of Henri by acting like an old man. Henri was furious, because he thought the guy was finished.”

Pescarolo wasn’t a happy man at the start of the 1972 season anyway. He hadn’t wanted to go



Cevert (14) and Pescarolo started from the front row of the 24 Hours

back to Matra after his sacking from the Formula 1 squad by company boss Jean-Luc Lagardere at the end of ’70, and now he was being asked to drive a car with someone he wasn’t convinced shared his aspirations.

“I was angry because I thought my first full season [in F1 in 1970] was fantastic: third place at Monaco and many points finishes,” recalls Pescarolo, who was then poised to step on the road to sportscar stardom. “I was not expecting

such an insult from Lagardere.

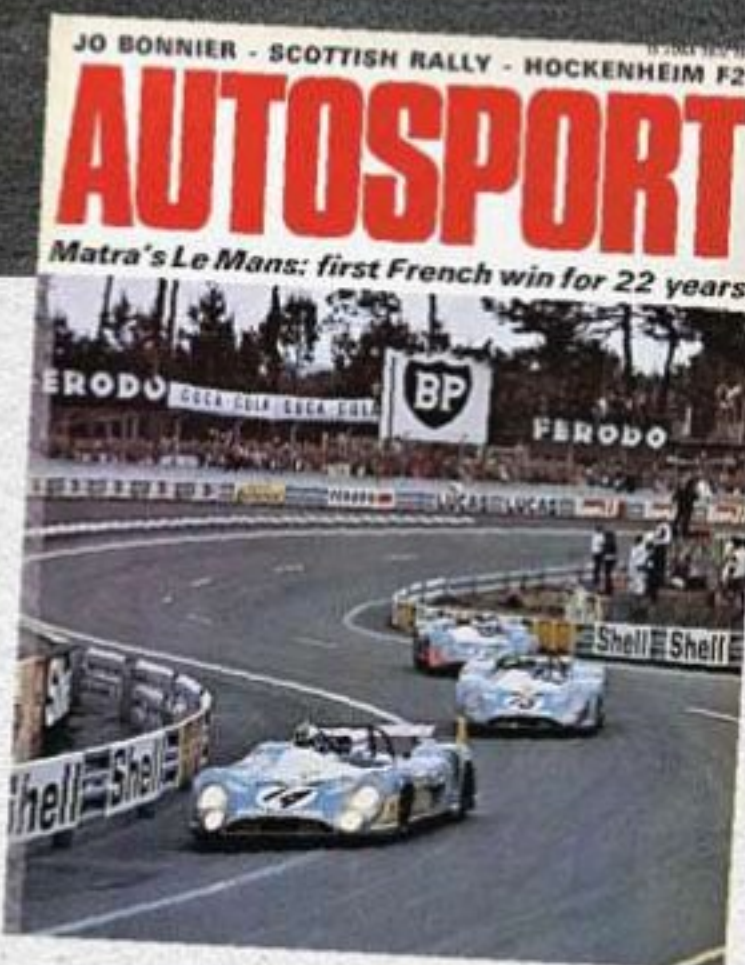
“When I was asked to go back, I said no at first. In the end, I agreed because I thought it was the best opportunity for me to win Le Mans.

“Right after I said yes, I was told that Graham would be my team-mate. I said again that I did not want to drive for Matra.”

Pescarolo wasn’t convinced that a veteran who hadn’t been to Le Mans since 1966 would be willing to take the chances necessary to win arguably the world’s most demanding race.

“Graham had won the world championship and had won the Indy 500. He was already a legend,” continues the Frenchman. “Le Mans was at that time still a dangerous race and I wasn’t sure that, when it was raining in the night or foggy in the morning, he would be willing to take risks.”

Crombac had been instrumental



PESCAROLO: "Graham was already a legend, and Le Mans was a dangerous race"

in first persuading Pescarolo to return to Matra and in acquiring the services of Hill, a driver with whom he had been friends since the 1950s and who'd been the best man at his wedding. The next job was to convince Pescarolo that a driver then plying his trade in F1 with Brabham was serious about Le Mans.

"Jabby explained to me that Graham was coming to Le Mans to win," says Pescarolo. "His target was to be the first driver to win



Hill shared Ferrari 250 GT (leading) with Stirling Moss at Le Mans in 1961

Hill: strong success in the sportscar arena

Graham Hill was a jobbing sportscar driver for much of his Formula 1 career. But against the backdrop of two world titles and 14 grand prix victories, his successes – and failures – in the long-distance arena are largely overlooked.

His back-to-back Tourist Trophy victories at the wheel of Maranello Concessionaires-entered Ferraris – a 250GT in 1963 and a 330P in '64 – are well remembered. His third place at the Sebring 12 Hours in the first of those years, sharing a North American Racing Team 330 TRI/LM Testa Rossa with

Pedro Rodriguez, is forgotten.

The same goes for his spell as a Porsche factory driver, which included a pair of class victories in the TT in 1960 and '61 driving 356B Carreras. Hill would also compete in the Targa Florio on four occasions with the German manufacturer.

He also raced one more time for Equipe Matra-Simca, his MS670B failing to finish the Spa 1000Km 11 months after his Le Mans triumph.

The winning assault with Matra and his starts with the Rover-BRM gas-turbine of 1963 and '65 (the car did the Test Day but not the race in '64) are the best-known of Hill's Le Mans participations, but he took part

in the race no fewer than 10 times.

And it all started how it finished, with a call from Jabby Crombac. The Frenchman, then a wannabe racing driver, had purchased a Lotus 11 in 1956 and the mechanic who helped him put it together at the factory was a young Graham Hill.

When fixer Crombac smoothed the way for a team of 11s at Le Mans in 1957 by nominating a pair of local farmers to drive the third car, he put forward Hill's name as a potential team-mate. Fifteen years later a similar recommendation paid dividends.



The Matra MS670 flashes past the Mulsanne signalling pits on the way to victory

the world championship, Indy and Le Mans."

Hill's ambitions became apparent the moment he started driving Matra's three-litre MS670 prototype, as Crombac recalled in an interview three years before his death in 2005. The years dropped off the 'old man' who had played up to Pescarolo's fears in the pits. "When Graham started driving he was absolutely outstanding," he explained. "He was quick straight away."

Pescarolo quickly came to respect his new team-mate: "He was a true professional and fitted in very quickly, because he realised he was in the right place at the right time to win Le Mans."

That prospect of victory was the reason Crombac, who played a key role in putting together Matra's driver line-up, had been able to lure them to a manufacturer that had its eye on big-name F1 drivers.

"I'd been told by Lagardere to get F1 people; he wanted the best

possible drivers," said Crombac. "Ronnie Peterson was willing to do it, but in the end went to Ferrari because he could do the whole season [in the World Championship of Makes]."

"I guess it was natural that I should ask Graham. I don't know how it came up, but I felt he was keen."

The Matra was going to be the car to have at Le Mans in 1972. Regulation changes had banished Porsche's 917 to the Can-Am ►

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Feted in France: Hill and Pescarolo celebrate their first triumphs at Le Mans. The Frenchman would win three more

►► ranks on the other side of the Atlantic and the French manufacturer sensed its opportunity.

The F1 squad went down to just one car for Chris Amon and there was to be no full-season WCM campaign. Matra would instead focus its resources for the '72 season on a four-car effort at Le Mans.

The 'favourites' status was only cemented by Ferrari's decision to scratch its factory team after topping the times at the Test Day in March. There was opposition from the Ecurie Bonnier Lola-Cosworth T280s and the works Alfa Romeo squad, but by evening the battle for the lead had become an all-Matra affair.

What many regarded as the lead car wasn't part of the fight,

DUCAROUGE: "Both of them drove brilliantly, but Graham was particularly special. He was not a loser and there was no way he was going to let the opportunity to win Le Mans pass him by"

however. The combination of Matra grand prix driver Amon and Jean-Pierre Beltoise, his team-mate in F1 in 1971, was the most fancied of the French squad's driver line-ups, but its chances went up in smoke when the engine Amon wanted changed after practice and qualifying blew after two laps.

Jean-Pierre Jabouille and David Hobbs, driving an updated 1971 car known as an MS660C, had been delayed when the Frenchman ran

out of fuel, turning the race into a straight fight between the two Matras that had qualified on the front row – the Hill/Pescarolo car and the entry shared by pole winner Francois Cevert and Howden Ganley.

Hill was no bit-player in the battle that developed. Those involved at Equipe Matra-Simca that year are convinced he played a crucial role in deciding the outcome in the favour of the Anglo-French combination.

"Graham won the race in two ways," explained Crombac. "First, he disobeyed instructions and blatantly overtook the Cevert/Ganley car during the night, and then he put on intermediate tyres at a pitstop in the early morning."

Pescarolo explains how Dick Dastardly-lookalike Hill bent the rules at Matra to get ahead. "We had a lap time we had to respect and it was very strict," he says. "We were not allowed to fight between us, but the only time it was not possible to control the drivers was

when it was raining. The conditions during the night were very difficult and it was the time he chose to really attack. It was during the night that we took a definite advantage."

Victory was in the hands of Hill and Pescarolo even before Ganley lost time shortly after midday on Sunday when he was hit from the rear. That's the verdict of Gerard Ducarouge, who ran the Matra team operationally.

"I am quite sure of that," he says. "Both of them drove brilliantly that day, but Graham was particularly special. He was not a loser and there was no way he was going to let the opportunity to win Le Mans pass him by."

The victory was marred by the death on Sunday morning of Jo Bonnier, Hill's good friend and co-founder of the Grand Prix Drivers' Association. But those were different times and Hill ended his Matra adventure much as he started it – having a laugh.

The post-race celebration hosted by Moët et Chandon in the restaurant that now serves chow mein on the Mulsanne Straight went deep into the night and Pescarolo remembers "photographs of glasses being thrown round".

Graham Hill loved to play to the audience. And in June 1972 that included a couple of hundred thousand paying spectators lining the Circuit de la Sarthe. ❧



Hill's abilities shone through when the circuit was wet

A masterclass in numbers

Monaco in an F1 car, Le Mans in a sportscar, Goodwood in a GT racer, and touring cars at Aintree. Graham Hill won them all, and a lot more besides

WORLD CHAMPIONSHIP GRANDS PRIX

STARTS 176

WINS 14

1962 Dutch GP

(BRM P57)

1962 German GP

(BRM P57)

1962 Italian GP

(BRM P57)

1962 South African GP

(BRM P57)

1963 Monaco GP

(BRM P57)

1963 US GP

(BRM P57)

1964 Monaco GP

(BRM P261)

1964 US GP

(BRM P261)

1965 Monaco GP

(BRM P261)

1965 US GP

(BRM P261)

1968 Spanish GP

(Lotus 49)

1968 Monaco GP

(Lotus 49B)

1968 Mexican GP

(Lotus 49B)

1969 Monaco GP

(Lotus 49B)

PODIUMS 36

POLES 13

FASTEST LAPS 10

POINTS 289

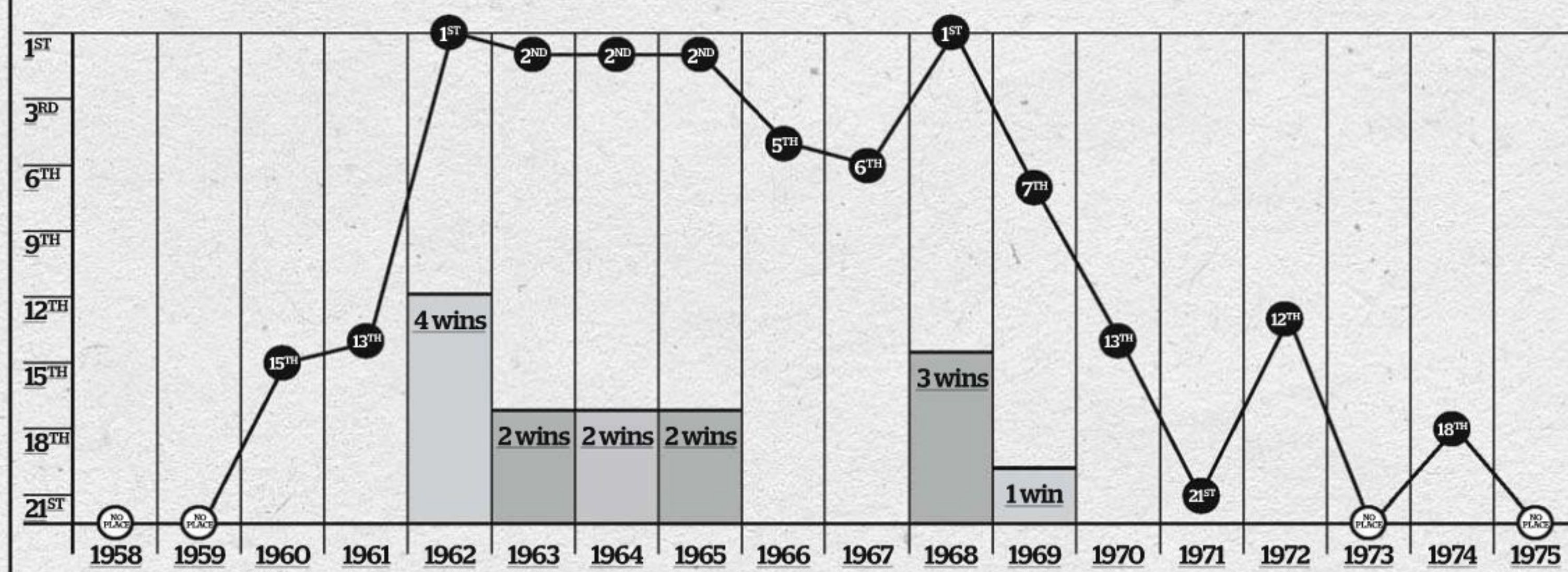


Hill (3) took his first F1 title in the BRM P57 after a showdown with Jim Clark in 1962...



