

GUEST EDITOR MURRAY WALKER



AUTOSPORT

COLLECTORS' ISSUE

JANUARY 10 2013

DAMON HILL

F1'S UNDERRATED CHAMPION

EXCLUSIVE INTERVIEW

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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 -
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"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

Damon Hill deserves his place among the greats



THERE WILL ALMOST CERTAINLY never be another driver who has a career like Damon Hill's. Promoted from test driver to a race seat in the best squad in the world aged 32. Thrust into the role of team leader by the death of the world's most famous driver. Winning the world championship and then being sacked! It sounds like the plot of Hollywood's next high-octane blockbuster...

But probably even more remarkable than all of this is the fact that despite achieving so much, he's seldom mentioned as one of this country's greats, let alone the world's.

Hopefully the fascinating stories that are beautifully retold in this issue will prompt a reappraisal of Hill's on-track performances and afford him the credit that he's surely due.

● This weekend AUTOSPORT International takes place at Birmingham's NEC. It's a brilliant opportunity to meet some star names and get close to some sensational cars. For full ticket details, go to [page 69](#).

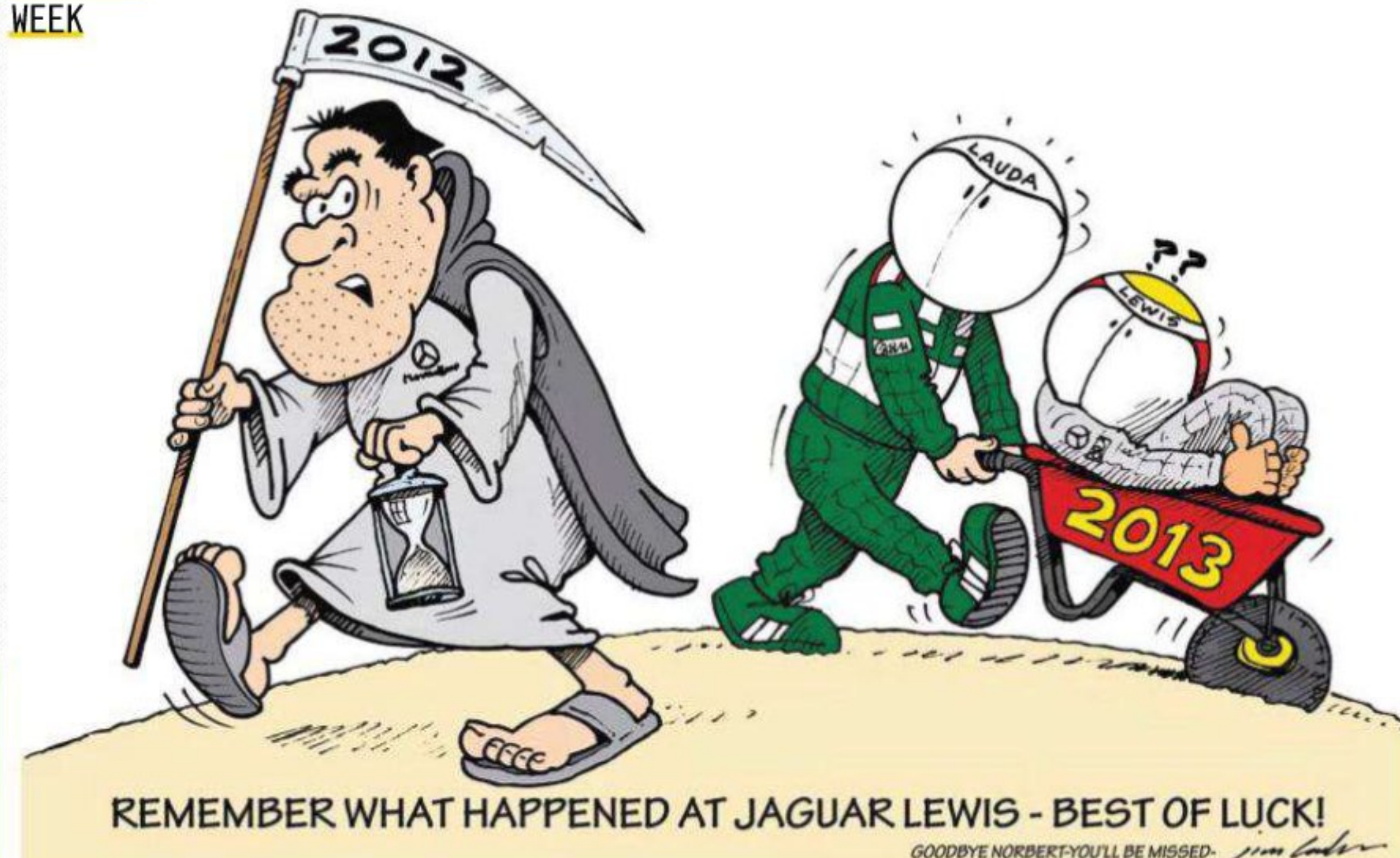
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BAMBER'S WEEK



REMEMBER WHAT HAPPENED AT JAGUAR LEWIS - BEST OF LUCK!

GOODBYE NORBERT-YOU'LL BE MISSED.

DAKAR RALLY

Here comes Spain's conquistador

Carlos Sainz gets the hammer down in his Buggy in the Peruvian desert. The Dakar Rally kicked off in Lima on Saturday with the Spaniard among the leading contenders, but GPS dramas left him down in 10th as we went to press. Maybe he should have bought a map! Interim report, [p83](#).

Pic: Maragni/Red Bull





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Countdown to testing kick-off

As February's first pre-season test approaches, GARY ANDERSON talks us through the teams' fight to be ready to run their new cars



With 26 days to go until the first pre-season test at Jerez, Formula 1 teams are in the final stages of building up their 2013 challengers.

The chassis will long since have been completed, but the cars will now be getting built. Teams will be assembling what you might call the A-spec car, for there will be upgrades that will have already have been found that can't be put

on until the second and third test. The priority is to get the car up and running for Jerez in the first week of February.

January is not a time of panic, or at least not for the teams that are well-organised. A bigger team should know the exact lead time for the various parts and ensure that they land on the workshop floor in the right order. To achieve that, you must factor in exactly

how long everything will take to manufacturer, when it needs to be signed off and therefore how much research time is taken. To be on time, you have to ensure that you don't try to achieve too much. In that situation, it can descend into a panic.

Assembly will start with the chassis and gearbox. By now, many, but not all, teams are well-advanced with passing their crash tests. Crash-test problems can be costly, but the teams are now very good at calculating the strength needed and the tests no longer change so dramatically. So, although it's time consuming and doesn't improve the performance of the car, it should be completed in plenty of time.

From the engine and gearbox, it's a question of assembling the fuel systems and the wiring. You build the car up from a central spine and some of the final parts, which are simply bolt-on, can arrive at the last minute. Achieving this in time is a good test of the

"In five laps, the driver can get a good indication about what the new season will be like"

efficiency of the company. Nobody would, by design, miss the first test. Mercedes's claim about wanting more research and development time last year was an excuse because you always need that track time and can do an awful lot of work even with a basic car.

While not every team has a stand-alone launch for their car anymore, some, such as McLaren and Force India, do. It can be annoying if you are behind or the car isn't ready, but for the technical directors it's fascinating to see the complete car in the 'real world' and see how people, including the media, react to it.

The first test is, of course, crucial. I've had good and bad times with these. In five laps, the driver can get a good indication



Launch season draws closer

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

@eddstrawF1



Testing a new grand prix machine never was a relaxing experience. But the in-season testing ban introduced in 2009, which led to first four and now three formal pre-season tests being scheduled, changed the nature of the gestation of a new car.

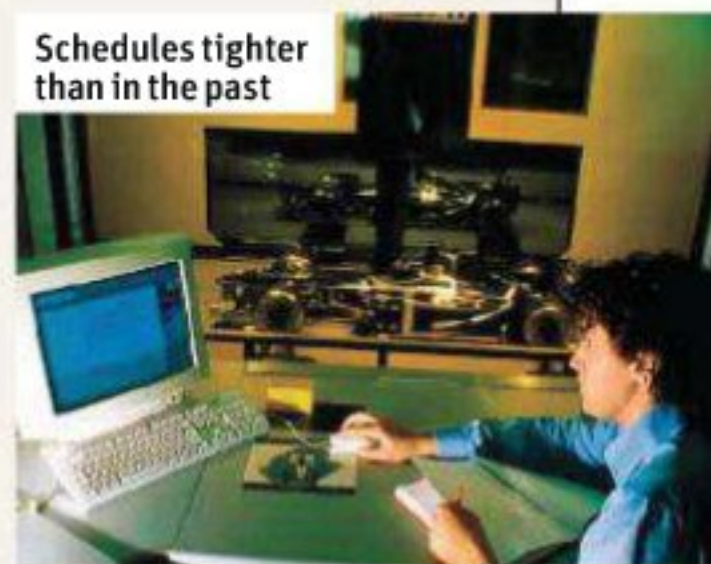
Whereas once teams could work on their new machines safe in the knowledge that a day or two of slippage would not have dire consequences, in modern F1 the date of the opening test looms large. Miss the opening test, perhaps thanks to crash-test failures, or struggle early on with reliability problems, and it may take the whole season to catch up.

Teams have just 12 days of running to understand their 2013 machines before taking to the track for free practice in Melbourne in March. That's a dozen days to understand the new tyres, iron out teething problems, fiddle with the set-up and get to the bottom of any disparity between car behaviour in the real world and simulations. And that's disregarding any imperative to get drivers, be it those who have moved teams or outright rookies, into the swing of things and integrate new team members.

In reality, the 'off-season' is a myth. After returning from Brazil in late-November, team personnel will have struggled to fit in holiday time as ever-more sprawling seasons elide into each other.

F1 never stops. The only thing that changes over the winter is the reportage, with snapshots replacing the blanket coverage of the season.

Schedules tighter than in the past



Jerez holds first F1 test on February 5-8

PRE-SEASON DIARY

Confirmed launches and testing ahead of the 2013 season

JANUARY 31
McLaren launch

FEBRUARY 1
Force India launch

FEBRUARY 2
Sauber launch

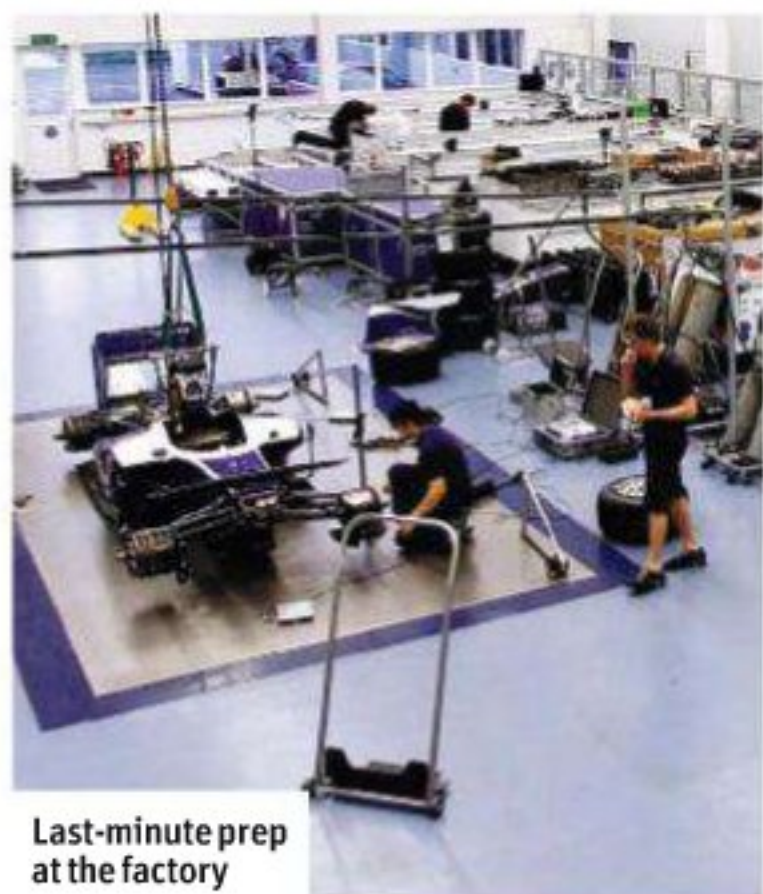
FEBRUARY 4
All crash tests must be completed by today for teams to run at the start of testing.

FEBRUARY 5-8
First pre-season test at Jerez. Cars of the teams that did not have official launches, set to include Williams and Scuderia Toro Rosso, will make their first appearance.

FEBRUARY 19-22
Second pre-season test at Barcelona

FEBRUARY 28-MARCH 3
Final pre-season test at Barcelona

MARCH 17
Australian Grand Prix



Last-minute prep at the factory

about what the season will be like. Does the car feel like a step forward? Is it easy to correct the rear when it steps out? Are there any problems?

The positive and negative characteristics the car shows in its first run often genuinely reflect those that it will carry through the season. That's what makes the next month or so vital to the story of F1 in 2013.



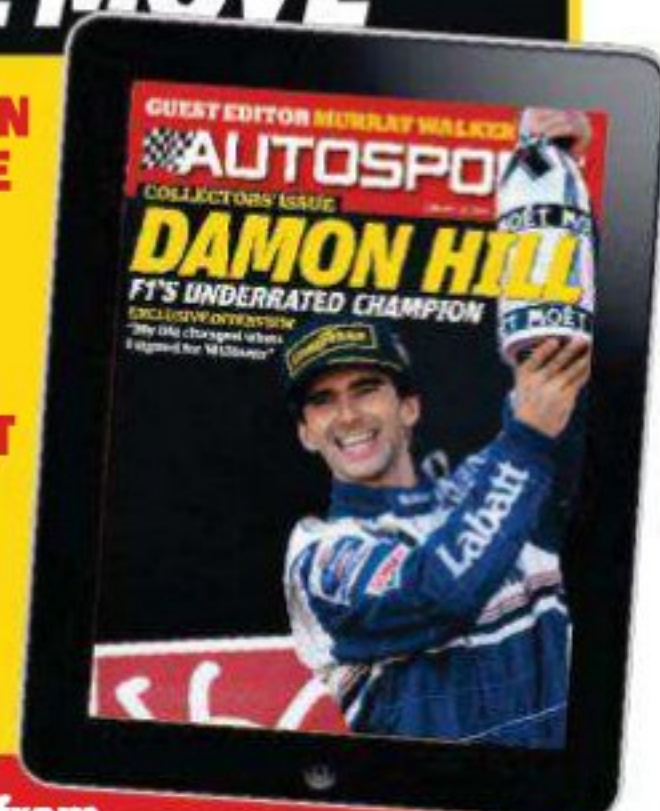
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Pay drivers need talent too

Money will play a part in who gets the second Force India seat, but cash isn't the only consideration anymore

The standard of the Formula 1 grid will remain high in 2013 despite the ever-increasing number of 'pay drivers' in the field.

Force India, which had yet to finalise who will partner Paul di Resta in 2013 as AUTOSPORT closed for press this week, is among the teams outside the top five in F1 that has no choice but to take commercial considerations into account. Despite its claims that driver ability is paramount, the way that negotiations with drivers Jules Bianchi, Adrian Sutil and Bruno Senna have progressed indicates that the financial package is relevant.

But just because Force India, and many of the teams around and behind it, have to do this does not mean that driver ability is disregarded. This new generation of pay drivers is characterised by having not only massive financial support, but also ability. This is in stark contrast to the quality of some of the self-funded or well-backed drivers who made it onto the grid in the past (see far right). Even so, teams are turning away well-funded

drivers, such as GP2 champion Davide Valsecchi: the Italian struggled to get into serious talks despite having around €7 million of sponsorship to his name.

The demise of the manufacturer teams has created this situation. In 2008, for example, only Sutil at Force India could be considered an outright pay driver, although Toyota-backed Kazuki Nakajima owed his seat at Williams to a free engine supply.

However, seats aren't simply open to the highest bidder. The last driver to race in F1 purely on money was Sakon Yamamoto, who appeared for HRT in 2010 but had just a solitary Japanese F3 victory to his name.

This year, Marussia newcomer Max Chilton has come under fire for his promotion to F1. While his CV is not as impressive as that of, say, Sauber reserve Robin Frijns or Red Bull junior Antonio Felix da Costa, he has GP2 feature-race wins to his name.

Talking about the pay driver reputation that has followed him through his career, Chilton said:

"I like to ignore it, but you can't because it gets brought up. But that's the way motor racing is. Not many people on the F1 grid would have started racing if they didn't have a wealthy backer."

Chilton is right, and he will be expected to deliver, regardless of his backing, as a team's finishing position in the constructors' championship dictates revenue.

Williams suffered from this last season, leading to its decision to promote Valtteri Bottas to a race seat in place of Bruno Senna, whose presence in the team was worth around \$14 million. Williams finished eighth in the constructors' championship thanks to its drivers' inconsistency when it arguably should have finished fifth. Eighth place in the standings receives 60 per cent of the level of prize money that fifth would have earned, which would have made a difference in excess of \$15 million to the team.

That's the fine line that the teams tread when it comes to pay drivers, for short-term financial gain can lead to long-term loss.



Bottas (l) got Senna's drive



Hulk's replacement will need money



CASE STUDY PAY DRIVERS OF TODAY

PASTOR MALDONADO became the poster boy for this new wave of 'pay drivers' when he joined Williams in 2011. Even with the GP2 title to his name, he owed his place to the team's sponsorship deal from oil giant PDVSA. The deal, worth around £30 million per year, stipulates that the team must run a Venezuelan driver. His promising rookie season was shrouded by the desultory Williams FW33. But last year, he showed that he was worthy of his place with victory in the Spanish Grand Prix.



MAX CHILTON has been dogged throughout his career by accusations of privilege thanks to his wealthy father, Grahame, who made his millions in the insurance business. His drive with Marussia is reckoned to be worth in the region of £11 million to the team. But despite the perception, Chilton evolved into a racewinner in both British Formula 3 and GP2. He's certainly not in the same class as the drivers of the past who shouldn't have even been granted a Super Licence.



ESTEBAN GUTIERREZ is raw, and it's no secret that Sauber wasn't convinced about the Mexican's readiness to step up to a race seat alongside Nico Hulkenberg this year. Major backer Telmex was open to not running one of its drivers if it paid less, but it would have required incumbent Kamui Kobayashi to raise over £10 million to make up the shortfall. Gutierrez makes too many errors, but he won the inaugural GP3 crown in 2010 and finished third in GP2 last year.



SIX... Paying the price

Modern-day 'pay drivers' have moved on since the days of these F1 backmarkers

GIOVANNI LAVAGGI

The last of the gentleman F1 drivers, the Italian didn't start racing until he was 28. On average, he was 1.7s off his team-mate in qualifying in 10 outings for Pacific and Minardi in 1995/6.



TAKI INOUE

The Japanese describes his time in F1 as 'a nightmare'. After his debut for Simtek at Suzuka in 1994 ended in the pitwall, his 1995 campaign with Arrows was made famous when he was hit by a course car in the Hungarian GP.



CHANOCH NISSANY

The Tel-Aviv born 42-year-old never started a GP, but was parked after his Friday practice outing for Minardi in Hungary 2005 ended in the gravel. He was over 12 seconds off the pace.