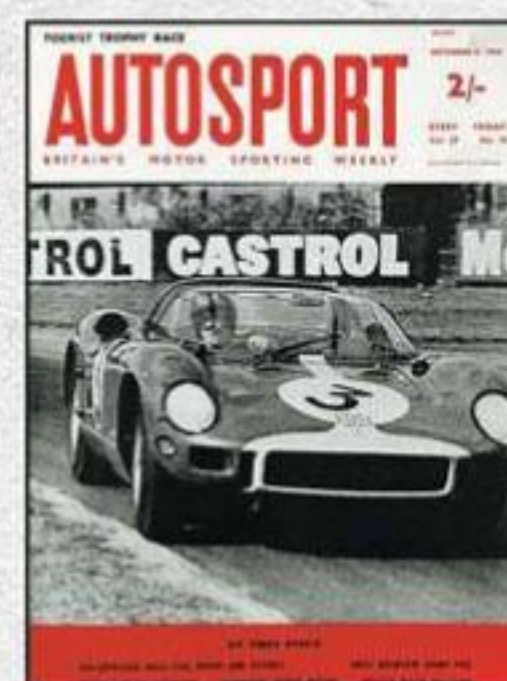
...and defeated Jackie Stewart (far left) to take the crown again in '68

HILL'S RECORD IN THE F1 WORLD CHAMPIONSHIP





First TT win came in 1963



On his way to a special ACO award in Rover- BRM Turbine at Le Mans in 1963



America was a happy hunting ground



Peterson, Hill and Fittipaldi all scored F2 wins in '71



Hill bid farewell to driving in 1975 with his own Embassy Hill squad

OTHER MAJOR SUCCESSES

WORLD SPORTSCAR CHAMPIONSHIP WINS 4

1964 Reims 12 Hours

(Ferrari 250LM)

1964 Tourist Trophy

(Ferrari 330P)

1964 Paris 1000Km

(Ferrari 330P)

1972 Le Mans 24 Hours

(Matra MS670)

INDYCAR WINS 1

1966 Indy 500 (Lola T90)

TASMAN CUP WINS 4

1964 Longford

(Brabham BT4)

1965 New Zealand GP

(Brabham BT11A)

1966 New Zealand GP

(BRM P261)

1966 Australian GP

(BRM P261)

BRITISH TOURING CAR WINS 8

1961 Silverstone (Jaguar MkII)

1962 Goodwood (Jaguar MkII)

1962 Aintree (Jaguar MkII)

1962 Silverstone (Jaguar MkII)

1962 Oulton Park (Jaguar MkII)

1963 Oulton Park (Jaguar MkII)

1963 Goodwood (Jaguar MkII)

1963 Aintree (Jaguar MkII)

OTHER MAJOR WINS

1962 Glover Trophy, Goodwood

(BRM P57)

1962 International Trophy,

Silverstone (BRM P57)

1963 Lombank Trophy,

Snetterton (BRM P57)

1963 BARC 200, Aintree

(BRM P57)

1963 Tourist Trophy,

Goodwood (Ferrari 250GTO)

1964 Rand GP, Kyalami

(Brabham BT11)

1971 Jochen Rindt Trophy

for European F2, Thruxton

(Brabham BT36)

1971 International Trophy,

Silverstone (Brabham BT34)

MUST-SEE EVENTS
THE BEST OF 2013

WHAT YOU COULD SEE IN

2013

The bucket list

If you're reading this, you're obviously going to be a motorsport fan. These are the races and rallies we all want to see before we die, when they take place in 2013 and the web details you need to check them out

MONTE CARLO RALLY

 January 15-20

The top of Col de Turini on the final night of is much talked about for a reason... it's the best place in the world in January. acm.mc



DAYTONA 500

 February 24

Rising from reclaimed Florida swampland, NASCAR's cathedral of speed has hosted its most fabled race since 1959, when it took three days to decide the winner of a photo finish! daytonainternationalspeedway.com



MONACO GP

 May 26

Any racing fan has to visit this race once. The fusion of old-world charm, megabucks and F1's oldest circuit is irresistible. And you get up close and personal with the cars. acm.mc



INDIANAPOLIS 500

 May 26

On Memorial Day weekend it's the biggest sporting event in America, a tradition that spans back to 1911. Up to 400,000 fans cram into the 2.5-mile oval to watch IndyCar's most prestigious event. indy500.com ▶







SUBARU **RALLY TEAM USA**

David Higgins and co-driver Craig Drew secured the 2012 Rally America National Championship at the New England Forest Rally. With five podium finishes including two event wins, this marks David's fourth championship title in the U.S. and his second with Subaru Rally Team USA in the #75 Subaru WRX STI (2002, 2003, 2011, 2012).

Good things come in ~~threes~~ fours!

**Congratulations to David Higgins
and Craig Drew on winning the 2012
Rally America National Championship.**



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Photos: Lars Gange - subaru.com/rally



Photos, videos, and updates at subaru.com/rally

WHAT YOU COULD SEE IN

2013

LE MANS 24 HOURS

 June 22-23

If you ducked out of Le Mans in 2012 after a certain announcement in January, get booking for this year. Toyota has proved that it's a worthy replacement for the departed Peugeot. lemans.org



RALLY FINLAND

 July 31-August 3

Waaaaaa, bam-bam-bam-bam... That's the noise that accompanies a World Rally Car in full flight for 50 metres. Fly to Finland, watch Finns fly, go home, talk about nothing else. nesteoilrallyfinland.fi



ITALIAN GP

 September 8

Tifosi, crumbling ruins of the banking, mega speeds of F1's fastest track, whispering trees, nine decades of GP history, the roaring charge to the first corner. What's not to like? monzanet.it



GOODWOOD FESTIVAL OF SPEED AND REVIVAL

 July 11-14 (FoS) and September 13-15 (Revival)

If you want to see an incredible number of motorsport stars and rare machinery, head to the Festival, which in 2013 is 20 years

old. If you want to see historic cars raced hard and sideways, head to the Revival. goodwood.co.uk



BATHURST 1000

 October 13

A circuit every bit as mythologised in the southern hemisphere as Spa in the north, it's the holy grail of touring cars. The campgrounds are a hotspot for racing's most partisan fans. bathurst.v8supercars.com.au



MACAU GP

 November 17

A throwback to a bygone age, this classic street track has changed little while the surrounding architecture has exploded. Formula 3, World Touring Cars, GTs and bikes top the bill. macau.grandprix.gov.mo ►



WHAT YOU COULD SEE IN

2013

Why not try...

...some of these? Here are the race and rally events that your non-racing mates won't necessarily know about, but they're worth taking a look at for your full motorsport experience. And some are surprisingly easy to get to

ARCTIC RALLY

 January 24-26

Welcome to the real frozen north. As you'd imagine from the event's title, this rally runs in the Arctic and it's an entirely insane adventure. You think you've done cold? Trust us, you haven't – not until you've stood at the top of Finland in minus-40C with windchill adding to the charm to watch a Toyota Starlet on the ragged edge. The spiked-tyred commitment, a roaring fire and a bunch of even-more-roaring Finns warm your heart. But not your feet.

arcticrally.fi



DAYTONA 24 HOURS

 January 26/27

Some venues just sound cool: Monza, Indianapolis, Daytona... They just ooze speed. And those of you tired of cold, wet British winters ought to consider catching some Florida sun at January's Daytona 24. The track's vast grandstands are usually empty, but the huge infield will be packed with road-course racing fans drinking and barbequing the night away. Being inside the track means the noise is unrelenting, and sleeping impossible – but that's for the flight home surely...

daytonainternationalspeedway.com



SEBRING 12 HOURS

 March 16

If you call yourself a sportscar fan, there's no excuse for failing to make the pilgrimage to a dusty former air base in a Florida backwater at least once. And if you haven't been, now is the right time to do it. This year's running of one of the true sportscar classics will be the last as an American Le Mans Series race, meaning it's your final chance to see a full-house LMP1 barreling over the rough concrete through Turn 1 or diving in between the GT cars on the way into Turn 17.

sebringraceway.com



SILVERSTONE 6 HOURS

 April 14

You'll already know that this is one not to miss if you had your eyes open in 2012. Toyota proved its credentials by leading at Le Mans and winning three of the final four WEC rounds. That's the kind of form that makes the Japanese manufacturer favourite heading into the new season. Can Audi react? If so, how? Will Toyota make a bigger development step with its newer car? The WEC opener at Silverstone will provide answers. And that's why you should be there no matter the weather.

silverstone.co.uk

PAU GRAND PRIX

 **May 19-20**

A fantastic event on a brilliant street circuit, with British F3, top French national racing and possibly one other quality European series to headline in 2013. Drive down through France or fly to Toulouse, from where it's a two-hour trip down the autoroute. Pau has its own airport, but UK flights are few and far between. Combine it with a trip to the nearby Pyrenees, Lourdes (if you're cultured) and Biarritz (if you're a sun worshipper). And if you go a week earlier, you'll catch the Historic meeting too. grandprixdepau.com



NURBURGRING 24 HOURS

 **May 19-20**

The alternative 24-hour sportscar enduro on the Nurburgring-Nordschleife is a classic in its own right. The grid is strong, the racing uber-close and the manufacturers ever more interested in the event. From Calais, it's not much further than Le Mans, and the beer's infinitely better. This year's race is a Sunday/Monday affair, and if you're busy that weekend, there's the Spa 24 Hours on July 27-28. 24h-rennen.de



GOTHENBURG STREET RACE

 **June 29**

Formerly a jewel in the STCC calendar, this city race became the domain of rival series the TTA. Now they're joining back together, the novelty of the Scalextric-esque one-mile track around a dock area means the action is non-stop. And if you don't feel like paying (or the 30,000 seats are sold out), a birds-eye view of the action is available from the freeway overpass that borders one side of the track. stcc.se



TEXAS INDYCAR

 **June 7-8**

It was once the stronghold of tedious pack racing, but aero reductions for 2012 delivered a rousing spectacle with drivers steering right as often as left in an effort to manhandle their cars around the 1.5-mile oval track. And if that doesn't hook you, standing at the outside of Turn 1 as the cars hammer past at 215mph a few feet away will. Absorb a bit of cowboy culture in nearby Fort Worth, and don't forget the NASCAR Truck race on the Friday night. texasmotorspeedway.com



BRITAIN'S TRIO OF TOP SERIES

Britain's motorsport scene is so vibrant you can find great entertainment all the time.

British GT is probably the country's best-kept secret, with a fantastic variety of machinery and an ever-increasing level of driver quality. You could probably go to any of the seven 2013 rounds and see some superb action, but we recommend the Donington Park finale (October 6). The circuit is great and the title usually goes down to the wire.

The British Touring Car Championship always provides close racing too – of the more fraught variety. For those in the south, the high-speed Thruxton circuit is always worth a visit (May 4-5),

while for those prepared to brave the cold in Scotland, Knockhill (August 24-25) provides some of the best tin-top acrobatics anywhere.

British F3 is usually less obviously thrilling, but it's where some of the F1 stars of tomorrow can be seen. For qualifying brilliance, head out to the GP loop at Brands (August 10); for the chance of some wheel-to-wheel racing, try Silverstone GP (May 26).

At club level, try the Vintage Sports-Car Club's Spring Start at Silverstone (April 20-21), Donington Historic Festival (May 3-5), AUTOSPORT 3 Hours at Snetterton (June 9-10), or pretty much any meeting at Cadwell Park or Castle Combe.

WHAT YOU COULD SEE IN

2013

CANADIAN GP

 June 9

Some grands prix provide great viewing. Others guarantee fantastic racing. A few have a great vibe away from the track. Few offer all three – but this race does. The Circuit Gilles Villeneuve is located on the man-made Ile Notre Dame island, just a bus ride from the centre of the wonderful city of Montreal. So after a day of watching contemporary F1 cars and stunningly-prepared historic machinery in action, there's plenty of time to enjoy the sights and sounds of Canada's second city. circuitgillesvilleneuve.ca



WTCC PORTO

 June 30

Fancy taking in some street action but find Monaco passe? Porto returns to the WTCC for its fourth appearance. The Circuito da Boavista, on the city outskirts, can trace its roots to the Grand Prix track of the 1950s. Tweaks are regularly made, and the 2011 version was perhaps the most flowing yet thanks to the re-profiling of Turn 1 and the installation of permanent kerbs at several chicanes. Expect kerb-hopping action, although passing around the tree-lined circuit is a serious challenge. circuitodaboavista.com



NORISRING DTM

 July 14

The Norisring is the jewel in the crown of the DTM, and rightly so. With an expected crowd of over 80,000 on raceday, an urban location and a short-and-simple circuit layout that has a habit of creating great racing, it has earned its legendary status. And that's before you get into the sinister history of the place that combines cool and creepy in equal measure. Flights from Gatwick to Nuremberg are regular and cheap, and excellent public transport will take you right next to the chicane. Go on. Go. norisring.de



ELDORA NASCAR TRUCK SERIES

 July 24

Eldora is US dirt racing's Mecca, a half-mile clay oval built in 1954. In July, the Ohio venue – owned by multiple NASCAR Sprint Cup champion Tony Stewart – will host the first NASCAR-sanctioned national event on dirt since 1970 with its Truck Series division. The trucks will require little modification, with the front splitters

removed and dirt-track tyres fitted. Stewart has targeted getting Cup and Nationwide stars out in the Wednesday-night race, which is likely to follow the regular short-track heats-and-final format. Over 20,000 fans are expected, and its proximity to the following weekend's Brickyard 400 at Indianapolis should ensure a blockbuster of a show. eldoraspeedway.com



SILVERSTONE CLASSIC

 July 27-28

This event is now so big that it's hard to see everything over one weekend. Whether it's touring cars, sportscars or old Formula 1 cars you like, there's plenty to enjoy, and that's before we mention all the off-track attractions. Getting around is a pain, but the great racing and exotic machinery make it worthwhile. silverstoneclassic.com



SINGAPORE GP

 September 22

The perfect place for contemporary F1: ultra-modern and colonial classical sit side-by-side; eastern and western cultures blend seamlessly in a desire to make money; and a sense of proportion appears to have been left at the airport terminal. The *Blade Runner* backdrop, beautifully illuminated for F1's true night race, creates a unique atmosphere. The track is a real challenge, the unforgiving walls rewarding the best and punishing the careless. Be warned, it's frighteningly expensive, but hey, this is F1! www.singaporegp.sg



WALTER HAYES TROPHY

 November 2-3

This Silverstone event is the most competitive on the club racing calendar, the Formula Ford 1600 showpiece enjoying a competitive field of over 100 drivers. The date doesn't usually make for inviting weather, and the National Circuit isn't always a spectator's best friend, but wrap up warm and bag yourself a spot in the (specially opened) BRDC grandstand. silverstone.co.uk



MULL RALLY

 October 11-13

There's no more beautiful place than the Scottish Highlands in Autumn – and a Ford Escort MkII on the ragged edge around Calgary Bay completes that picture. If you've never stood in a graveyard at two in the morning with rain driving at you and rally cars driving past you, you've never lived. Calum Duffy's the one to watch, a real hero's hero in these parts. Book this one now, though: ferries are pricey and limited, beds even more so. www.mullrally.com



ROGER ALBERT CLARK RALLY

 November 8-10

This event should come complete with flared trousers, pointy collars and a sheepskin coat, inside pocket weighed down with a hipflask full of single malt. This northern-British classic is the antidote to the cloverleafed modern-day WRC, a celebration of rallying's most exciting era in a selection of Britain's best woods. The man himself would have loved it. www.rogeralbertclarkrally.org



SURFERS PARADISE V8 SUPERCARS

 October 26-27

If it's an amazing street race that you're after, then most V8 Supercar aficionados would actually recommend a trip to Adelaide for the Clipsal 500, but the line-up of international stars that joins the grid in Surfers Paradise every year serves as a fitting tribute to the years when the Gold Coast was a centrepiece of the CART schedule. And the weather's likely to be pretty decent as well. surfersparadise.v8supercars.com.au



EUROPEAN HISTORIC EVENTS

Historic racing fans up for a channel hop – or tunnel crossing – are spoiled for choice. Dijon-Prenois's Grand Prix de l'Age d'Or (June 14-16) is a 400-mile autoroute hike from Calais – break your journey by visiting the terrifying high-speed Reims road course of yore – but the track is fabulous, near a buzzing city and the sun usually shines.