PEDRO DINIZ

Gained respect during his six-season career, but the Brazilian required heavy backing from Parmalat to drive for Forti Corse, Ligier, Arrows and Sauber from 1995-2000. Picked up a couple of fifth places but never excelled.

PAUL BELMONDO

Best known for being the son of French film star Jean-Paul Belmondo, he had a patchy CV and qualified only seven times in 27 attempts. Struggled with poor machinery for March and Pacific, but didn't justify a place in F1.

HECTOR REBAQUE

Far from the worst of the pay drivers, but Rebaque stands out because he drove title-winning cars. As Nelson Piquet's Brabham team-mate in 1980-81, he managed no better than a couple of fourth places.





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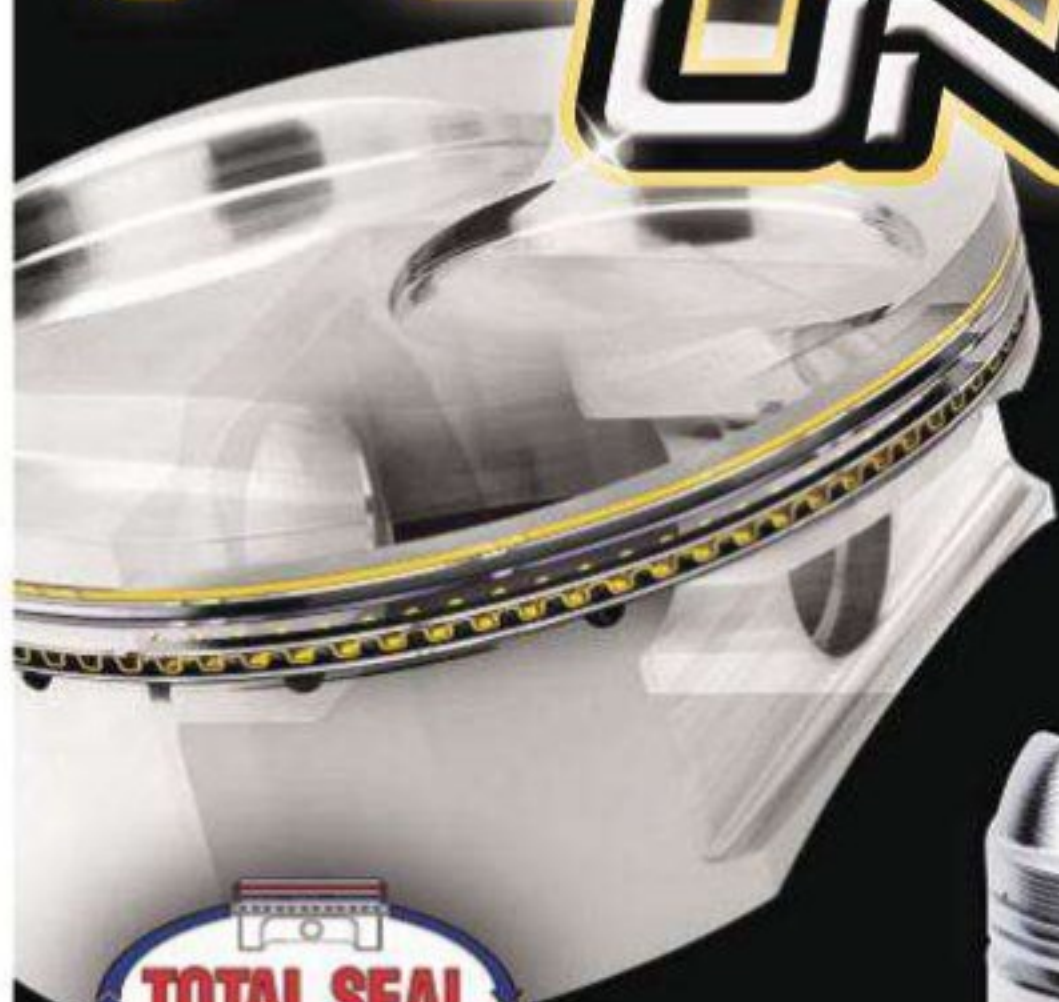
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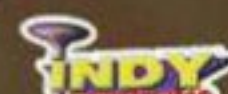
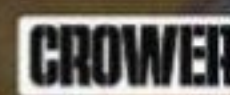
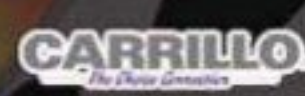
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MARK HUGHES

GRAND PRIX EDITOR

The 2012 title push took a lot out of Red Bull, while McLaren believes it has a stonker of a car ready for the new season. Time, then, for Jenson Button to work his magic?

Red Bull team boss Christian Horner has admitted that his team's title fight to the very end of the 2012 season has left it behind in the development of the 2013 car. That may not mean much, and neither may the very confident buzz coming out of McLaren about its new MP4-28. But let's just run with those two themes for now and ponder the implications. What if McLaren is about to unleash a world-beater?

With the 2013 regulations relatively static and the possibilities of exhaust blowing within the prescriptive rules now well understood, the emphasis may well shift towards conventional, iterative development rather than idea breakthroughs.

A big part of uncorking the potential of last year's Red Bull was in harnessing all the potential cascading advantages of the inlet tunnels in the car's rear bodywork.

Initially they didn't work at all, were actually counter-productive, and were blanked off between April's Bahrain Grand Prix and Canada in June. From the following race, in Valencia, their enhanced form finally untapped some of the potential of the concept in allowing a more stable – and therefore consistently lower – ride-height at the critical part of the floor. From Singapore in September the advantages of the new double DRS were multiplied in a way they wouldn't have been with a conventional car, and it was from that moment that the RB8 truly came alive.

It took a hell of a lot of research and difficult, time-consuming changes in the mechanical layout of the car to get the full potential from the idea. But if there was a magic bullet to last year's Red Bull, that tunnel concept was probably it. Everyone else had most of last year to observe and understand that and every top team will have researched it. If simulation suggests it does give the benefits ascribed to the Red Bull, it will likely be on many 2013 cars right from the concept stage.

So if that was the last 'silver-bullet' idea of the current formula – to be added to f-duct and blowing exhausts – and 2013 is going to be all about just trimming more drag here, adding more downforce there, McLaren may well be perfectly placed. If it's got itself a headstart on Red Bull already, its traditionally powerful development programme may just keep it ahead of Red Bull and everyone else.

Even before last season was over, there was a lot of barely-concealed excitement coming out of McLaren about its 2013 car. Even the departing Lewis Hamilton made reference to it

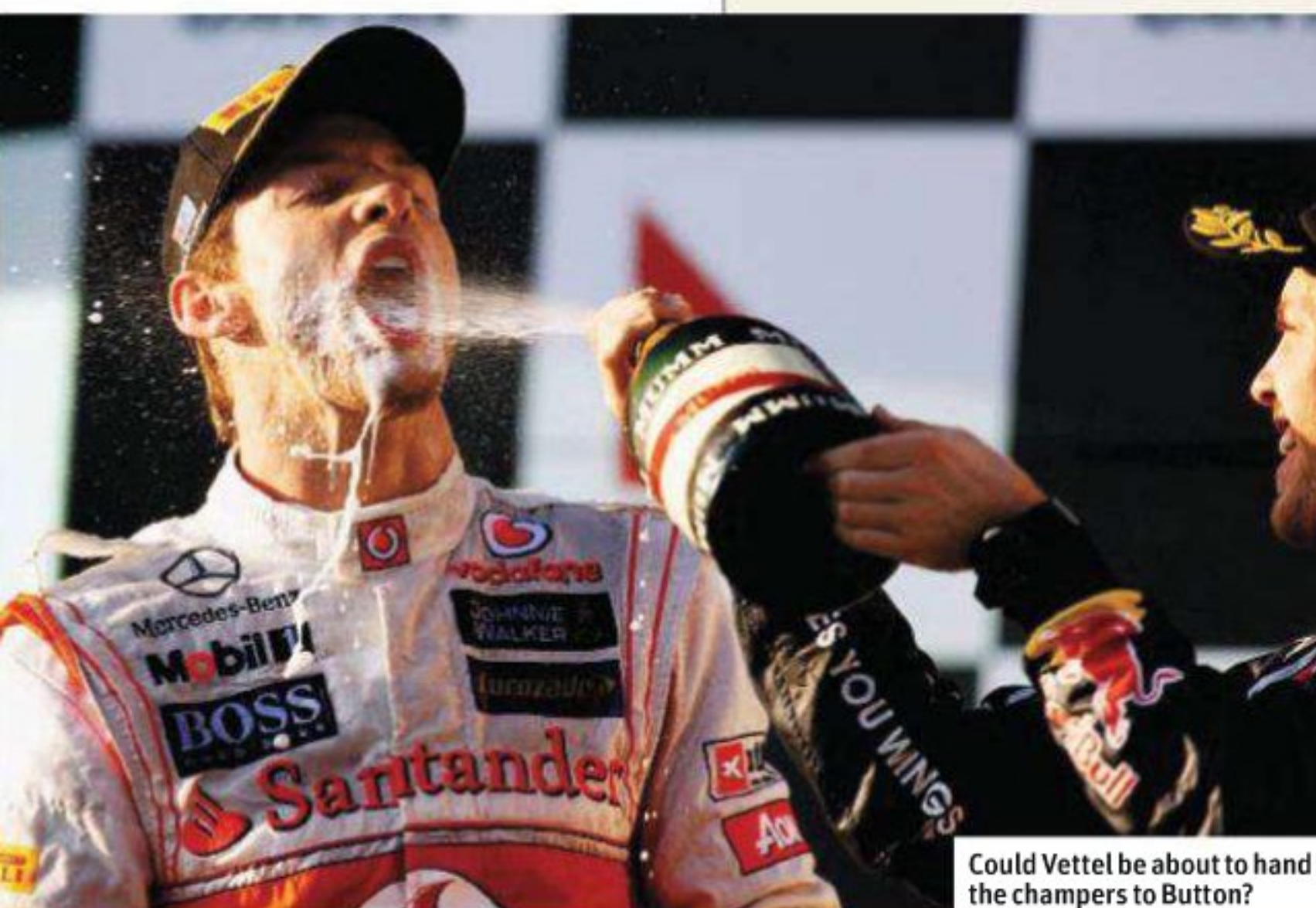
when he was asked about Sergio Perez's prospects as his replacement. "I think he's going to have a great season," he replied. "I know just how good that car is going to be."

Jenson Button is heading into 2013 on the assumption that he is going to be fighting for his second world title. His mid-season 2012 confusion about how the tyres reacted to certain key set-up changes informed him and the team, and the expectation is that the new-spec Pirellis, with their more flexible sidewalls allowing a better match of construction with compounds, will be far less sensitive anyway.

Although the way Button got McLaren around him should have been instructive to Hamilton, it will still surely be easier for Jenson to be the centre of the team's focus now that Lewis is no longer there. Perez is a quick young driver and is sure to have some special days this year, but for the relentless points-garnering of a title campaign McLaren's main man is surely going to be Button. The most frequently-voiced reservation about the team's 2013 driver line-up is: 'Do they have anyone there who can haul a car that's two tenths off by the scruff of the neck and put it on the front row, the way Lewis can?' and the answer to that is probably no. But what if the McLaren isn't two tenths off? What if it's two tenths clear?

When the car is balanced as he likes it, Button is as fast as or faster than anyone. With less-sensitive tyres and a well understood evolutionary development path that's not going to throw new set-up puzzles into the equation, could 2013 be Button's year? ☘

PIC: THOMPSON/GETTY



Could Vettel be about to hand the champs to Button?

“There's barely-concealed excitement at McLaren”



GRAND-AM

VALIANTE EFFORT

Michael Shank Racing began the defence of its Daytona 24 Hours crown with a dominant performance in last week's official test. One of its Riley-Fords topped the times in five of the eight sessions, with Michael Valiante fastest overall.

	DRIVER	CAR	TIME
1	M VALIANTE	SHANK (RILEY-FORD)	1m42.058s
2	D CAMERON	SAHLEN (RILEY-BMW)	1m42.101s
3	AJ ALLMENDINGER	SHANK (RILEY-FORD)	1m42.296s
4	JP MONTOYA	GANASSI (RILEY-BMW)	1m42.463s
5	S DIXON	GANASSI (RILEY-BMW)	1m42.598s
GT P LONG		PARK PLACE (PORSCHÉ)	1m48.569s

LE MANS

VW: Audi and Porsche OK to fight

Volkswagen motorsport chief happy to let Audi and Porsche fight each other as equals . By GARY WATKINS

No time limit has been set on the Le Mans 24 Hours rivalry due to begin in 2014 between sister marques Audi and Porsche.

New Audi research and development boss Wolfgang Durheimer, who is also head of motorsport for the Volkswagen Group of brands, told AUTOSPORT that the confrontation could be "a long-lasting battle". He said that this was because the LMP1 category at Le Mans and in the World Endurance Championship was the perfect place for both marques to compete.

"Le Mans means technology and is the best proving ground for innovative racing," said Durheimer. "Luckily, the Automobile Club de

Porsche's last Le Mans win: 1998



l'Ouest [the organiser of the 24 Hours] and the FIA are providing us with rules that allow us to introduce new technologies, undertake research with those technologies and then introduce them to the market."

Porsche will make its first bid for outright honours at Le Mans since

1998 with an all-new petrol-electric hybrid that takes advantage of a new LMP1 rulebook devised to encourage green technologies. Audi has been cleared to remain in the category for a 16th consecutive year and continues with a diesel-electric hybrid.

"Hybrids are the future of automotive propulsion, not only on the race track but also on the street," said Durheimer. "Everyone is cranking up their systems and both companies with their own technology are fighting to be champion. We will race each other very hard."

Durheimer explained that the presence of the two brands in the same motorsport arena was not necessarily dependent on them

using different technologies.

"They could co-exist if they use the same technologies," he said. "Out of the 12 brands in the group, nine will be racing after Bentley come in."

"We do not hesitate to race each other. For example in GT3, Audi, Porsche, Lamborghini and Bentley will be competing in the same class. That is no problem for us, because in the marketplace an Audi A3 faces competition from the VW Golf."

Durheimer ruled out Audi switching from the sportscar arena to Formula 1.

"It is not a subject for discussion for us," he said. "It is not the right time to think about F1. There is too much movement at present."

GT SPRINT SERIES

Nine teams committed to Ratel's new Sprint Series

NINE TEAMS HAVE DECLARED THEIR intent to enter the new GT Sprint Series that replaces the GT1 World Championship for 2013.

Series boss Stephane Ratel will announce the roster of teams committed to the series on Thursday at AUTOSPORT International. He is expecting further

teams to commit ahead of the closing date for entries on January 30.

The nine teams are: Vita4One (BMW), WRT, Phoenix and Novadrivier (Audi), Sebastien Loeb Racing (McLaren), Reiter (Lamborghini), Heico Gravity Charouz (Mercedes), ProSpeed (Porsche) and Rodrive/Lambda (Ford).

Ratel said: "Nine teams say they are coming and I'm talking to eight others. With some of those, and race-by-race entries, I am confident of having 26 or 28 cars for the first race."

The majority of the teams are attempting to field pro-driver line-ups in both cars, according to Ratel.

"The level is going to be very similar to what we had last year in GT1 World, except that we are going to have a bigger grid and more diversity of machinery," he said.

The first race of the new series has been set back from Yas Marina in February to Nogaro in April. The fixture looks likely to be rearranged for the end of the season.

WTCC

Arena suspends work on Focuses

ARENA MOTORSPORT HAS

suspended work on its Ford World Touring Car Championship programme, as it seeks to secure the major commercial backing that would enable it to continue in the series.

A spokesperson for Arena's owner, Capsicum Motorsport Group, told AUTOSPORT that the current situation has been caused by the withdrawal of Ford's technical support budget for the 2013 season.

Ford did not provide any direct financial support to the team for its maiden assault on the series in 2012; Arena's all-new Ford Focus WTCCs were developed privately for what was a planned three-year campaign.

Mike Earle's Arena team, which was formed at the start of 1999, passed into the ownership of Grahame Chilton's Capsicum Motorsport Group two years ago. Chilton's son Tom, who raced for



Focuses ran in WTCC in 2012

Arena last season, is understood to be in negotiations with a number of leading WTCC squads.

"Arena is still looking and searching for a sponsor or alternative funding, but at the moment things have stopped a little bit as the directors have to act in the best interest of the creditors," said the Capsicum spokesperson. "The staff

are not going to the factory. It is a difficult decision, but all work has been suspended on the 2013 cars. We are reliant on quickly finding backers or sponsors to go forward."

The restructuring of Arena is not expected to affect single-seater team Carlin, which is also owned by Capsicum. Arena has ruled out rebranding its WTCC team as Carlin.

AUTOSPORT SAYS...

GARY WATKINS
SPECIAL
CONTRIBUTOR



Audi versus Toyota has all the makings of a classic confrontation. Throw Porsche into the mix from 2014, and there's a treat in store for sportscar fans that has been missing from the Le Mans 24 Hours for years.

Yet there was always a doubt that Audi would be allowed to hang around in sportscar racing's top flight once sister marque Porsche pitched up. Wolfgang Durheimer's comments have put my mind to rest. It looks like there's every chance that Audi versus Porsche is going to run and run.

Durheimer has laid out a compulsive case for the two brands racing each other at Le Mans and in the World Endurance Championship. And surely he's bang on.

The LMP1 category offers manufacturers the chance to improve the breed out on the race track and its relevance to the automotive market is only going to increase once the 2014 rulebook comes into force. Listen to Durheimer, and you can't understand why more manufacturers aren't taking up the challenge presented by those rules.

Maybe more manufacturers will join the party. But if they don't and Toyota signs up for the long haul, a three-way fight between two German manufacturers, each with a deep Le Mans heritage, and a Japanese manufacturer that wants one could be all that is required to create a golden era of sportscar racing.

Audi and Porsche fought in ALMS



Colin Davis 1933-2012

COLIN DAVIS, WINNER OF the 1964 Targa Florio, died aged 79 shortly before Christmas. The son of Le Mans 24 Hours winner 'Sammy' Davis, Colin began racing in 500cc F3 in 1954 and won against rivals including Stuart Lewis-Evans and Ken Tyrrell before moving to Italy.

A handful of grand prix starts followed, including two in world championship events in a Scuderia Centro Sud Cooper-Maserati in 1959. But it was in sportscars where he gained most success.

Two class wins at Le Mans, in '58 with OSCA and '66 for Porsche (the latter a year before his retirement) accompanied his Targa win, which came in a 904 shared with Antonio Pucci.



Davis was a works Porsche driver



Turvey (l) will partner Dolan

Turvey joins Jota for prototype assault

McLAREN FACTORY DRIVER

Oliver Turvey will move into prototype racing this year with the British Jota team.

The 2008 McLaren AUTOSPORT BRDC Award winner, who has roles with McLaren's Formula 1 and GT operations, will race an LMP2 Zytek-Nissan Z11SN in the five-race European Le Mans Series and, presuming the team secures entries, the Le Mans 24 Hours and the Spa World Endurance Championship race.

Turvey will partner team regular Simon Dolan in the ELMS, while another driver will join them for Spa and Le Mans.