The late-season triumvirate of Nurburgring's AVD Oldtimer GP (August 9-11), Zandvoort Historic GP (August 31-September 1) and 21st Spa Six Hours (September 20-22) are considerably closer. The 'Ring programme includes the Marathon race on the fearsome Nordschleife. Zandvoort's undulating circuit, Saturday evening's racecar cavalcade into town and the seafront restaurants are sensational.

If you can only pick one event, Spa's charismatic Saturday-evening enduro gets AUTOSPORT's vote. Almost 100 Pre-1966 GT and Touring Cars set off at 1600 and headlights scythe through the pine forests of the Ardennes as darkness falls. The fiery glow of exhausts and brakes sharpen and the soundtrack of musical engine notes becomes more urgent as the pathos builds to a crescendo at 2200. It's absolutely breathtaking...



Burnsie's stunning cars

A selection of the late, great Richard Burns's competition machines will be on show at ASI. Here's a teaser of the exhibition you mustn't miss



IN THE BEGINNING

there was a Peugeot 205, at the end a Peugeot 206. In between there were great cars, great times, great wins and a world title. Come to the

Motorsport News stand next week at the NEC in Birmingham and you can relive them all. Come and remember Richard.

Burnsie's cars — the key ones — are all in Birmingham for your delectation. And, while you and I might have liked them muddy, RB would be very glad they're absolutely spotless. He was a stickler for perfection, just look at the hand-crafted mudflaps on his 205...

As ever, AUTOSPORT International has a lot to offer in 2013, but this collection could steal the show.

What's your favourite? For me, it's hard to look past the Subaru Impreza WRC2001 in which he took the '01 title. What a day, what a man, what a motor...

David Evans
Rallies editor



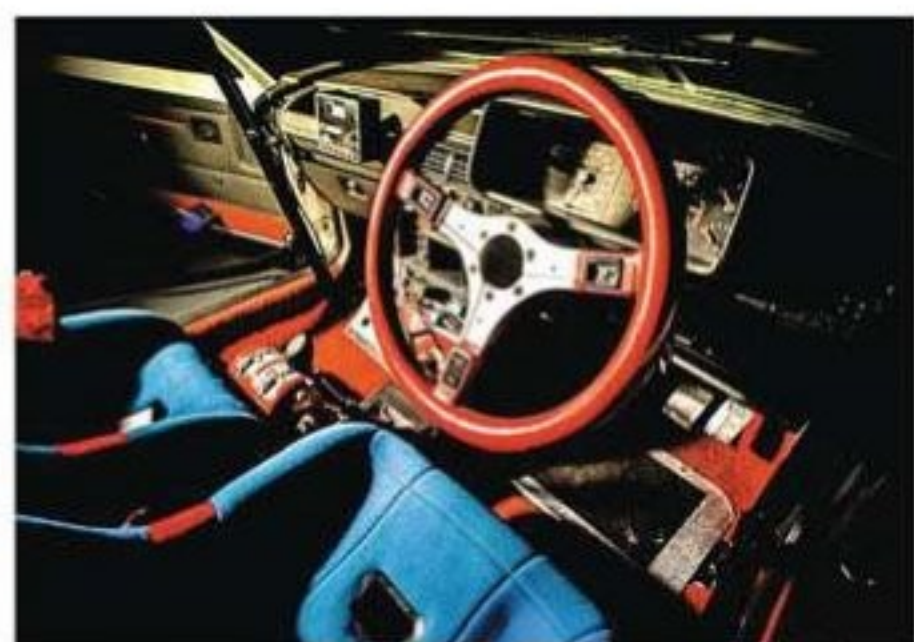
Burns and Robert Reid: world-beaters



LOOKING AHEAD TO THE SHOW!

PEUGEOT 205 GTi

This was the car that took Burns from the keenest of young club drivers to the verge of his first professional contract. Richard won the 1990 and 1991 Peugeot Challenges in this car, constantly ploughing prize money back into the Pug to keep it looking pristine. As well as the titles, Richard scored plenty of impressive overall results. The 205 was also the car in which Robert Reid co-drove Richard for the first time. That relationship took them to the very top of the sport.



PEUGEOT 309 GTi

Richard's first factory rally car was the Group N 309 he won as a prize drive for the 1990 RAC Rally. At 19 he was the youngest 'works' driver out there and finished third in class. Legendary Peugeot rally manager Des O'Dell liked what he saw and loaned Richard a Group N 309. A year later O'Dell entrusted him with this Group A version. Richard contested three rallies in this rare car, taking a credible 16th overall on only his second RAC Rally after a great fight with front-wheel-drive star Dave Metcalfe.



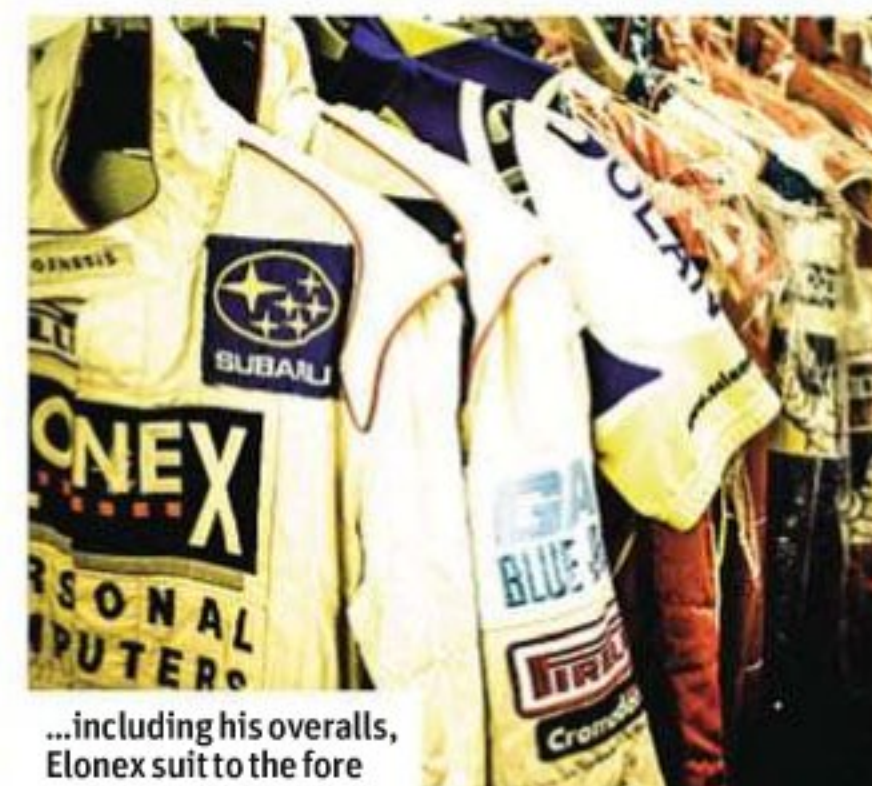


SUBARU LEGACY – GROUP N

After missing out on winning the Shell Scholarship, Richard's friend and mentor David Williams bought this Group N Subaru Legacy for the 1992 season. Burns won the Mintex National Championship and became the first driver to win a round of the series in a Group N car. British national rallying had never witnessed such a professional approach as that taken by the Elonex-backed team in 1992. It also provided a handy 'in' at Prodrive for Richard; when not driving this car he was helping the firm's WRC effort.



Burns collected plenty of rally memorabilia...

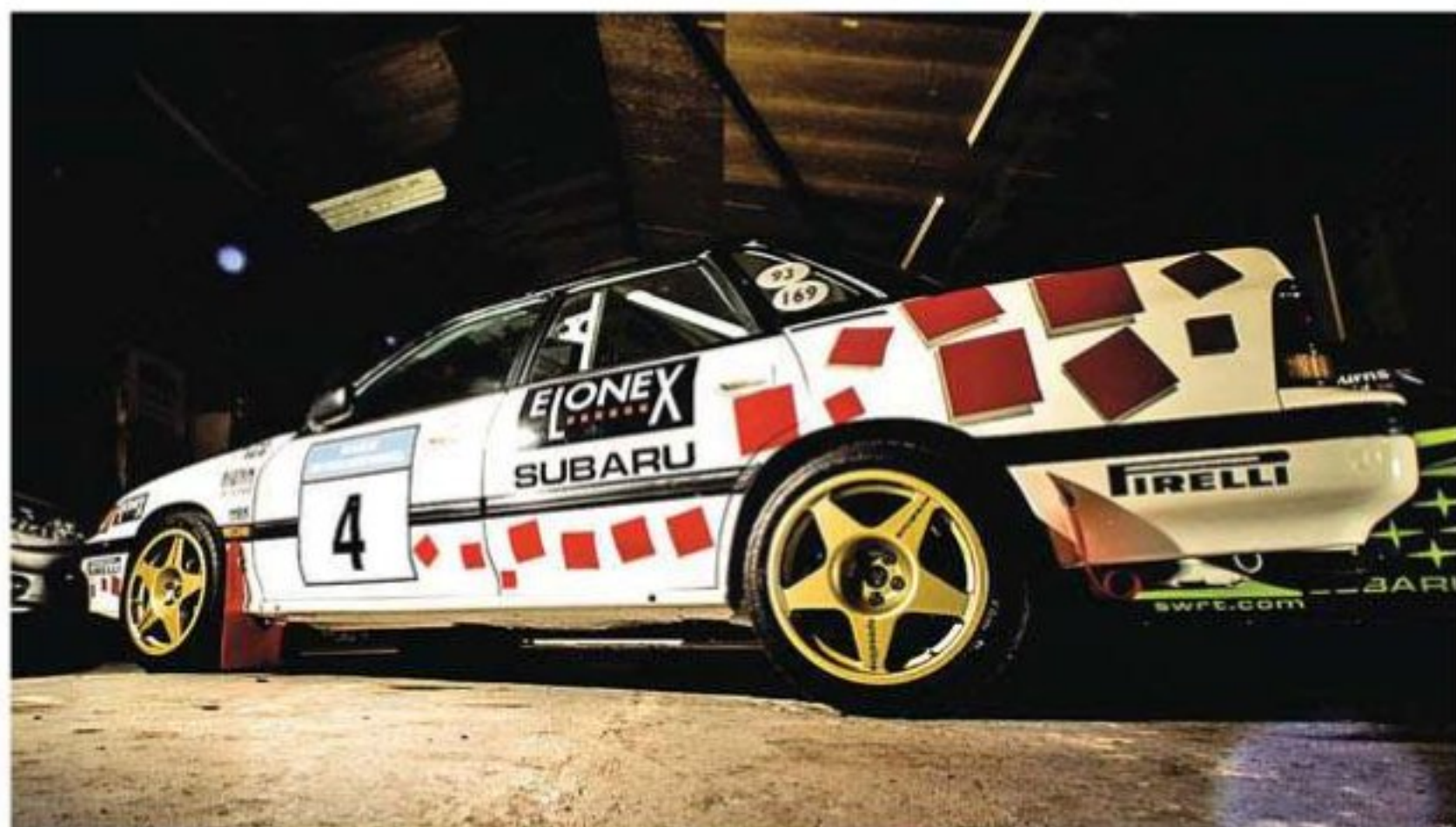
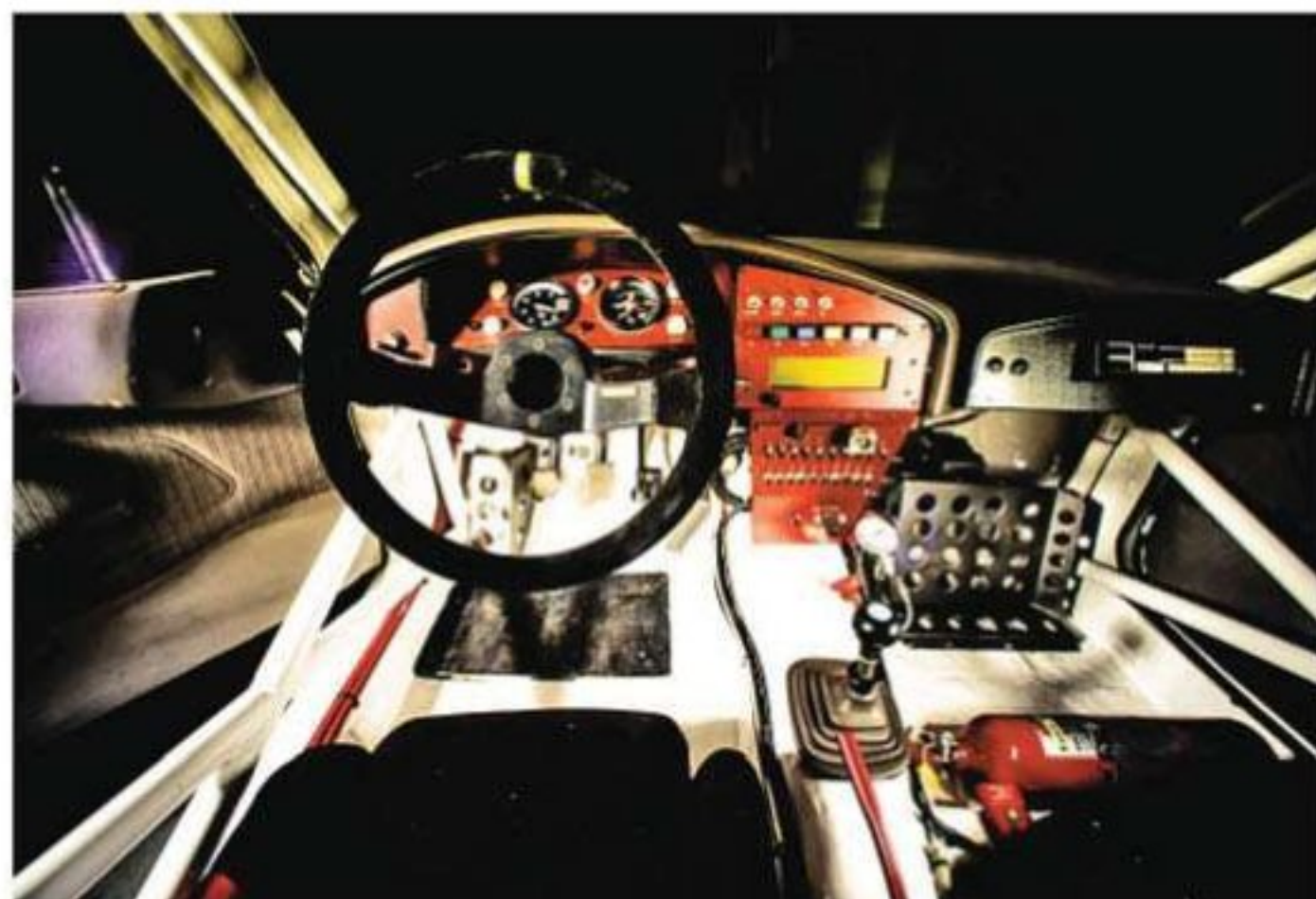


...including his overalls, Elonex suit to the fore



SUBARU LEGACY RS – GROUP A

This is the car Richard used to dominate the 1993 British Rally Championship. Burns shared the Prodrive 'junior' team with Alistair McRae, but once Burns was up and running with victories from the first three rounds he was pretty much uncatchable for the remainder of the season. He took his first British title with a fourth win from five rounds on the Manx, shortly before a stunning seventh in the snow on the 1993 RAC.





Rally plates collection points to early career



SUBARU IMPREZA WRC2000

The WRC2000 was Richard's favourite Impreza. He gave the car a debut win in Portugal, another victory in Argentina and ended the 2000 season with a third consecutive success on Rally GB. This car is seen exactly as Richard finished the 2000 Rally GB, complete with mobile phone still in its holder and energy-bar wrappers still in the door pockets after a winning run through Wales. Richard also used this exact same car in Sanremo and Finland.



LOOKING AHEAD TO THE SHOW!

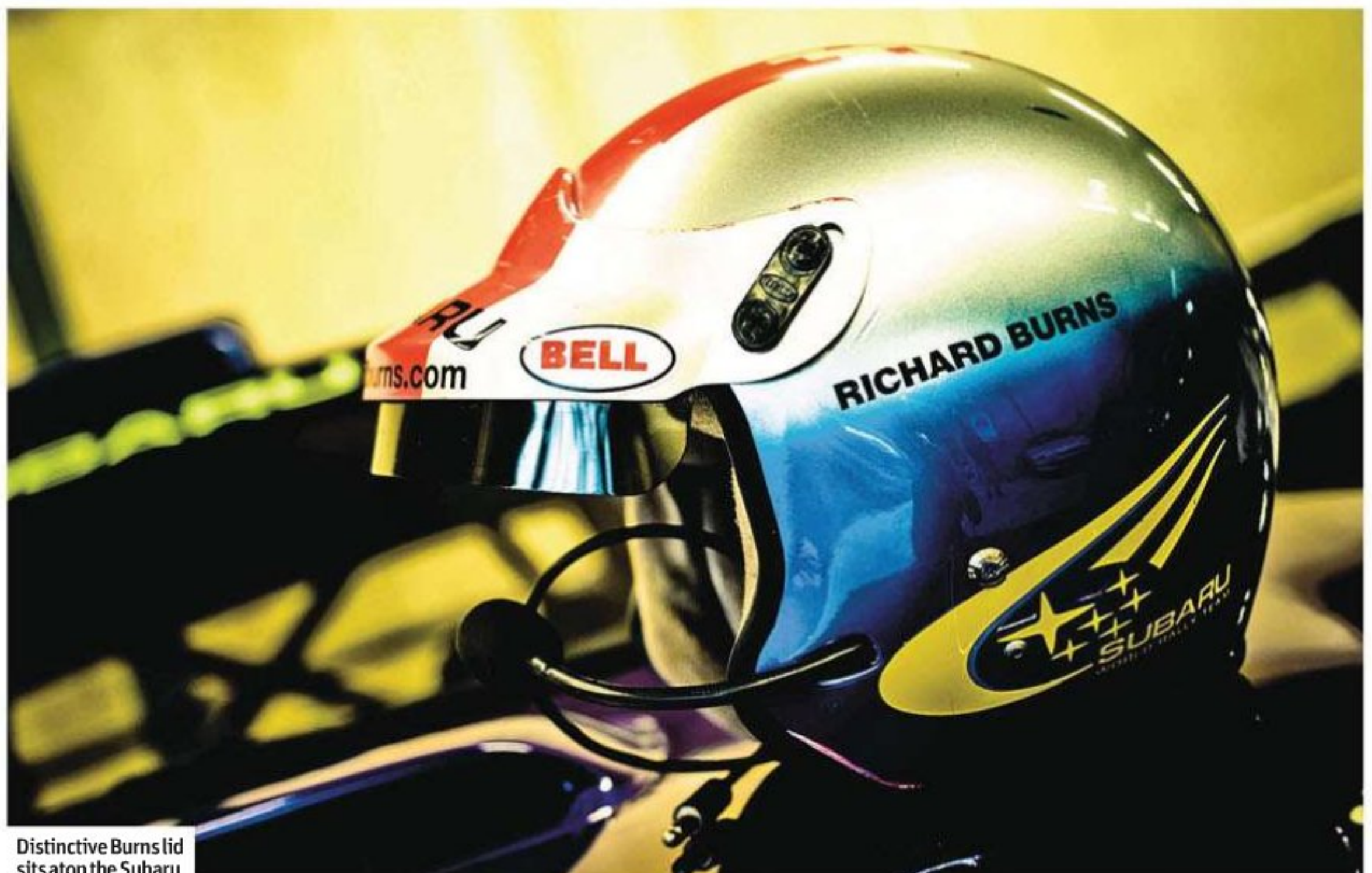


SUBARU IMPREZA WRC2001

This is it. This is *the* car – the Subaru Impreza WRC2001 that Richard kissed at the end of Margam Park on November 25, 2001 – his first kiss as world rally champion. If you look at one car at AUTOSPORT International next week, make it this one. It doesn't come out very often and it's a real piece of English rallying history. Richard only drove this chassis – 01026 – on one event, but it was the one that mattered: Rally GB. And third place, following Colin McRae's monumental shunt, was enough for RB to take the title.

PEUGEOT 206 WRC

The Peugeot 206 WRC – although not this exact car – was the machine Richard drove bearing the #1, thanks to his 2001 world-title victory. It took time for RB to feel truly at home in the Paris-built Peugeot, but that he led the 2003 season for much of the year was testament to the fact that he'd certainly got on top of it in the second of his two WRC campaigns with the 206.



Distinctive Burns lid sits atop the Subaru

LOOKING AHEAD TO THE SHOW!

Why you should visit AUTOSPORT International

There are plenty of things to look forward to at the world's best racing car show. **SAM TREMAYNE** picks out some of the bits of the show you really mustn't miss



The Central Stage takes centre stage

One of the finest elements of any AUTOSPORT International is the Central stage. Backed by KX Energy – who will reveal the beneficiaries of its 2013 Akademy programme – luminaries of the sport ranging from triple 1 F1 world champion Jackie Stewart, Force India driver Paul di Resta and double Le Mans winner Allan McNish will appear.

The 2012 season's World and British Touring Car champions Rob Huff and Gordon Shedden, Le Mans legend Derek Bell, Sky F1 expert analyst Martin Brundle and the BBC's departing F1 presenter Jake Humphrey will all face a live grilling from Henry Hope-Frost.



LIVE ACTION ARENA

Hosted on Saturday and Sunday by BTCC presenter Louise Goodman and Sky's Paul Musselle, the Live Action Arena promises mesmerising action, and adrenaline-fuelling stunts. The 2012 McLaren AUTOSPORT BRDC Award winner Jake Dennis will be among the star names paying a visit, putting an FIA F2 car through its paces alongside his fellow award nominees.



Ace stuntman Terry Grant will be up to his usual tricks, while Porsche Boxster races and British Drift Champion Paul Smith and friends will thrill.

SIR JACKIE STEWART RACING CAR DISPLAY

Sir Jackie Stewart's rise to one of the greatest F1 drivers of all time is a remarkable story loaded with stunning success, tragic loss and passion.

In a sensational tribute AUTOSPORT International will feature the three cars Stewart drove to world championship glory. Kicking off the rare collection is the Matra MS80 with which he dominated in 1969, scoring six wins en route to a resounding first triumph.

With Ken Tyrrell forming his own team, Stewart went on to take Tyrrell 003 and 006 to the '71 and '73 crowns respectively – taking a total of 11 wins. Both cars will be on show. Stewart's final grand prix came in the 006, the Scot retiring before the final round due to the death of team-mate Francois Cevert. From the



99 grands prix he started, Stewart managed 27 wins, 43 podiums and 17 pole positions.

The collection also features three iconic sportscars raced by Stewart: a Cooper Monaco, Jaguar E-type and Lotus Elan. Finally, an Alan Mann Lotus Cortina will fly the tin-top flag.



A SLICE OF BTCC HISTORY

The Historic Sports Car Club always puts on a fantastic show and this year will be no exception as it celebrates British Touring Car Championship history.

Legends of the past seven decades will be in attendance, from Jack Sears – winner of the inaugural British Saloon Car Championship in 1958 – through to 1989 and 1995 champion John Cleland. Chris Craft, Peter Procter, Warwick Banks – once team-mate to Sir Jackie Stewart – Dave Brodie, 1977 BSCT runner-up Tony Dron and 1992 champion Tim Harvey will all join the HSCC on the Friday.

The 2012 season's main protagonists will all be present. Champion Gordon Shedden will be joined by Honda Racing team-mate Matt Neal, two-time champion Jason Plato and Independent title winner Andrew Jordan. An array of contemporary 300bhp machines – including Shedden's winning Civic – will also be present.

F1 2012 RECREATED ON THE F1 RACING GRID

The F1 Racing Grid will bring together the Formula 1 cars from 2012 for one final time. Pride of place goes to the Red Bull RB8, but the Ferrari F2012 that Fernando Alonso hauled to within three points of the title and McLaren's MP4-27 – which tied with the RB8 on seven wins – will also be star attractions.

Mercedes, Lotus and Williams also won races and their cars will join the line-up, along with Force India, Sauber, Toro Rosso, Caterham and Marussia racers.

Alongside that array, there will also be a rare chance to see how an F1 fuel cell works, as Aero Tec Laboratories – suppliers to F1 for almost 20 years – brings a bespoke cutaway of its technology to AUTOSPORT Engineering.



PISTONHEADS

Those as serious about driving as they are about racing should head for the PistonHeads display, which is headlined by the exclusive launch of Radical's new 175-mph supercar, which boasts 380bhp and a 0-62mph time of just 2.8 seconds. Dubbed the RXC, it's also the first car Radical has produced with an enclosed cockpit.



GRASSROOTS RACING SET TO GROW MORE

The rich diversity of national motorsport forms the foundation of the sport, and many of the UK's most widely supported race-organising clubs will launch their new seasons at AUTOSPORT International.

Among the many attractions in Hall 7, look out for the Go Motorsport initiative on how to get involved.

CELEBRITY KARTING

A regular highlight of the annual trip to Birmingham, this year's Celebrity Karting Challenge takes added significance after two-time Indianapolis 500 winner Dan Wheldon's family donated one of his trophies as a prize. Top drivers will race with – and against – members of the public to compete for the trophy and raise money for The Alzheimer's Society.



SHOW INFO

Standard entry tickets for AUTOSPORT International, including a seat in the Live Action Arena, cost £31 per person on either Saturday or Sunday. Paddock Passes, giving additional access to back stage Paddock Area, a Paddock Guide and access to autograph signing sessions, cost £41. VIP Club tickets are available for £110. For group bookings phone 0800 358 0058

Opening times

0900-1800 Saturday and Sunday.
 Website: autosportinternational.com

WHO WILL TAME THE DAKAR

Former event winners Carlos Sainz and Nasser Al-Attiyah are back, but this time it's without VW. **DAVID EVANS** wonders if they can defeat an experienced field



For a couple of Dakar winners, Carlos Sainz and Nasser Al-Attiyah certainly know how to talk down their chances of a second success. That's largely because they're both realistic. And they both know how hard it is to take victory on this event.

The Red Bull-backed buggies the pair will run over the start ramp in Lima this week are a world away from the Volkswagen Race Touaregs they each used to score their South American success. That's not to say the buggies will be any slower in a straight line from Peru to Chile, but the big question is

one of reliability. Volkswagen spent six years developing the Race Touareg before its first of three wins in 2009. Al-Attiyah's own California-based team has been working on the buggy for about six months.

"It's different now, we are in a different world," says Al-Attiyah. "This is not the Volkswagen, this is a team with 25 people, not 200 people. Of course, we want to win, we really want to win, but we have to be realistic."

Al-Attiyah's voice trails off as though somebody's forcing realism up on him.

Typically, Sainz is much more matter of fact. Just back from a four-day test that was done in a day, courtesy of a cooling problem on his buggy, the Spaniard says: "We start the first stage and then we start to learn. The philosophy and the approach has to be a little different for us this year. I knew we were limited by time, but I wanted to come back to Dakar and this was my only chance. I had a chance to drive the Mini, but that would immediately stop my contract with Volkswagen [in the WRC].



Will Al-Attiyah's team buggies last?



Injured servicemen will tackle Dakar

Brits in recovery position

Competing in this year's Dakar for the first time will be a British-based four-car Race2Recovery squad, populated mainly by injured soldiers.

The objective for Race2Recovery is to raise as much cash as possible for the Tedworth House Personnel Recovery Centre. The team has already raised in excess of £100,000.

Tony Harris drives one of four Wildcats in the team. A below-the-knee-amputee, the 31-year-old says: "Everybody in this team has a story to tell and the Dakar will provide us with a few more. There's no doubt it's going to be one of the hardest things any of us have done, but the best thing is it's going to raise awareness of Tedworth House and show injured servicemen around the world what can still be done."

The four R2R Wildcats are backed by Land Rover and the Endeavour Fund and by a 21-strong support crew.

DAKAR?

It's sand, sand and more sand for hardy Dakar crews

"I think we will face much more of an adventure than we did when we did Dakar with Volkswagen – when we did it then, we knew everything. Now though, now we are stepping into the unknown."

Sainz might be, but having contested last year's event with Robby Gordon's Hummer team, Al-Attiyah feels he's already had a small insight into the unknown. The Qatari, however, remains upbeat about 2013.

"It's my dream, you know," he says. "To run the team *and* drive the car is the dream."

Surely the real dream is to win?

"Of course," he smiles, "but we have to be realistic. But we do have the fast car. And we have a good car for the rally; we can change the width of the car, when we need wide track for the stability in the fact sections on the sand, we can run like this. And when it's more twisty, we can run with narrow for more agility – this will make the car faster. You never know..."

He's caught up in the dream again.

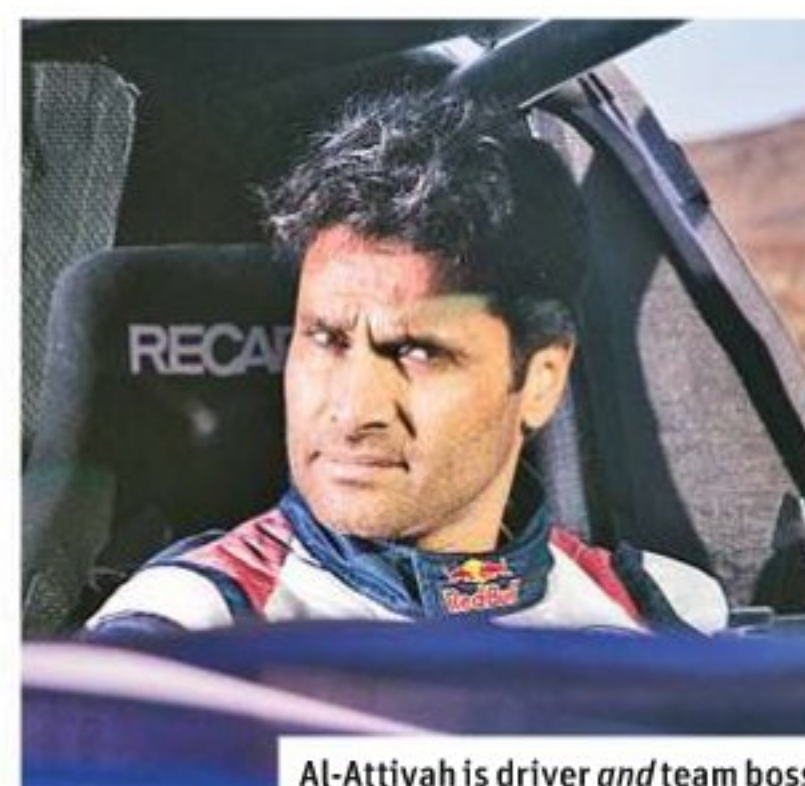
There are plenty ready to turn Nasser's

dream into a nightmare. And with plenty of focus on the celebrated return of Sainz and Al-Attiyah's own outfit, last year's winner Stephane Peterhansel has run pretty much under the expectation radar until now.