Team boss Sam Hignett said:

"Oliver is quick and has the right ingredients to become a top endurance driver: he is intelligent and technically strong."

"We didn't have the chance to test him, but we have no doubts that he is the right man for the job. He was top of our list."

Turvey said: "I'm looking forward to driving a prototype and doing a full season in sportscars. Hopefully, we'll get out at Le Mans; it's a race every driver wants to do and one I've followed for a long time."

Turvey explained there was still a possibility of him racing a McLaren MP4-12C in 2013. He did three races in the car during its development year in 2011.

BIG NUMBER



Percentage of Le Mans 24 Hours won by Porsche and Audi since the former's first victory in the 1970 race



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BTCC

MORGAN'S NEW LOOK

British Touring Car Championship racer Adam Morgan's family Ciceley Racing team has unveiled the livery in which the ex-Speedworks driver's Toyota Avensis will run this year.



IN BRIEF



Astra to race in 2013

AMD TO RUN NGTC ASTRA

AmD Tuning is building an NGTC Vauxhall Astra to race in the second half of the British Touring Car season, but will start the year with its regular S2000 VW Golf. Meanwhile, ex-Formula 2 driver James Cole will drive one of Team HARD's Vauxhall Insignias in his rookie tin-top campaign.

PASTRANA'S NATIONWIDE DEAL

Travis Pastrana will tackle a full NASCAR Nationwide campaign this year with the Roush Fenway team. The X-games legend, who started nine races in the series in 2012, will drive the #60 Ford Mustang alongside team leader Trevor Bayne.

JAAFAR GRADUATES TO FR3.5

Malaysian Jazeman Jaafar will graduate to Formula Renault 3.5 with Carlin, the same team with which he finished second in British F3 last year. Rival squad Fortec, meanwhile, will run Oli Webb, who returns to the series after a year in Indy Lights.

BARRICHELLO GOES BRAZILIAN

Rubens Barrichello has confirmed his switch from IndyCar to Brazilian V8 Stock Cars with Full Time Racing, as predicted by AUTOSPORT (December 13). The Brazilian is also racing at the Daytona 24 Hours in a GT Porsche for Dener Motorsport, sharing with close friend Tony Kanaan.

SIMS, PARENTE FOR HEXIS

McLaren factory drivers Alexander Sims and Alvaro Parente will team up in the Blancpain Endurance Series this year in a Hexis Racing-run MP4-12C. They will join Hexis regular, Dutchman Stef Dusseldorp.

US SERIES CLASSES ANNOUNCED

The class structure for the first two years of the new-for-2014 unified US sportscar series has been announced. The primary class will be made up of Daytona Prototypes, LMP2 cars and production DeltaWings. The remaining classes will be for LMPC prototypes, Le Mans GTE cars and Grand-Am specification GT cars combined with ALMS GTC Porsches.

MICHAEL C BROWN: 1957-2012

Former AUTOSPORT staff photographer Michael C Brown died aged 55 while snowshoeing in Idaho with his family on Boxing Day. Brown continued to contribute to AUTOSPORT after moving to the US. He was part of the original staff of RACER magazine in 1992.

FORMULA 3

Macau in engine limbo

Race chief doesn't want landmark event to be 'guinea pig'. By MARCUS SIMMONS

Moves to allow only new-spec Formula 3 engines for the Macau Grand Prix in November are likely to hit the rocks due to the date proximity of the European series finale to the Asian classic.

The newly-scheduled Paul Ricard European round on October 27 already leaves teams with just a few days to have their cars fully prepared and in Luxembourg ready for air-freighting to Macau.

The FIA has stated that new-spec engines, including those homologated by Mercedes and Volkswagen for 2014, will be allowed to compete in Macau, and it is believed that the governing body wants the event to be for the new powerplants only.

But teams will already be stretched fully to ready cars without the complication of installing a completely new rear end for the engines.

Macau coordinator Barry Bland said: "We certainly don't want to be guinea pigs, especially for something that may be a failure and with it being the 60th running of the race."

If new and old-spec engines are allowed to compete side by side, it is understood that performance balancing on weight would require at least 50kg to be added to peg back cars powered by the new engines.



FIA wants new rules for Macau GP

AUTOSPORT understands that some components on the F3 Dallara could not withstand the stresses caused by this much extra weight, and there are also safety concerns.

Another option is to decrease the size of the engine air restrictor on the new-spec powerplants. It is believed that this will be discussed at next week's FIA Single Seater Commission Technical Working Group.

BROWN SCEPTICAL ON ENGINE MOVES

Veteran F3 engine builder Neil Brown, whose Neil Brown Engineering firm is the only European company with a new-spec powerplant ready to race in 2013, has spoken out on recent developments in rulemaking.

"This is my personal view only – it's the manufacturers who are

making the regulations," Brown told AUTOSPORT. "Mercedes, VW, Audi and I were in the early meetings and the rules were made very well. Now everything seems to have changed."

Brown, whose engine is on display at AUTOSPORT International this week, added that the presence of the manufacturers, which give teams varying levels of support, will make it harder for private tuners to compete.

"The doors won't be open to independents, which I believe was the idea behind the rules," he said. "We can't give the teams anything. It has to be on a commercial basis."

Brown revealed the NBE engine has completed a 15,000km circuit-simulation endurance test on the dyno. "Performance was very good – better than expectations," he said.

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WRC FORD'S NEW LOOK

This is the first picture of the 2013 Qatar-backed M-Sport team Ford Fiesta RS WRC. The car will be unveiled at AUTOSPORT International in Birmingham today (Thursday).

ERC

Kubica for 10-round ERC attack

Grand prix winner set to start his programme on the Spanish Canaries event in March. By DAVID EVANS

Robert Kubica will start a 10-round European Rally Championship campaign on the Canaries Rally in March, according to well-placed sources in the series.

While the Eurosport-promoted ERC made a strong start on the Janner Rally in Austria last weekend, series officials say the championship will not really get into gear before the Spanish island event — where the Polish star is set to be joined by a host of other teams.

Kubica is understood to be closing on a decision on whether to drive a Citroen DS3 RRC or a Ford Fiesta RRC when he arrives on Gran Canaria. Both firms are keen to sign the grand prix winner, with Ford team M-Sport reckoned to have the edge courtesy of close relations between Kubica and senior members of the Cumbrian team.

An AUTOSPORT source said: "I know he has two offers on the table



Kubica drove C4 WRC last season

and he has to make up his mind. The two offers are very good. It is for 10 events so it will be up to the end of the season and that will be good."

Once the deal is agreed, a 10-event programme would take the 2008 Canadian GP winner from round three of the ERC right through to the

end of the year — including his home event, Rally Poland in September.

Both Ford and Citroen have agreed to fit a specially-adapted hydraulic gearshift for Kubica.

The Pole, 28, injured his right hand and arm when he crashed heavily on the Ronde di Andorra almost two

years ago and the sport's governing body the FIA has given special dispensation for his car to be fitted with a retarded semi-auto shift outlawed to other competitors.

It's certain that Kubica won't make ERC round two in Latvia later this month, where there's expected to be a dip in entries.

"The real start of the ERC entry-wise is the Canaries because that's the time I hope new teams will be on board," said Eurosport director Francois Ribeiro. "Drivers with more international profile and new teams in the two-wheel-drive and production cars that could not be ready for January will be there."

It is hoped reigning SWRC champion Craig Breen will make his 2013 ERC debut in the Canaries, driving a Sainteloc-run Peugeot 207.

P81 JANNER REPORT

IN BRIEF

NEUVILLE TESTS FIESTA

Thierry Neuville drove a Ford Fiesta RS WRC for the first time last week. The 24-year-old completed an afternoon of running in Greystoke and will sample the M-Sport car for the first time on asphalt in the French Alps today (Thursday).

KOSZCIUSZKO JOINS PRODRIVE

Prodrive will be represented on next week's WRC opener in Monte Carlo, when former



Pole has joined Prodrive

PWRC front-running Pole Michal Kosciuszko makes his World Rally Car debut at the highest level in a Mini.

BOUFFIER'S SEASON OVER?

Janner Rally runner-up Bryan Bouffier's European Rally Championship season could be over after just one event as the former Monte Carlo Rally winner only had sufficient budget for the season opener in Austria. The Peugeot 207 driver is chasing more funding for the rest of 2013.

JANNER SET FOR DATE CHANGE

ERC promoter Eurosport is hoping to push

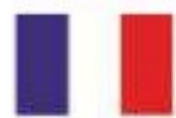
back the date for next year's Janner Rally in an effort to get more teams to the startline for the 2014 series. The recce for this year's opener began on January 1.

WRC GROWING IN POPULARITY

The World Rally Championship has issued figures revealing that it was watched by more than a billion people last year. This is a 42 per cent increase on the previous year's number.