Nobody knows how to win Dakar like the Frenchman. He's done it 10 times. Granted, only one of those has been in South America, but sand is sand and the X Raid Mini team leader has to start as favourite for back-to-back success. There's strength and depth among Peterhansel's team-mates, with Nani Roma, Krzysztof Holowczyc and Leonid Novitskiy also in ALL4 Racings.

Another former VW employee who has tasted success on the Dakar is Giniel de Villiers. The South African won the event in 2009, taking the maiden victory for the Race Touareg. He's now with the rather grand sounding (especially given that the cars are prepared in Belgium) Toyota Imperial South Africa Team and will pilot one of six Hiluxes on the event.

Dakar rebel Gordon's back for another shot as well. The American was excluded



Al-Attiyah is driver *and* team boss

from second place last time out, but he'll be winding up the Hummer for another fight.

But this week, the talking stops as engines are fired at the top of a straight race down the pacific coast. And, as the Dakar returns to its traditional southerly journey – in the same way it used to trek from Europe into Africa, time will tell whether Al-Attiyah and Sainz's chances of success have already gone south..

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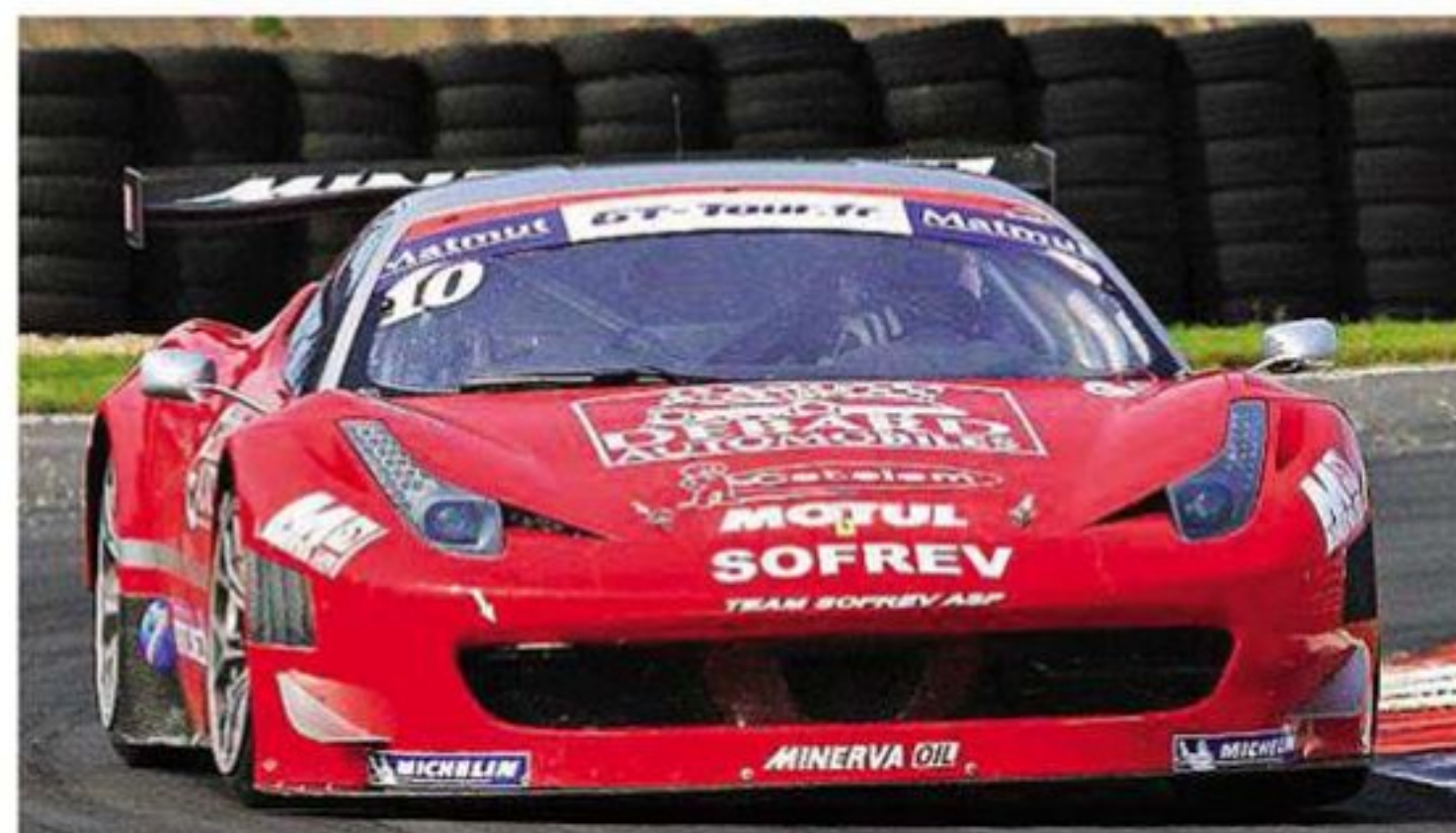
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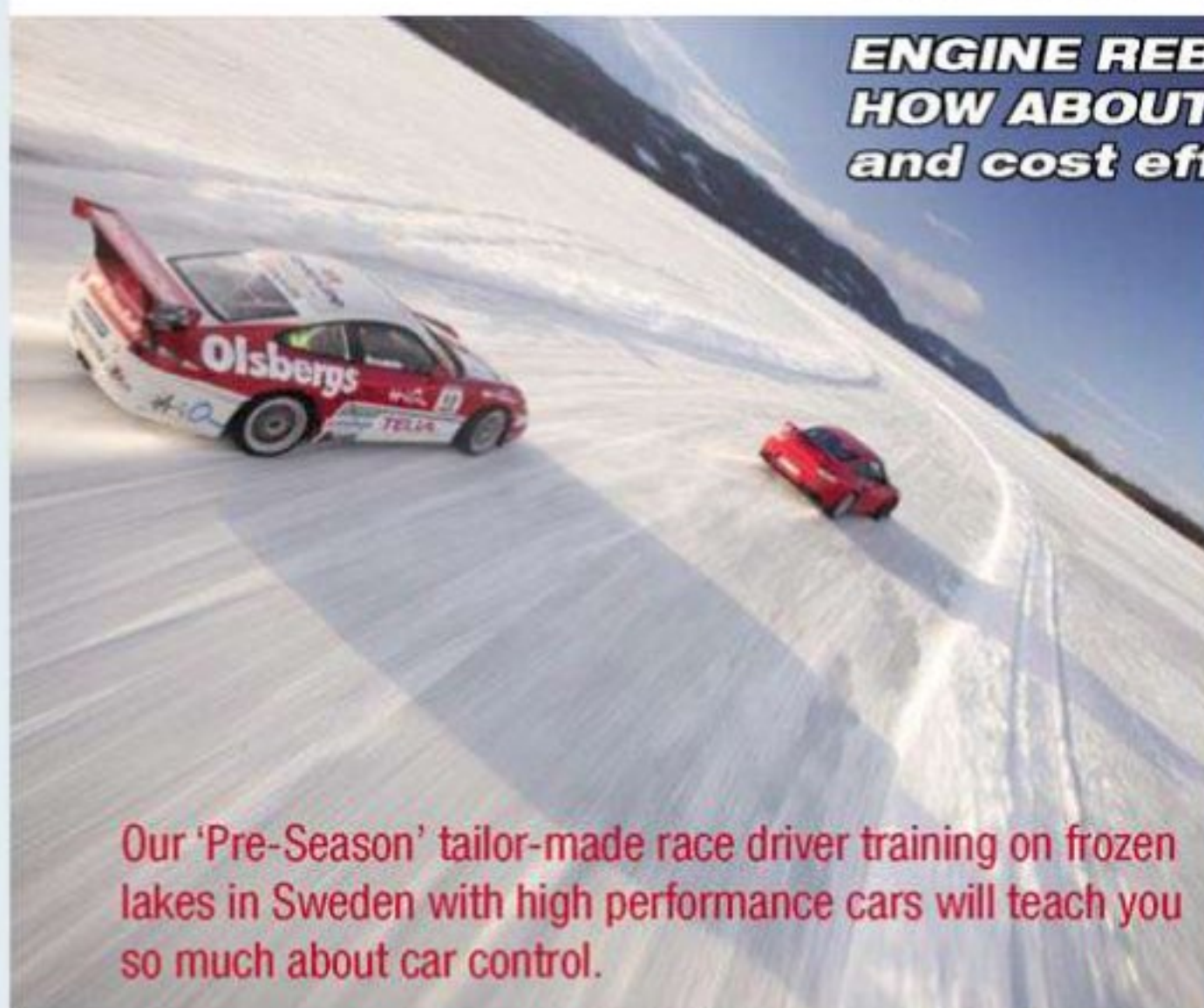
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- 2012 Sunoco Daytona Challenge winner Felipe Nasr finished 3rd in 2012 – can Ivan Bellarosa improve on that for 2013?



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Gethin enjoyed a seminal moment in his dad's B37

Gethin & Needell to historics

Son of Peter considers racing in Formula Ford, as ex-F1 man returns

» **EX-FORMULA 1 DRIVER**—turned television personality Tiff Needell is planning a “low-key” return to FF1600 in the HSCC’s historic championship next season, as Peter Gethin’s son Nick is looking to start racing in the category.

Needell has re-acquired the Lotus 69F that Classic Team Lotus says has its roots in the one with which he started his front-line racing career in 1971, while Gethin is planning to test Historic FF1600 and FF2000 cars in the New Year after deciding he would like to start racing.

NEEDELL’S PLAN

Needell originally won the Lotus in an AUTOSPORT competition launched in December 1970 and raced it until the middle of ’73.

Needell said: “Gary Smelt wanted me to have the car [in the ’90s] but

Dan Collins [Lotus fan and Historic F1 racer] bought it. He had always offered me first refusal and eventually I succumbed to the temptation.

“I sold it in Austria, and later heard that it had been crashed again, but the gearbox has the original Hewland number according to Lotus’ records.”

Barwell Motorsport, of which Needell’s brother Chris is a director, is fettling the car and putting it back into its period red-and-white livery.

Needell, whose last single-seater race was in the Formula Vee UK 30th Anniversary Festival at Brands Hatch in ’97, plans to do “a couple of rounds” of Historic FF1600, for pre-’72 cars.

“I’d like to enter the round at Thruxton over the Easter weekend, because the circuit is local to me,” said Needell, who is also considering the end-of-season Walter Hayes Trophy event at Silverstone.

GETHIN’S JOURNEY

Gethin Jr’s father Peter started 30 grands prix and won the then-closest race in F1 history at Monza in 1971, as well as enjoying success in other categories, including Can-Am, Formula 2 and Formula 5000.

Nick, 35, decided he would like to investigate the possibility of racing himself after visiting last July’s Silverstone Classic, where a special race for F2 and F5000 cars was held in his father’s honour.

“It started when I sat in dad’s old car [a Chevron B37 F5000] and I could smell the fumes and the fuel,” said Gethin Jr. “It was a magical moment that opened my eyes, and from that day on it was something I felt I had to do.”

He completed his ARDS test at Silverstone recently and will now do some exploratory testing to see if he would like to progress to racing.

“I’m properly motivated and can think of nothing else,” he added. “When dad got ill [he died at the end of 2011] I got closer to him than I’ve ever been. I’ve looked at photos of his old races, at places like Brands Hatch, Cadwell Park, Croft, and I want to experience what my dad experienced.

“I’m too old for Formula 1, so I’m going to do it for fun, but my dad was regarded as a nice guy and a good racer and I’d like to uphold his good reputation.”

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

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I FIRST MET NICK GETHIN WHEN

he attended last July’s Silverstone Classic and it was clear he was on a highly emotional personal journey.

I was driving his dad’s old Chevron B37 F5000 car (now lovingly owned by historic ace Simon Hadfield) in the Peter Gethin Memorial Trophy races.

Nick was invited to give trophies for that event and HSCC chief (and Gethin family friend) Grahame White thought it would be nice to set up a photo call with Nick and the Chevron his father raced so well in the 1970s.

It was a deeply poignant moment as he sat in the car in the collecting area – hands clasped together and eyes closed, deep in thought. Here was a man retracing the steps of his father’s career and beginning to know him on a new and deeper level.

It was a moment of mighty inspiration for Nick, who from that day forward knew he would like to try racing for himself and gain a greater understanding of the sport that made his family’s name famous.

If planned testing in a variety of historic FF1600 and FF2000 cars goes well (the sensible target is modest initial pace and then gradual improvement), we will see the Gethin name racing in Britain once more.

Discovering motorsport is an emotional experience for anyone, but this journey of discovery will be extra special for Nick. You can sense his excitement at the prospect, but also the determination he has to give a good account of himself and do his dad proud.

This is not about results and a career (after all, he’s a 35-year-old man with other commitments), but rather a desire to find a personal connection with the past of the man that means the most to him.

We wish him the best of luck.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com



Needell will be reunited with his first racing car

CONTENTS

p78 **GOLDEN HELMET**
TOP 100



Historics

Kinch to race 312 at Montreal

Historic ace is preparing 1980 Formula 1 Ferrari for 2013 Grand Prix support event

Villeneuve wrestling a T5 at 1980 Argentinian GP

A FLAT-12 FERRARI
Formula 1 car driven by Gilles Villeneuve will race for the first time since period in the historic event supporting the late French-Canadian's home grand prix in Montreal this year.

Historic racer and collector Larry Kinch will race his recently-acquired 1980 Ferrari 312T5 in the Historic Grand Prix event on the Circuit Gilles Villeneuve in June.

The race is part of a short programme of events planned with the car in the North America HGP series in 2013.

Kinch's Ferrari raced in the hands of Villeneuve and team-mate Jody Scheckter as a 312T5 early in 1980.

But the chassis around which T5 #042 was built has much greater provenance as a 1979 312T4.

It started life as T4 #037, the 1979 car in which Villeneuve won the

South African and Long Beach grands prix at the start of the season.

Canadian-born Kinch, who has spent much of his life living in the UK, said: "Gilles Villeneuve was one of my motor racing heroes, and when this car was offered for sale I could not resist it.

"As a Canadian, it will be fantastic to drive it in Montreal next year at a circuit bearing Gilles's name.

"It's all going to be part of my

60th birthday celebrations."

Laurence Pearce, who manages Kinch's fleet of historic racing cars, is in the process of completing a rebuild of the car, which was formerly owned but never raced by Joaquin Folch.

"It's a beautiful thing and we have a letter from Mauro Forghieri [Ferrari's long-time F1 designer] explaining the heritage of the car and how it went from being a T4 to a T5," he said.