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LEGENDS SPECIAL – DAMON HILL

F1's MR NICE

How Damon beat the odds to stand on top of the motorsport world



GUEST EDITOR: MURRAY WALKER

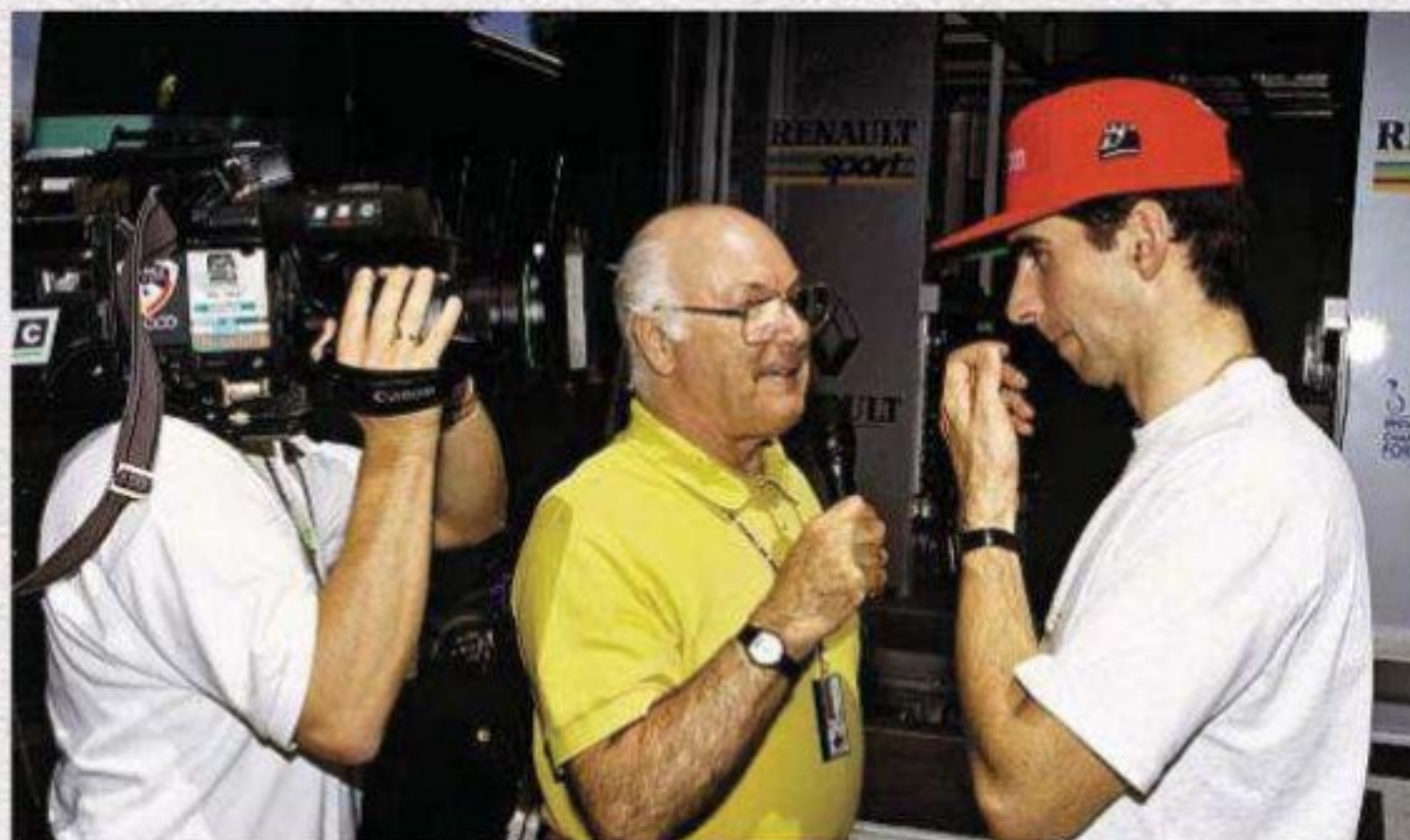
A special person who is a privilege to know

When editor Charles Bradley invited me to edit this very special edition of AUTOSPORT featuring Damon Hill I nearly bit his hand off in accepting because Damon is a very special person who it has been my privilege to know and associate with since his earliest racing days. When he crossed the line at Suzuka in 1996 to win the Japanese Grand Prix and the World Championship I felt almost as emotional about his success as he must have. "I've got to stop now," I said, "I've got a lump in my throat". And indeed I had.

Damon is the only son of a Formula 1 world champion also to become world champion but I know from personal experience that having a famous dad can be a mixed blessing. Yes, it can open doors that might be closed to others but it also generates publicity and expectations that you don't necessarily want and you can't necessarily live up to while you are struggling to make progress in the fiercely competitive world of motorsport, and that's how it was with Damon.

Life was hard for the Hill family after Graham's death in a plane accident when his son was only 15. Damon made his living as a motorcycle courier while he raced bikes at the weekends and I watched him win the Brands Hatch title on his 350cc Yamaha.

Encouraged by his mother, Bette, to switch to cars he progressively made his way up the ladder of Formula Ford, F3 and F3000, winning races but no championships. So his story is not one of budding-superstar success



Walker and Hill became good friends

"I've nearly been through the roof of the commentary box with excitement so many times due to Damon. He's a great racing driver, loving family man, and a top bloke"

like Senna, Schumacher, Alonso and Vettel, but of dogged determination and hard slog.

The tide turned in 1991 when Williams appointed Damon as their test driver, a role he continued while struggling in F1 in an off-the-pace and underfunded Brabham. The rest is history, which you'll read about in the following pages, but what are my personal memories of a career that took him to the heights and made him famous and beloved by his nation, which honoured him with the OBE?

Macau 1988 is one of them, with Damon racing to an excellent

second place at the daunting Asian circuit against the likes of Jean Alesi, Eddie Irvine and Stefan Johansson. Another is Suzuka 1994, that nailbiting two-part Japanese GP where he thrillingly beat Michael Schumacher by 3.4 seconds in the blinding rain. Yet another is Australia 1994, where that contentious collision with Schumacher lost Damon the world championship. And I'll always remember Spain 1994 where he put heart into his Williams team, shattered by the death of Ayrton Senna two races earlier, by taking their first victory of the season.

I've nearly been through the roof of the commentary box with excitement so many times due to Damon. Like Silverstone 1994, when he brilliantly and emotionally won the British Grand Prix (something his famous father never achieved); again in 1997 when, driving the uncompetitive Arrows, he caught and passed Michael Schumacher's Ferrari to take the lead in Hungary; and yet again in 1998, when he proved that he wasn't able only to win in a

dominant Williams by taking victory for Jordan in foul conditions at Spa. And I sat in the admiring audience for the BBC's prestigious *Sports Personality of the Year* programmes in 1994 and '96 when Damon deservedly took the honour – only two others have done that twice in the event's entire history.

'Intense', 'industrious', 'determined' and 'modest' are words you'd use to describe Damon but so are 'witty' and 'great sense of humour'. We had a lot of fun together making a commercial for Pizza Hut, which worked so well that they also used it in Australia.

Yet another side of Damon was revealed when, at a time that the



Hill started his career on two wheels and earned success at Brands



DAMON HILL: A GREAT DRIVER AND FRIEND

By Murray Walker

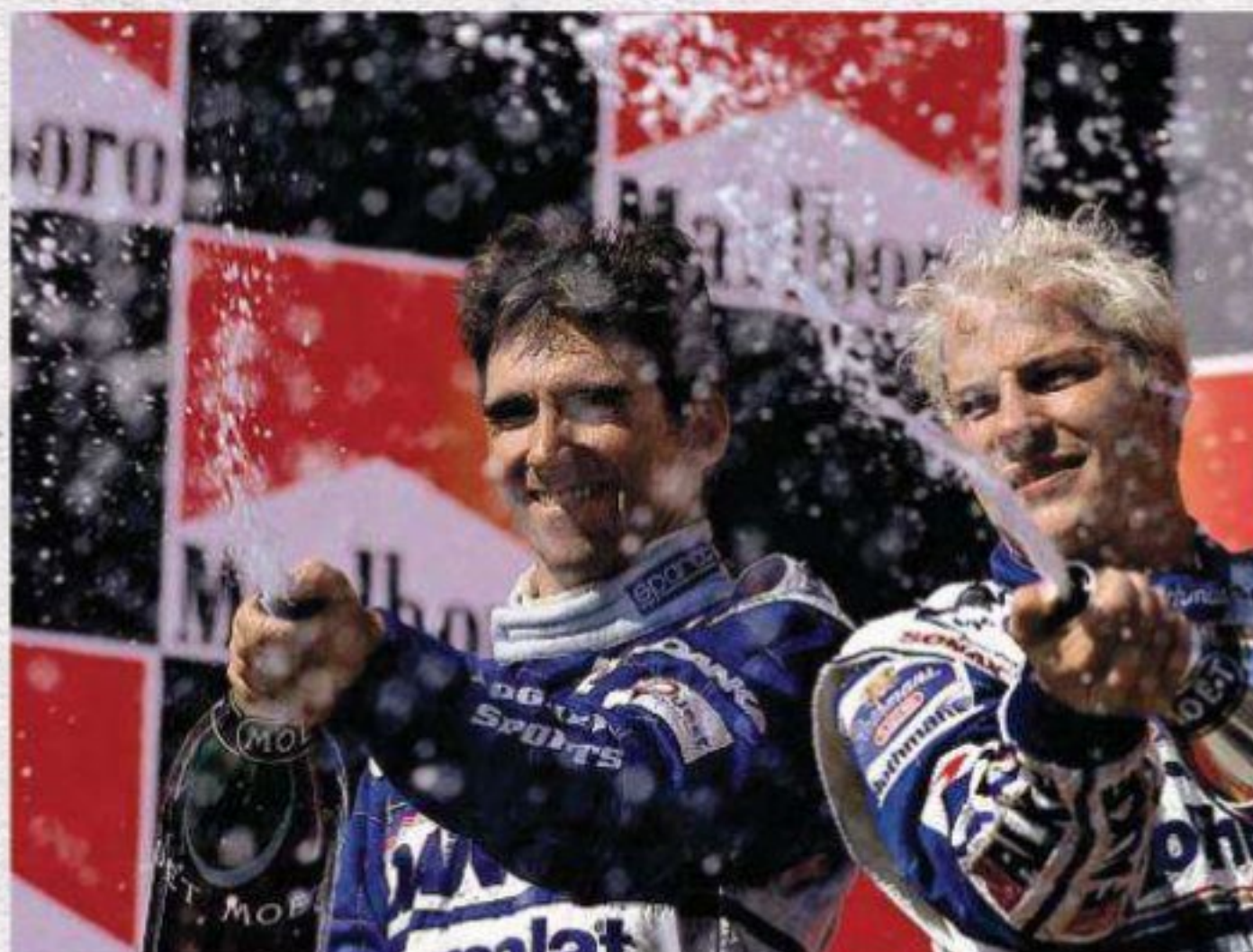


Like father Graham, Damon lifted a beleaguered team after the death of its star with victory in Spain

British Racing Drivers Club was in bad odour with all-powerful Bernie Ecclestone, he took on the presidency and was one of the prime movers in negotiating the continuance of the British Grand Prix at Silverstone.