Porsche Carrera Cup

KX backing for Porsche Scholar

DANIEL LLOYD IS TARGETING THE Porsche Carrera Cup title after being confirmed as the sixth KX Academy member for 2013.

The 20-year-old entered the series last year as a Porsche Scholar and won a race at Thruxton. He has already secured a second year of Porsche support and will now be part of the KX initiative, which is headed by British Touring Car star Jason Plato.

"The funding helps a massive amount and it's great to be part of the Academy," said Lloyd, who has yet to confirm which team he will run with.

"I think I'll learn a lot from Jason, who



Lloyd will return to Carrera Cup with KX support

I think is the best in the business.

"We did well last year and the plan is to hit the ground running and go for the championship."

Renault Clio Cup racers Stefan Hodgetts, Ant Whorton-Eales and Luke Herbert, and Ginetta GT Supercup competitors Tom Ingram and Rob Boston, are the other confirmed KX Academy members for 2013.

Caterham R600

GT ace Barnes wants comeback

FORMER BRITISH GT CHAMPION

Jon Barnes is hoping to return to racing after being part of Caterham's R600 development programme.

Barnes was a Caterham ace before going on to win the Formula Palmer Audi title in 2006 and the British GT crown two years later, driving a Brookspeed Dodge Viper.

The 29-year-old has not raced since the 2010 Silverstone 24 Hours, but could appear this year in the new slick-shod R600 Superlight series.

"Caterham asked me to help develop the R600 and it's going really well," said the former McLaren AUTOSPORT BRDC Award finalist.

"I think they've got plans for a guest car, which I might have a go in.

"There are no plans for anything more, but I'm always looking for sponsorship for GTs. I'd like to get myself back racing."



Barnes has helped develop the new R600

IN BRIEF

ADAC FORMEL

Masters runner-up Gustav Malja will contest the 2013

Malja has joined Kaufmann



Formula Renault Eurocup.

The 17-year-old Swede will drive for Josef Kaufmann Racing, which ran '12 champ Stoffel Vandoorne and '11 winner Robin Frijns.

REIGNING BRITISH F3

champion Jack Harvey will

be the official driver coach for Sean Walkinshaw Racing's BRDC F4 team in 2013. Team boss Ken Page said: "His knowledge and experience will be a massive bonus for any young driver racing with SWR."

THE BRSCC HOPES TO

boost entries for the 2013 Kent Formula Ford Festival at Brands Hatch by offering free entries to any racer who competes in at least seven of the eight planned BRSCC Northern FF1600 championship rounds.

KARTING ACE ED BRAND

was among the drivers that tested a works Ginetta G55 at the final Donington Park test of 2012. He was joined by Mazda MX5 star Jordan Stilp, Radical UK Cup frontrunner Manhal Allos and Japanese saloon car

racer Osami Kawashima, who flew in from Tokyo for the day.

Stilp had run in Ginetta G55



OSS

Former Radical champion Luke gets new Juno prototype for OSS

FORMER RADICAL CLUBMAN'S

Cup champion Darren Luke will contest the BRSCC's Open Sportscar Series next season with a Juno.

Ewan Baldry's concern is building a sprint-racing variant of its CN (VdeV and SPEED) prototype for the former AUTOSPORT Golden Helmet winner.

The car, which will be fitted with a 290bhp Ford Duratec engine built by Simon Armstrong of Ultimate Performance, is expected to be 45kg

lighter and 40bhp more powerful than Juno's regular CN car, which has lapped the Donington Park National Circuit in 1m04.1s in the hands of Radical ace Bradley Ellis.

The car will also feature aerodynamic upgrades directed by Williams F1 head of aero Jason Somerville, who is also a Juno shareholder.

Juno boss Baldry said: "OSS is something of a return to our roots because we started out in sprint racing with the National Supersports Championship back in 2001.

"In fact we should be represented well in 2013 in the OSS, as there will also be Junos driven by Duncan Williams and Craig Fleming.

"Darren's car is being specifically built for sprint racing and so ought to be able to take it to the bigger-engined cars in the field."



Baldry expects Juno to run at the front of OSS

Clio Cup

Pyro to run new Clios in Eurocup

LEADING RENAULT CLIO CUP squad Team Pyro will join the Clio Eurocup this season.

Mark Hunt's team is the only British team among the 19 selected to run the latest Clio race design in the European championship, which supports a selection of World Series by Renault events.

The new-for-2013 Clio Cup car will replace current cars in the UK championship for 2014.

UK frontrunner Josh Files is the first of Pyro's confirmed drivers and will dovetail his campaign with a return to the British series, in which he scored five podiums, four pole positions and finished sixth in



Files showed pace in the Clio Cup UK in 2012

the title race in 2012.

Files said: "I'm absolutely ecstatic that I have been able to raise the budget for Clio Cup UK and the Eurocup for 2013.

"I learnt a lot from last year, and I'm sure that I will be able to come back stronger."

USF2000

Epps sets out on the Road to Indy

FORMULA RENAULT BARC RACER

Michael Epps will head Stateside this season to compete in USF2000.

The 2011 Formula Vee runner-up, who finished 13th in FR BARC as a rookie this year and 10th in the Winter Series, will drive for Patrick Linn's PRL Motorsports team.

Epps, 20, hopes to use the series as a springboard to Pro Mazda (nee Star Mazda) via the Road to Indy scholarship scheme.

"I'm looking for a new experience, and I'd like to show what I've got to the USA," he said. "If things pan out well I want to be pushing for the

championship and scholarship money for Pro Mazda.

"I'm well aware of the Road to Indy support and would be looking to move up towards IndyCar in the future."



Epps has already tested USF2000 machinery

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The voice of club motor racing



Peterson in full flow at Thruxton F2 in '75

Welcome to 2013! With 10 weeks until the British domestic racing season gets under way, it's looking as busy as ever from where I'm sitting. Fixtures are filling fast. The profusion of 'packages' aside, the principal difference in the shape of the calendar since I joined AUTOSPORT in 1977 is that full weekends have become *de rigueur* with promoters for whom one-day meetings used to be the norm.

Back then, a typical BARC Thruxton clubbie featured six to eight of its own championship races, perhaps interspersed with a guest round or two from another stable - probably a contra-deal by flamboyant chief Sid Offord against an 'away day' for one of its own, or a friendlier rate when taking a meeting at Silverstone (BRDC) or further afield (BRSCC).

It's all about balancing finances against logistics, because now it may be more cost-effective to offer double-headers over two days, or twin what are essentially two separate racecards under one permit (perhaps with limited crossover for more successful championships) - as the 750 Motor Club has done in recent years to suit its members' pockets.

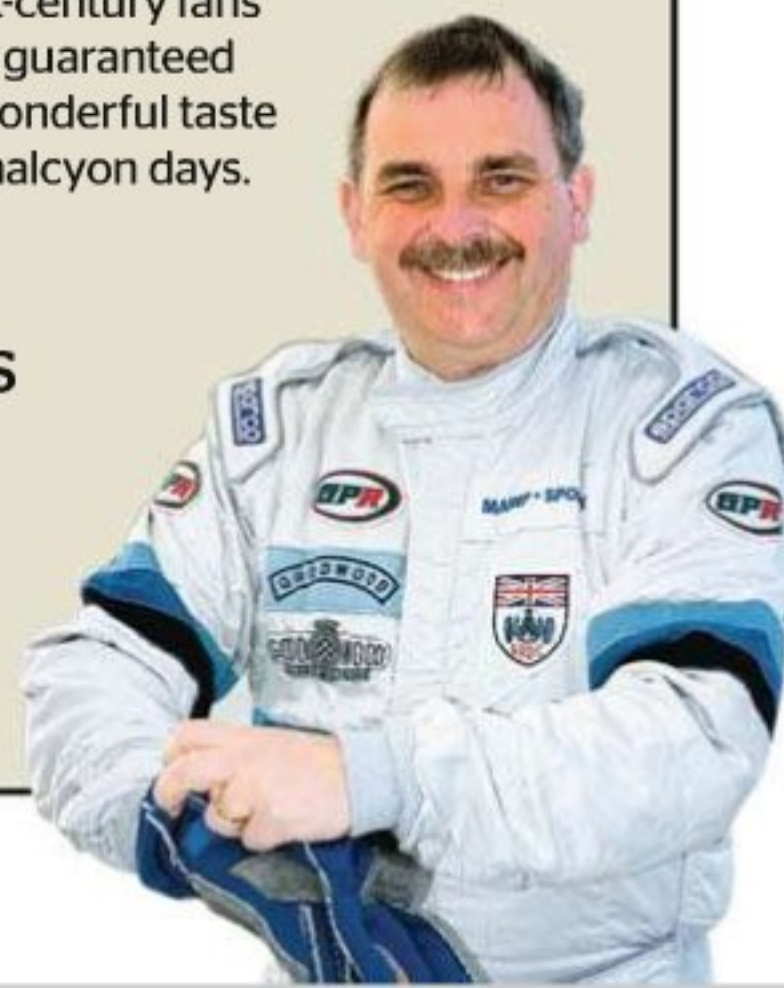
Undisputed champion of low-cost racing since the early 1950s, the 750MC reacted to projected competitor numbers

by pruning its number of circuit days in recession-strapped 2012. The popular grass-roots club is currently in an era of change - evolution rather than revolution - but its ethos remains a barometer of what the average man or woman in the street can afford (or justify) for some weekend fun.

The Historic Sports Car Club, meanwhile, heads into next term buoyed by several extraordinary years. Unprecedented competitor numbers and greater focus on period-reflective cornerstone events - Silverstone's International Trophy, the AUTOSPORT 3 Hours at Snetterton, Brands Hatch Superprix and Oulton Park Gold Cup - which are costly to stage but attractive to outside race groups, has bolstered its reputation and earned contracts to run high-profile events for others.

Having lived in Hampshire for half my life, I am thrilled at the HSCC's return to Thruxton over Easter. For many fans of my era, the circuit's European Formula 2 round was the start of the season, so it's fantastic that Pre-1979 F2 cars will top the two-day programme. It won't draw the monster crowd of '75, alas, but with resident race school headmaster Bill Coombs increasingly influential at the BARC, 21st-century fans are guaranteed a wonderful taste of halcyon days.

“For many fans of my era, Thruxton's European Formula 2 round was the start of the season”



AUTOSPORT

GOLDEN HELMET

Revealed: 2012's most successful UK and Irish racers. By *MARCUS SIMMONS*



Tom Roche won
19 Ma5da races

With British and Irish motor racing being rammed full of championships for wildly differing concepts of car, it's almost impossible to pick out who are the best competitors.

A few years ago we thought it'd be fun to reinstate the AUTOSPORT Golden Helmet of the 1980s, with the simplest possible rule: whoever wins the most races is the winner.

Now, for the first time since AUTOSPORT journo-turned-voice of British motorsport Ian Titchmarsh

compiled his winners' tables of the 1970s, we have a proper end-of-year rundown of those who have won the most races in the UK and Ireland during the season.

Every race is counted equally, from the British Grand Prix to a SEMSEC Sports and Kit Car race at Lydden, with the following provisos: no handicap, repechage or consolation races; all races must be scheduled to run for a minimum of 10 miles; overall and class wins only count when there is a minimum of six starters. Overall wins take precedence

"Most of the top 100 are the very able club racers who form the bedrock of British motorsport"



Parry won 13 races in InterSteps

over class victories, and where there's a tie on wins we separate them depending on average grid size. But as you can see there were two ties that were impossible to break – including, incredibly, one for fourth place between Dean Brace and Tim Gray.

Most of the top 100 are the very able club racers who form the bedrock of British motorsport. Top of the TOCA ranks is Mark Davies in 20th, while BTCC champ Gordon Shedden noses into 68th place. And where's British F3 champ Jack Harvey? He's 101st, and just a couple more cars on the grid would have moved him up the seven-wins club into the top 100.

Above all, congratulations to Ma5da MX5 king Tom Roche – 19 wins in a fiercely competitive field takes some doing, and he's truly a worthy winner.

John Young (seen here in HVRA V8s) won in eight different cars!



TOP 100



Andrew Smith scored 17 victories



Colin Wells was top saloon winner



Henry Gilbert was top class winner



Paul Smith dominated Formula Vee

POS	DRIVER	CAR/CARS	O/ALL	CL	TOT
1	Tom Roche	Mazda MX5 Mk1	19	0	19
2	Lawrence Davey	Ford Coupe	17	0	17
3	Andrew Smith	Morgan Plus 8	17	0	17
4=	Dean Brace	Ford Coupe	15	0	15
4=	Tim Gray	Spire GT3	15	0	15
6	Ross Marshall	Ford Coupe	15	0	15
7	Colin Wells	BMW M3	14	1	15
8	Henry Gilbert	Mini Cooper	0	14	14
9	Matt Parry	Mygale FBO2	13	0	13
10	Paul Sibley	MG Midget/Lotus Elan	10	3	13
11	Richard Plant	Morgan 4/4/Morgan Plus 8	5	8	13
12	Gary Prebble	Mitsubishi Evo RS	4	9	13
13	Alastair Boulton	STM Phoenix	0	13	13
14	Paul Smith	AHS Dominator	12	0	12
15	Nic Grindrod	SHP Pickup	12	0	12
16	Stuart Jones	Reynard SF89	10	2	12
17	Adam Gore	Mazda MX5 Mk1	9	3	12
18	Rob Boston	Lotus Elise S2/BMW Compact	8	4	12
19	Garry Watson	Westfield SEi	8	4	12
20	Mark Davies	Ginetta G50/Ginetta G55	2	10	12
21	Jon Milicevic	Cooper T59/Caterham Vauxhall	11	0	11
22	David Sleigh	Mini Cooper	11	0	11
23	Paul Rose	Saker Sniper	11	0	11
24	Luke Herbert	Mazda MX5 Mk3	11	0	11
25	Tom Sharp	Ginetta G55	11	0	11
26	Stuart Kestenbaum	Van Diemen RF79/Reynard 89FF	11	0	11
27	David Moore	Smart 45i	11	0	11
28	Danny Winstanley	Honda Civic EK/Ferrari 328 GTB	10	1	11
29	Simon Tilling	Radical SR3	8	3	11
30	Matt Simpson	Vauxhall Tigra	5	6	11
31	John-Ifan Jones	Ford Escort XR3i	3	8	11
32	Neil Smith	Alfa Romeo 147 2.0 Twinspark/ Alfa Romeo 156	2	9	11
33	Jim Blockley	Ralt RT3	2	9	11
34	John Mickel	Coupe 34	10	0	10
35	Richard Styron	Porsche Boxster	10	0	10
36	Sean Huyton	Ginetta G40	10	0	10
37	Tommy Field	Vauxhall Tigra	10	0	10
38	Antti Buri	Mygale M12-SJ/Mygale SJ11	10	0	10
39	Tony Sinclair	Jade 3	10	0	10
40	Jackie Cochrane	Sunbeam Tiger	10	0	10
41	Eric Lichtenstein	Mygale M12-SJ/Mygale SJ11	10	0	10
42	Charles Ladell	Ford Fiesta ST	10	0	10
43	Ben Winrow	BMW 320i	9	1	10
44	Paul Corbridge	Toyota MR2 Mk1	8	2	10
45	Alan Watkins	Sylva Stryker	5	5	10
46	Peter Cruickshank	Ford Fiesta XR2	0	10	10
47	Jamie Martin	Volkswagen Golf GTI Mk2	9	0	9
48	Jason Cooper	Ford Fiesta ST	9	0	9
49	Lee Allen	Mini Cooper	9	0	9
50	Nelson Rowe	Reynard SF79/Lotus Elan	9	0	9
51	Chrissy Palmer	Mazda MX5 Mk3	9	0	9
52	Richard Mitcham	Jedi Mk6	9	0	9