All in all Damon Hill OBE is a top man. A great racing driver, a loving family man who now watches and helps his son Josh do what he did – start at the bottom of the racing ladder and hopefully make his way to the top – and who also vastly entertains us with his wit and wisdom as one of Sky television's pitlane pundits.

I'm proud to know him and to have helped put together this tribute. Now read on!



Only cruel luck denied Hill victory for Arrows in Hungary in 1997

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The 1996 world champion looks back at the highs and lows of his F1 career



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Results were thin in Formula 3000, but some signs were there



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Patrick Head tells how Hill turned testing role into an F1 race drive



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The Williams that took Damon to eight wins and the top of the sport



Next week



JOHN SURTEES

Bike ace-turned-F1 champion. 'Big John' is the next great to get an AUTOSPORT Legends special issue



The eyes have it

Damon Hill is rarely hailed as one of the great grand prix racers, but only 11 drivers have won more in their F1 careers than the 1996 world champion. So what does the man himself make of his time in the top echelon?



Damon Hill as he is best remembered, behind the wheel of a Williams F1 car

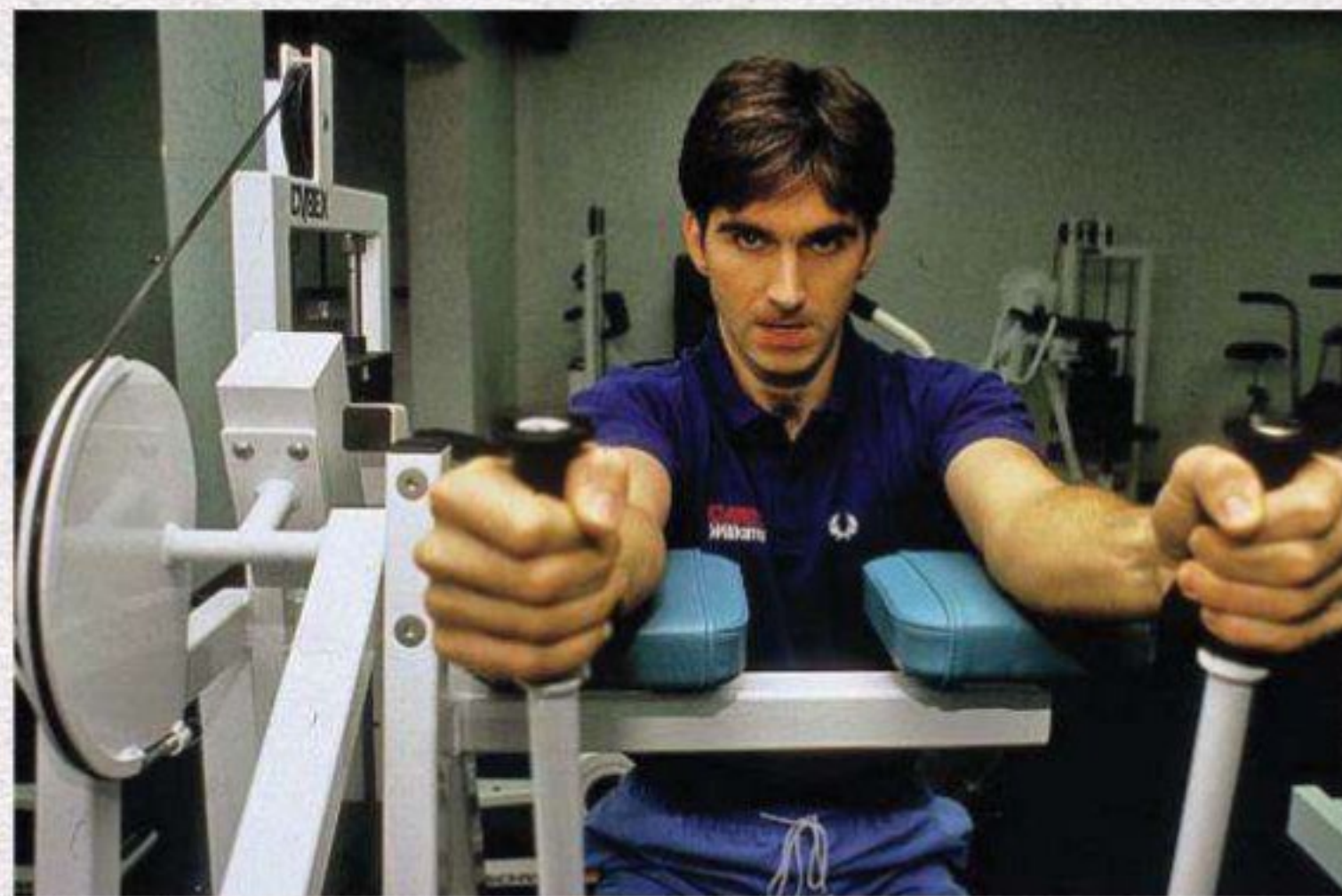
He has more grand prix victories to his name than Mika Hakkinen, Stirling Moss and Emerson Fittipaldi; he set more pole positions than Jackie Stewart, Ronnie Peterson and Mario Andretti; and he has a better win rate from his time in Formula 1 than Nigel Mansell, Fernando Alonso (currently) and Niki Lauda. Oh... and he's one of only 32 men ever to have lived who can call themselves world champion of the sport's pinnacle.

Damon Hill is rarely hailed by pundits as one of the greatest drivers the sport has ever seen, yet here is a man who raced competitively (and beat) Alain Prost, Ayrton Senna, Nigel Mansell, Jacques Villeneuve and the behemoth that was Michael Schumacher in the 1990s – not bad for a man who didn't break into Formula 1 until he was in his thirties.

"I've only won two championships in my life – one was Champion of Brands motorcycles and the other was Formula 1," says the man who won 22 races during seven and a bit seasons at the top level. "I was fighting to catch up in car racing and I only caught up in 1996! I started when I was 23 and got into Formula 1 when I was 30 [as a test driver]. To put that in perspective, Jenson Button is currently the most experienced driver in F1 and he's 33 [this month]..."

"We Hills are fairly gregarious people and don't like to bang on about our success," continues Damon, in between sips of his hot chocolate as we chat in a pub close to AUTOSPORT Towers in Teddington. "Kimi Raikkonen doesn't say much about himself and I think there's some wisdom to that. With this sport there's a theory about what an ideal racing driver is and some people fit that theory and become the archetype. I honestly think there's no ideal; we're all different, we all cut it our own way, and I think if we're lucky we have success, and if we're very lucky that success gets recognised and remembered."

Hill's F1 career began and is defined by his time at Williams – starting out as a test driver with



Look out folks: the scarcely-seen mean, aggressive look

HILL: "My life changed from the moment I signed for Williams because the British press was suddenly outside my front door, and I only lived in a terraced house in Wandsworth!"

the squad while racing in Formula 3000 in 1991, and culminating with a world title in his final season with the Oxfordshire team in '96. He didn't enjoy a stellar career on the way up, but says he "clicked" with the more powerful cars of F3000 and Formula 1.

"For the first time I suddenly had as much power-to-grip as I had racing bikes and suddenly I could use the throttle," he explains. "Up until then there was no power and I was probably overdriving. I used to be very good in the wet because I could break traction and actually use the throttle. That's what changed for me when I got