POS	DRIVER	CAR/CARS	O/ALL	CL	TOT
53	Matt Mason	Mygale FBO2/Tatuus RCOO	9	0	9
54	Jake Byrne	Ginetta G20 Coupe/Global GT Light	9	0	9
55	Bradley Smith	Radical SR3	8	1	9
56	Paul Roddison	Mazda MX5 Mk3	8	1	9
57	Charles Harvey-Kelly	Radical SR4	8	1	9
58	Nigel Craig	Ford Escort RS2000/Subaru Impreza	3	6	9
59	Will di Claudio	Peugeot 106 GTi	2	7	9
60	Thomas Grainger	Rover 100 GTi	1	8	9
61	Ian Anderson	Caterham Sigma Graduate	1	8	9
62	Paul Eales	MGB GT	0	9	9
63	Martin Addison	Peugeot 106 Rallye	0	9	9
64	Darren Fielding	BMW M3	0	9	9
65	Alex Buncombe	Jaguar E-type/Nissan GTR/Lister-Jaguar/ Jaguar C-type	8	0	8
66	Paul Tooms	Lotus Elan	8	0	8
67	Mike Jenvey	Jenvey-Gunn TS6	8	0	8
68	Gordon Shedden	Honda Civic	8	0	8
69	Ivor McCullough	Van Diemen RF00	8	0	8
70	Mark Biggars	Nissan Skyline R32 GTR	8	0	8
71	Michael Lyons	Hesketh 308E/Lola T400/Lotus Elise	8	0	8
72	Mark Charteris	Mallock U2 Mk20/21	8	0	8
73	Alric Kitson	Toyota MR2	8	0	8
74	Falco Wauer	Mygale US2000	8	0	8
75	Jordan Witt	Chevron GR8 GT3	8	0	8
76	Michael Comber	Locost	7	1	8
77	James Dodd	Ginetta G16/Cooper Monaco T49/ Chevron B31	7	1	8
78	James Cartwright	Ferrari 328 GTB/Volkswagen Golf Mk5 GTi	7	1	8
79	Craig Brookfield	Ford Fiesta XR2	7	1	8
80	Peter Baldwin	Mini Miglia/Austin Mini Cooper S	7	1	8
81	John Young	BMW M3/Porsche 911/Chevrolet Corvette/ Ford Cologne Capri/Aston Martin DB4/ Cooper T33/Austin A95/Jaguar C-type	6	2	8
82	Matt Bell	Radical SR3	6	2	8
83	Andrew Bentley	Lotus Elise S2 111R/MGB	6	2	8
84	Nick Fleming	Lotus Elan Si/Ralt RT1/Chevron B8	5	3	8
85	David Pearson	Caterham Classic Graduate	5	3	8
86=	Julian Barter	TVR 3000M	5	3	8
86=	Stewart Whyte	Ford Escort Cosworth	5	3	8
88	Colin Simpson	Marcos Mantis	4	4	8
89	Alex Champkin	Vision V84	2	6	8
90	Matthew Fielding	BMW 318 Coupe	0	8	8
91	Alex Eacock	Porsche 968 CS	0	8	8
92	Leo Voyatzides	Ford Falcon/Lotus Cortina/AC Cobra/ Lola T70 Mk3B	7	0	7
93	Mike Whitaker	TVR Griffith	7	0	7
94	Andrew Ashton	Rover Metro GTi	7	0	7
95	Andy Robinson	Ford Falcon	7	0	7
96	Paul Spark	Mini Se7en	7	0	7
97	Jordan Stilp	Mazda MX5 Mk3	7	0	7
98	Lee Newsome	Sheane FV94/Sheane FV93	7	0	7
99	Robbie Watts	Lola F106/03/Van Diemen RAW 01	7	0	7
100	Scott Robertson	Ford Fiesta ST	7	0	7

Due to Christmas printing deadlines this had to be completed before the Boxing Day Mallory Park meeting. See corrections and clarifications on our Letters page in the January 10 2013 issue for any updates.
 For any queries, email us at autosporteditorial@haynet.com

YOUR SAY

What you think of the motorsport news of the past week



Should Sky offer a pick-and-choose service?

BBC and Sky: both could do better

Thanks for an interesting article on Sky versus BBC F1 TV coverage (December 13). Two points: Sky will only be a sensible proposition for F1 enthusiasts when it offers a pay-per-race deal. To pay a full subscription to watch the additional 10 races live is not economically viable.

The BBC's qualifying and race highlights simply do not work – it's totally frustrating when every so often 10 minutes or five laps suddenly disappear! So, Sky: please offer a pay-per-race deal at reasonable cost. BBC: for non-live coverage, please show the entire qualifying and race.

Michael Turner, Reading, Berkshire

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Further to my plea to

Mr Ecclestone to end the embarrassing experiment of post-race driver interviews on the F1 podium (December 6), Paul Young (December 13) makes a reasoned case for them to be continued.

He was able only, however, to identify four events where, in his view, the procedure worked well. By definition this indicates 16 interviews not working well. I rest my case.

Brian Winstone

Saffron Walden, Essex

Bernie Ecclestone and
Red Bull want a night race

in Bangkok. I don't understand why when I saw all the empty seats at the Race of Champions. A race at the Red Bull Ring or Imola would be better.

But if there is to be a race in Thailand, build a real F1 circuit instead of having a 'fake' city night race. Singapore has a night race. We don't need more.

Patrik Knoos

Saffle, Sweden

In 2012, F1 had 20 races,

eight winning drivers, six winning constructors, a gorgeous new purpose-built track in the US with full stands, and the champion

determined by three points.

Christian Horner, from nowhere, has won three titles on the trot for a rich guy with a driver who was paid by his personal sponsors his whole career.

And Mark Hughes is writing about F1 needing to learn about cost control? F1 is the pinnacle of sports, combining individual skill, team management, design, and resource acquisition and management.

In a hugely complex and intense competition, the real meaning of HRT failing is that Max Mosley did not understand

F1 either, and thought the exit of the factory teams was the end of the world.

Johnnie Crean

Kamuela, Hawaii

Thoroughly enjoyed your

top 50 drivers round-up (Dec 20-27) – and it's good to see non-F1 faces on the cover.

For me, though, the number one was Lewis Hamilton. Brits' 'build 'em up, knock 'em down' attitude to sports stars seems to apply particularly to Lewis. I don't think we appreciate the measure of his talent.

Frances Stewart

London SE12

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. HAUG 'RESPONSIBLE' FOR MERCEDES FAILURE

2. KOBAYASHI GIVES UP ON F1 DRIVE FOR 2013

3. MARK GILLAN LEAVES WILLIAMS

4. GROSJEAN RALLIES LOTUS WITH EMAIL THANKS

5. SCHUMACHER: VETTEL COMPARISON FUTILE

AUTOSPORT+

TOP STORY ONLINE

DAMON HILL: DEALING WITH F1 RETIREMENT

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Marussia confirms Max Chilton for '13
- All-time greatest

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



RETRO METAL SIGNS

£14.99 each
autosport.com/shop

If you're a fan of retro motoring and motorsporting logos, you'd

better get yourself down to the hardware shop and grab a bag of masonry nails to fix one/ some/all of these metal signs to your garage or workshop wall.

Retro Legends has introduced

these lightweight, high-quality metal signs with a printed aged-effect logo and pre-drilled holes for your nails. It's worth pointing out, however, that the signs are not officially endorsed by any of

the famous brands but you can choose from any of these classics: STP, Magneti Marelli, Castrol, Tag Heuer, Champion, and Agip. Each sign costs a very reasonable £14.99



FORD ESCORT 1:18 MODEL

£99.99
autosport.com/shop

Minichamps has created a 1:18-scale diecast replica of the Broadspeed-run Ford Escort RS1600 used by British tin-top and sportscar ace John Fitzpatrick during the 1971 Race of Champions meeting at Brands Hatch. The model comes with opening doors, bonnet and boot, and working steering.



McLAREN 2013 CALENDAR

£9.99
autosport.com/shop

McLaren fans can part with less than a tenner and have last-all-year fun with the official Vodafone McLaren Mercedes 2013 calendar. It's the usual drill: a mega image from last year for each month. Check the website for details of plenty of other official F1 team and other 2013 calendars.



REVELL R/C AND GAME

£69.99
revellutions.de

Model giant Revell's Revellutions radio-controlled Dust Rider buggy is fast and fun – and, uniquely, can also be turned into a computer game. Just plug it in to the computer via USB and use the controller to play. The buggy also comes with interchangeable parts. Pretty clever, all round.

HOT ON THE WEB THIS WEEK

YOUTUBE: McRAE'S MASSIVE METRO MOMENT



SEARCH FOR: Colin McRae Metro 6R4 Big Moment-Donagall Rally 2006 (7:03)
WRC stars Colin McRae and Nicky Grist take on the Donegal Rally – a classic Irish Tarmac Championship event – in the iconic MG Metro 6R4. And they get away with a massive top-gear-heading-backwards moment involving an escape road.

WHAT'S ON...

Your guide to the week ahead, including TV listings and online – plus opinion columns

EUROPEAN RALLY CHAMPIONSHIP

Rd 1/13

Janner Rally, Austria

January 3-5

rally-erc.com

The rejuvenated European Rally Championship, the replacement for the defunct IRC, kicks off in the Austrian snow this weekend, with star names including veterans Francois Delecour and Stig Blomqvist on the entry list.

DAKAR RALLY

January 5-20

dakar.com

Starting from Lima this Saturday, the event wends its way southwards through Peru to Arica by Wednesday evening. Pre-event favourites include the past three winners of the rally, respectively Stephane Peterhansel, Nasser Al-Attiyah and Carlos Sainz. Preview, [p62](#).



"Has anyone got their satnav working?" Dakar in the dunes



SOAPBOX



Just because you're a pay driver it doesn't make you slow, says EDD STRAW

Pay drivers are the norm, not the exception, in Formula 1. Not convinced? It only takes a glance through the annals of grand prix history to realise that periods such as the mid-2000s, when the majority of drivers on the grid were there as paid professional pilots purely on merit, are rare.

Here's a brief history of motor racing. Firstly, it was an endeavour for aristocratic types. Then the first wave of manufacturers turned up, followed by Mercedes and Auto Union blowing everyone else out of the water in the 1930s. Post-war, you had the odd big manufacturer team, the odd penniless French car maker, some owner/drivers and a few wealthy patrons running someone quick. Then the manufacturers disappeared and it was all about privateers again. Then the car makers started to trickle back in, then they all wanted an F1 team, then they all left. And that brings us to now.

Let's look at some of those denounced as pay drivers in recent times: Pastor Maldonado is a GP2 champion and now a grand prix winner; Sergio Perez and Bruno Senna were both good enough to finish second in the GP2 Series and win races in British Formula 3; Charles Pic, Vitaly Petrov and Max Chilton each won races in



Maldonado (leading) and Perez are worthy 'pay' drivers

GP2 and finished in the top four of the championship; Narain Karthikeyan has won in pretty much everything else he has done in single-seaters (including A1GP and British F3 on the Brands Hatch

GP circuit)... hardly the stuff of no-marks. It's rare indeed now for a driver of the calibre of Sakon Yamamoto – with a single Japanese F3 win on his CV – to buy his way in at the top level.

The bottom line is that it costs money to run racing cars. Now, money will buy you opportunity, but it categorically doesn't buy you results. Just look at Maldonado, whose success has proved that all PDVSA drivers are emphatically not equal. Want proof? Compare him to compatriot Rodolfo Gonzalez, who has achieved supremely mediocre results in GP2. It's almost as if even pay drivers have to have ability to be successful and should be recognised as such. After all, there are plenty of professional sports that require prodigious financial investment as kids climb the ranks.

We'd all love to live in a world where the F1 teams can afford to sign drivers purely on merit. But creating a fictional world of 40 years ago where anyone could make it to grand prix racing regardless of background is unhelpful. And to denounce those who do have backing is far from constructive. To judge them on results is only fair.

As it stands, there's nobody on the 2013 grid who is out of their depth, even though they don't all number among the best 24 drivers in the world. And there are not many seasons in world championship history when you could say that.

Television

THURSDAY JANUARY 3

0400-0500 ESPN

Planet Speed

1035-1340 Motors TV

Race of Champions: Replay

1900-2000 Sky Sports F1

Legends: Sir Jackie Stewart

2305-0115 Motors TV

International GT Open: Season Review

FRIDAY JANUARY 4

1900-1930 Sky Sports F1

Legends: Jody Scheckter

1930-2000 Sky Sports F1

Legends: Sir Jack Brabham

2130-2200 Sky Sports F1

Caterham: Fight for 10th

2305-0010 Motors TV

V8 Supercars: Season Review

SATURDAY JANUARY 5

0355-0425 Channel 5

Motorsport Mundial

1400-1600, 2130-2330 Sky Sports F1

F1 2012: A season to remember

1700-1800 Sky Sports F1

F1 2012: Season Review

1750-2100 Motors TV

NASCAR Nationwide: Season Review

1900-2000 Sky Sports F1

Legends: Sir Stirling Moss

SUNDAY JANUARY 6

1105-1415 Motors TV

Race of Champions: Replay

1300-1500, 1700-1900 Sky Sports F1

F1 2012: A season to remember

1415-1515, 2305-0010 Motors TV

V8 Supercars: Season Review

1750-2100 Motors TV

NASCAR Nationwide: Season Review

1630-1700 Sky Sports F1

Marussia: On the up

1900-2000 Sky Sports F1

Legends: Mario Andretti

MONDAY JANUARY 7

1105-1135 Motors TV

Lotus 72: The story

1135-1750 Motors TV

NASCAR Nationwide: Season Review

1900-2000 Sky Sports F1

Legends: Nigel Mansell

2030-2130 Motors TV

V8 Supercars: Season Review

2130-2200 Sky Sports F1

Toro Rosso: Rookies on the rise

Online

AUTOSPORT+

Coming up in our premium web content this week



ANALYSIS OF F1 2013'S NEW RULES

AUTOSPORT's F1 team outlines the various technical tweaks coming to Formula 1 for the 2013 season and considers what they could mean for the look of the grid and the competitive order.

ALL THE LATEST AND BEST NEWS

From the Dakar rally to F1 driver signings, it'll all be there on AUTOSPORT.com.



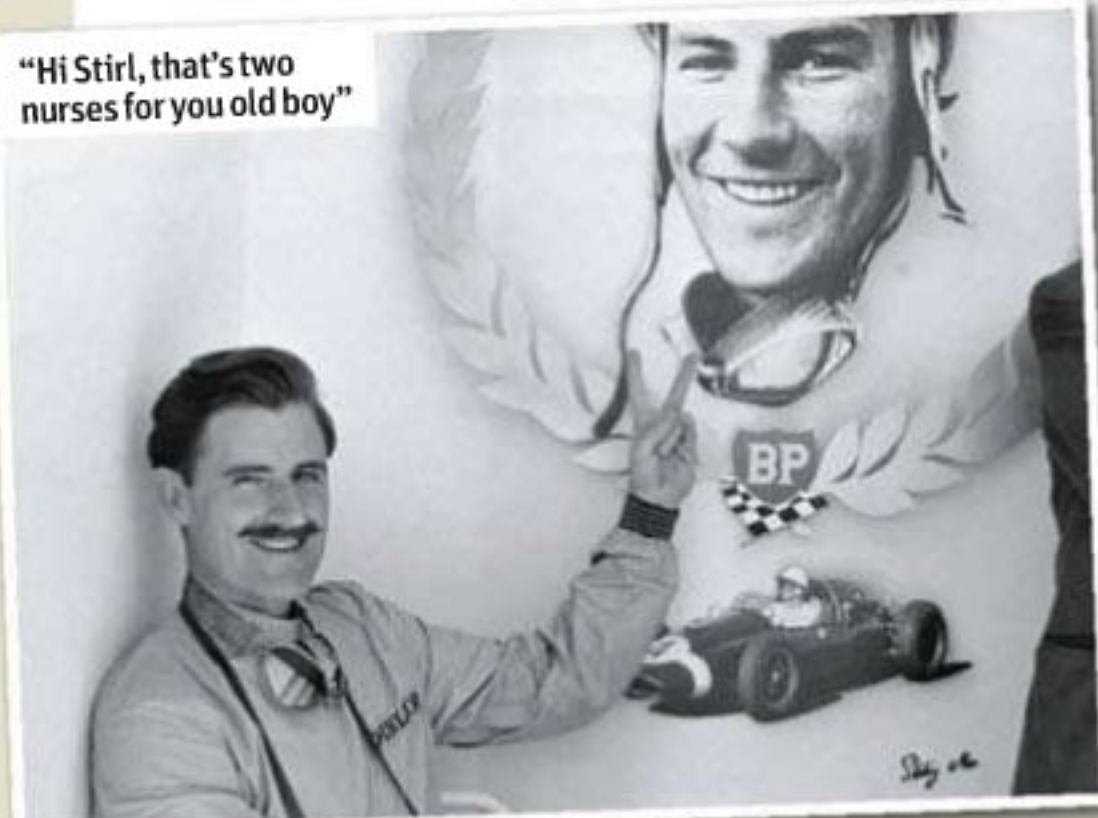
MOTORSPORT'S BEST OF 2012

We pick out some of the great moments in our last 2012 lookback.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



THERE'S ONE DOCUMENTARY that's damn close to definitive when it comes to Graham Hill. Produced in 2008 by Jackie Stewart's son Mark, *Graham Hill: Driven* delivers as much on his status as a sharp-witted bon vivant as his skills behind the wheel in an iconic – and deadly – era.

Classic clips from Parkinson, and numerous sports review shows, feature him holding court. His esprit shines from his opening declaration: "Time is of the essence... and I'm very short of essence."

We hear him speak of

the first time he stepped into a racing car, after leafing through the April 24 issue of AUTOSPORT: "It said, 'You can drive a racing car at Brands Hatch for five shillings a lap,'" he regaled. "I went down and had a quid's worth and that entitled me to four laps. That's when the bug bit."

Fast forward to him gassing away, with Parky in raptures, in 1975, his tales of derring-do dominating a primetime BBC1 slot. "I'd never even seen a motor race until the very first race I was in," he claimed, somewhat unbelievably. "There I was

sitting on the startline, wondering what the blazes was going to happen, watching the flag. I wound it up to 6000rpm, the starter dropped the flag, I slipped my foot off the clutch and went up the road like a rocket! And I was in the lead, wasn't I?!"

Following his terrible Watkins Glen shunt in 1969, which left him with dreadful leg injuries, we're treated to a live TV show

link-up for an awards ceremony from his hospital bedside: "I'd like to say how sorry I am that I didn't dress for dinner," he gambits in his PJs.

"I don't know what you lot are doing later, but I know I'm going to be joined by a couple of little darlings who are going to rub my bottom. If you can beat that, good luck!"

Legendary.
Revved Up

"A couple of little darlings are going to come along and rub my bottom. If you can beat that, good luck!"

THE WEEK IN PICTURES

Our lensmen pounding the beat in the festive season, from the South American desert to Birmingham

YOU WOULDN'T WANT TO RACE IT LIKE THAT!

This is what Audi's Le Mans-winning and WEC title-clinching R18 looks like under the skin. Presumably the drivers don't suffer from claustrophobia...



UPGRADED GT FERRARI BREAKS COVER

Ferrari gave its latest 458 GT3 contender a run out at Adria before the New Year



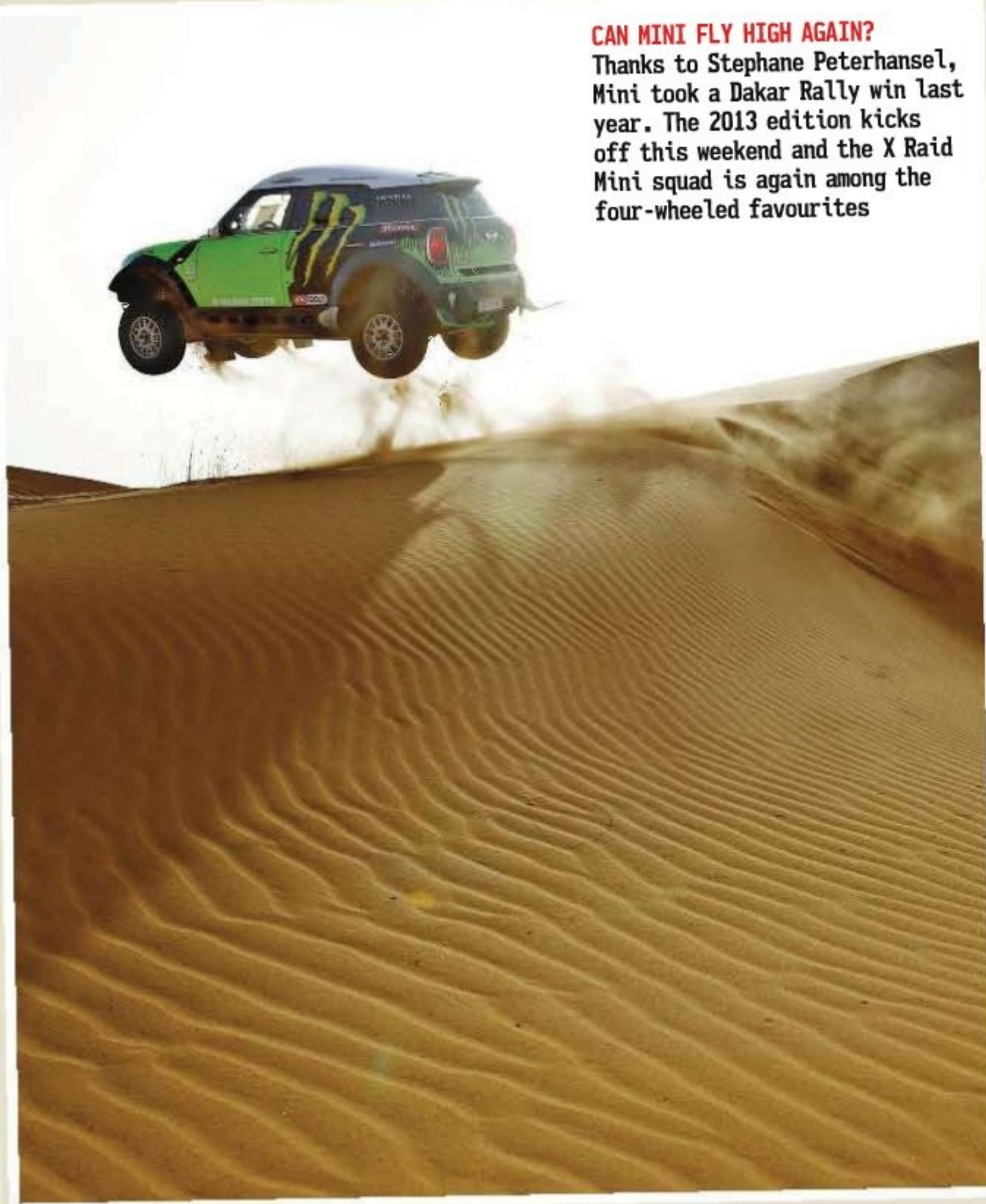
V8 GRUNT HEADS TO BIRMINGHAM

Ex-Formula 1 racer Rupert Keegan has helped prepare this Ford Mustang, which will be auctioned at AUTOSPORT International



CAN MINI FLY HIGH AGAIN?

Thanks to Stephane Peterhansel, Mini took a Dakar Rally win last year. The 2013 edition kicks off this weekend and the X Raid Mini squad is again among the four-wheeled favourites



FROM THE ARCHIVE

Silverstone International Trophy 1962 – Hill defeats Clark in photo finish



Clark's Lotus 24 took an early lead

JIM CLARK AND GRAHAM HILL WERE WORLD TITLE rivals for much of the 1960s, but one of their closest encounters came in a non-championship F1 race. At the Silverstone International Trophy event in May 1962, the duo finished side-by-side after 150 miles of racing, and were credited with the same time...

Hill was on fine form in practice, taking the V8-engined BRM P57 to pole with a time 0.2 seconds quicker than Clark's Lotus 24. The Lola of John Surtees was the only other car within a second of Hill.

Run in changeable conditions, the early stages of the race would become familiar over the following months and years.

Clark grabbed the lead and began pulling clear of the field, with Hill soon establishing himself in second, despite the changing engine-note of his BRM causing concern as the V8 started losing its distinctive 'stackpipe' exhausts.

Hill overcame a challenge from Surtees at around the half-way mark, but Clark was still a long way ahead.

"The Team Lotus man looked to have the race in his pocket," wrote AUTOSPORT's founding editor Gregor Grant in his report, "but unobtrusively Hill was cutting down a once formidable lead."

With Clark apparently unaware of the threat, Hill slashed

four seconds off the Scot on the penultimate tour and was in striking distance going onto the final lap.

"Clark arrived at Club among one or two slower cars and swept up Abbey Curve to what he thought was victory," continued Grant. "Meanwhile, Hill had threaded his way past the same cars and howled up Abbey closing all the way on Clark."

Hill made his bid at Woodcote and stole victory on the outside in a photo finish, with Clark sideways as he took the flag. Both drivers were awarded a race time of 1h31m34.2s, with Surtees almost two minutes behind.

It was "the most exciting finish ever seen at Silverstone" according to Grant. "So excited were the spectators about that dramatic finish that many of them swarmed on the track, but it was all good-natured and, in the circumstances, understandable."

At that time none of the podium finishers had won a world championship GP, never mind a title, but the event set the tone for the season. A week later, Hill took his first points-paying race victory in the Dutch GP at Zandvoort. He and Clark would go on to win seven of the nine rounds between them, with Hill taking his first F1 crown when Clark's Lotus 25 wilted in the South African finale. ❧

THIS WEEK IN...

1. Haymarket publication 1 January 1976 18p
FULL GUIDE TO BRITISH RACING CAR MANUFACTURES
AUTOSPORT
Formula 3 racing's revival year reviewed



JANUARY 1 1976

AUTOSPORT HAILED THE RECOVERY

of Formula 3 this week in 1976, after BARC backing helped resuscitate a formula many had written off.

After a terrible season in 1974 sponsorship was not forthcoming, so the BARC gambled by launching a series without initial backing. A deal was soon struck with Motor Race Consultants and, with additional support from the Formula 1 Constructors' Association, a previously non-existent field was averaging 25-30 cars by the middle of the season.

Over in Wales thousands turned out to witness F1 Shadow driver Tom Pryce take on Epynt maestro Tony Fowkes in a Lancia Stratos. The Italian car failed to complete even the first stage however, leaving Fowkes free to dominate in typically emphatic fashion.



PIC: LAT ARCHIVE

NEXT WEEK ON SALE JANUARY 10

AUTOSPORT LEGENDS:
DAMON HILL, 1996
WORLD CHAMPION

DON'T MISS IT!

NIKI LAUDA

■ Portuguese Grand Prix ■ Estoril ■ McLaren-TAG MP4/2 ■ October 21, 1984 ■ Charge to the title – by half a point



Prost won the race, Lauda the title. Ayrton Senna took third

THE RACE OF MY LIFE IS

very easy to choose. It was the last race in 1984 in Portugal, when I won the championship by half a point from my team-mate Alain Prost. I think this was the most difficult race for me.

At the end of 1983 Prost lost his drive with Renault – nobody expected that. John Watson still hadn't signed his contract with [McLaren boss] Ron [Dennis], and suddenly I ended up with that little Frenchman as my team-mate.

Prost was a bigger challenge than Watson was. That season was a very close dice. He made some mistakes and I made some. It came all the way to Portugal and I had a little advantage in the points.

Qualifying there was awful. Prost was second and I was about 11th on the grid. And I knew that I had to finish in second place behind him to win the title.

But funnily enough, before the race I knew that if I didn't make a mistake, like running into somebody and breaking my wing or something like that, then I could make it. But everybody else was thinking that Prost would win

"Before the race I knew that if I didn't make a mistake, like running into somebody and breaking my wing, or something like that, then I could make it to second"

the championship. I remember Marlboro painted thousands of posters with Alain as champion.

I was stuck in traffic for half the race. I couldn't pass anybody because right at the beginning my turbo broke. I couldn't develop the power, so I couldn't pass anybody.

I was handicapped, and I was just sitting there.

Then after I passed a couple of people, I found I could get going again. Soon I was passing one after the other. I remember Nigel Mansell had some sort of brake problem and I passed him

for second, but I think I would have caught him anyway.

In the end my car was not bad, I was going quicker and quicker. The problem I had was that I had used a lot of fuel, and the turbo was broken, so I was getting the wrong indications about my fuel consumption. For the last five or six laps I was really worried that my car might stop – but thank God it didn't.

So in the end I finished second to Prost, which was enough. It was a very close and difficult race; it was special because it was so close. It was really a tough season for me, and for Prost too, because we were fighting from the beginning of the season, trying to win races and make points.

Prost really felt sorry. He was certainly disappointed, because he thought he had it all in his hands. He nearly cried in the podium!

But I told him, 'This is motor racing. You've done a good job, but I just made it. Don't worry about it, you will next year!'

And I was right – next year Prost won the championship. *W*
First published on September 23, 1993

IN PROFILE



NIKI LAUDA BEGAN IN HILLCLIMBS

in the mid-60s. Following spells in F3 and F2 he made his F1 debut in Austria in '71. Strong showings for BRM in '73 led to a Ferrari call-up. He won two titles for the Scuderia but moved to Brabham for '78. A sabbatical to run his airline preceded a return, with McLaren, in '82 and he won a third title in '84. Since retiring at the end of '85, Lauda, now 63, has worked for Ferrari and Jaguar in F1 and now holds a management position at the Mercedes F1 team.



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