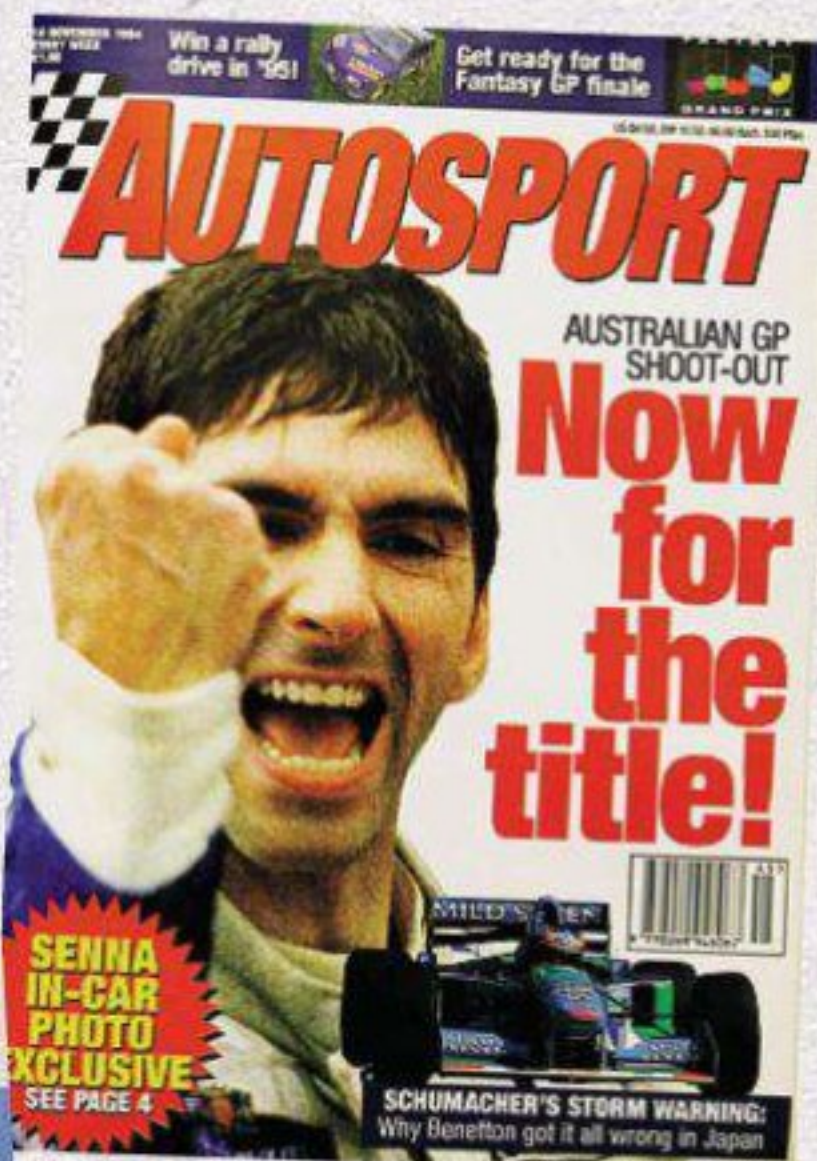
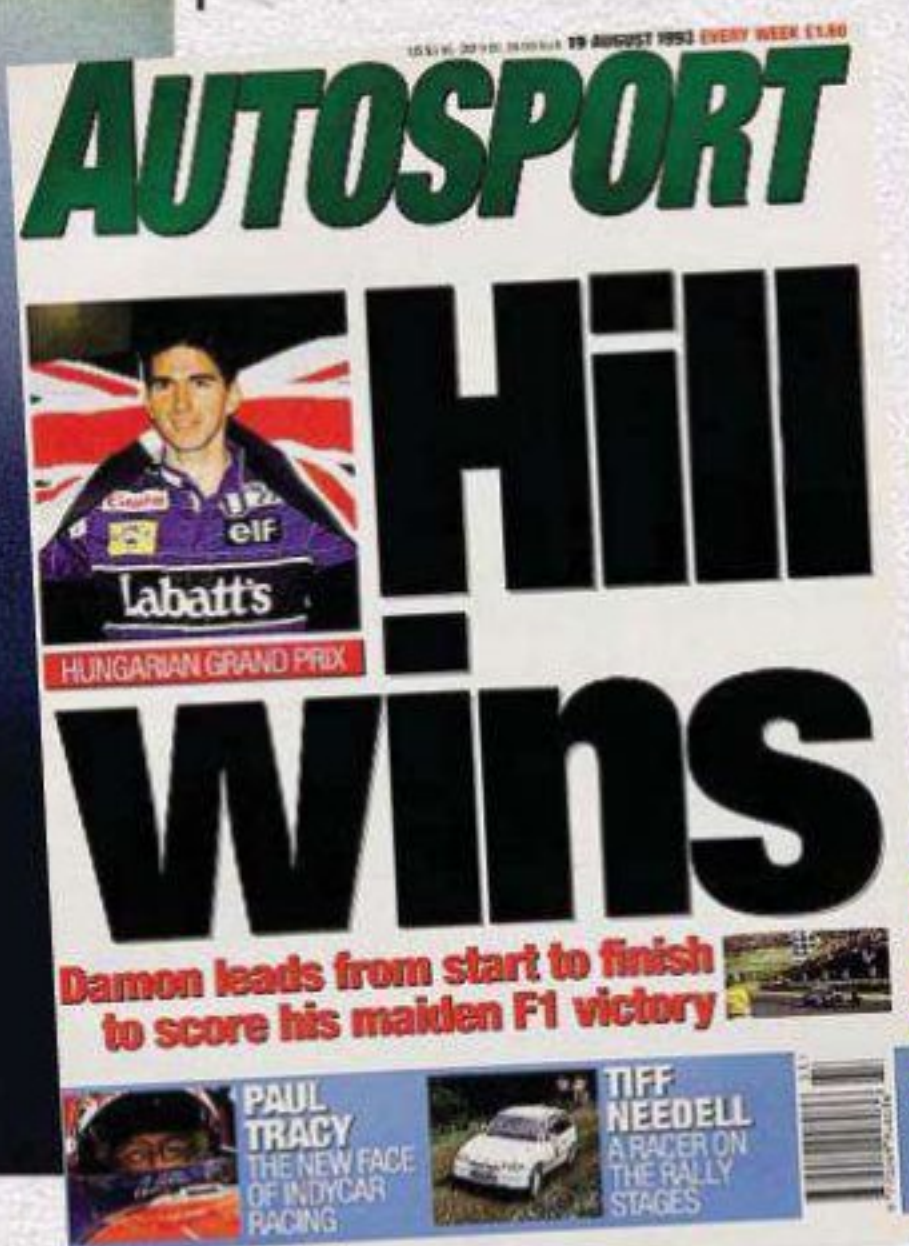
to the bigger cars – the tyres went off more quickly and the car started sliding around a lot. That made sense to me."

It is perhaps fitting that a man who was diverted into single-seaters because of the danger his family associated with bike racing was then able to harness the skills he learned on two wheels to forge a career at the highest level on four.

"I think I had an efficient style because I came from bike racing, not karting," says Hill, who reckons his pace in an unreliable Middlebridge F3000 Lola in 1990 convinced Williams luminary Patrick Head to sign him up. "Karting technique requires you to be more aggressive from turn-in to apex and I never really did that. I'm not an aggressive style of driver and it required me to set the car up. I spent a lot of time on car set-up because I knew that if you can get the car to do the work for you, then you've got a better chance of going faster."

It's this desire for mechanical knowledge and sympathy that Hill says was one of his biggest strengths in his early days as a test driver. "I was very interested in that side of things," he adds. "I used to set up my own bike and I think I understand mechanics and Newtonian physics. I could relate that to what was happening when I was driving and I think that stood me in good stead."

"Williams were working on the active [suspension] car and I did ▶



Hill's achievements were cover gold for AUTOSPORT in the 1990s

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loads of miles in it, working with Paddy Lowe, Adrian Newey and Patrick Head, and I loved talking to them about the mechanical operation of the car. I wouldn't profess to have had any of the ideas they had, but what I could do was translate my experiences into language they could understand. I think I was quite good at that, and when they lost Nigel [Mansell] and Riccardo [Patrese] they needed continuity in the car."

When reigning world champion Mansell quit F1 to chase the CART Indycar title in 1993, and Patrese went off to become Schumacher's team-mate at Benetton, Hill (with only a handful of starts in an uncompetitive Brabham in '92 on his F1 resume) was promoted to the race team alongside three-time world champion Alain Prost. This, he says, is the moment that changed his life forever.

"I wasn't just an F1 driver anymore, I had taken the place of Nigel Mansell, who in my book is one of the all-time great racing drivers," explains Hill. "It's like suddenly being drafted into the England squad, and the jury was very much out on this guy – is he a space-saver or is he going to be any good? And Williams was the Red Bull of its day. There wasn't another team that was even going to come close.

"My life changed from the moment I signed for them because the British press was suddenly outside my front door. And I only lived in a terraced house in Wandsworth! It took me ages to get to grips with that. Up until that point I'd been doing my own thing and suddenly I was public property. I wasn't thrown to the sharks, but it was definitely baptism by fire."

Damon doused the flames though, and made a decent fist of



Heartbreak at Hockenheim: Hill was heading for maiden win in 1993 German GP when this happened on penultimate lap



Hill's pitfalls also cover fodder – and our accurate '96 scoop on his sacking stirred up hornet's nest

his first full season in Formula 1. He very nearly won his home race at Silverstone and scored three victories in a row at the Hungaroring, Spa and Monza on his way to third in the points. It took him 11 races to break his F1 duck in that first year, but the man himself reckons he could have won as early as the third round at Donington Park had his new-boy attitude been different...

"I should never have let Ayrton past at Donington," he reflects with

a chuckle. "I will never forgive myself for that because I'm sure I could have had him! Looking back now that was my biggest mistake – I just wimped out. I still had that 'it's only my third race, so I'd better be careful' attitude and he just ate me up. But really truthfully I could have done a lot better in that race if I hadn't been so much of a novice."

However challenging that first season might have been, nothing could have prepared Damon for what followed in 1994 – the year that changed F1 forever.

"Sometimes life happens to you, and it's how you cope with it when it does," he says, reflecting on a season in which he came within a point of lifting the world title after being thrust into the role of team leader in the wake of Senna's untimely death at Imola. "Looking back, it was the beginning of Schumacher's domination. At the time nobody knew what to make of Michael Schumacher. He was a new boy and he went on to outperform Alain Prost! It was all a bit surreal, that whole experience.

"But I had to rise to the occasion in '94. There was nothing as



Donington '93: 'novice' about to let Senna by

intense in my whole racing career. It was an intense season for lots of reasons – lots of emotion, lots riding on the outcome, and finally a controversial ending, which people still talk about today."

If 1994 was the season in which Damon Hill rose to prominence as a grand prix driver, '95 was most certainly the year he came back down to Earth with a bump. After winning two of the first three races, Hill's title charge fell apart amid reliability issues, repeated failures to convert pole positions into victories, and a couple of high-profile collisions with arch-rival Schumacher. The German drove on to a record-equaling nine wins in a season, and back-to-back world titles with Benetton, while Hill's relationship with Williams went sour.

"Quite a lot went wrong and at the end I just didn't know what to say anymore!" he recalls. "I think I put my head in the lion's mouth and got it bitten off! I think '95, in all truth, was the reason I didn't get signed up for '97. I don't know, but possibly the team was a bit surprised when I did better in '96. I think they probably thought I'd ►



Hill scored 21 grand prix wins during his Williams-Renault seasons from 1993-96

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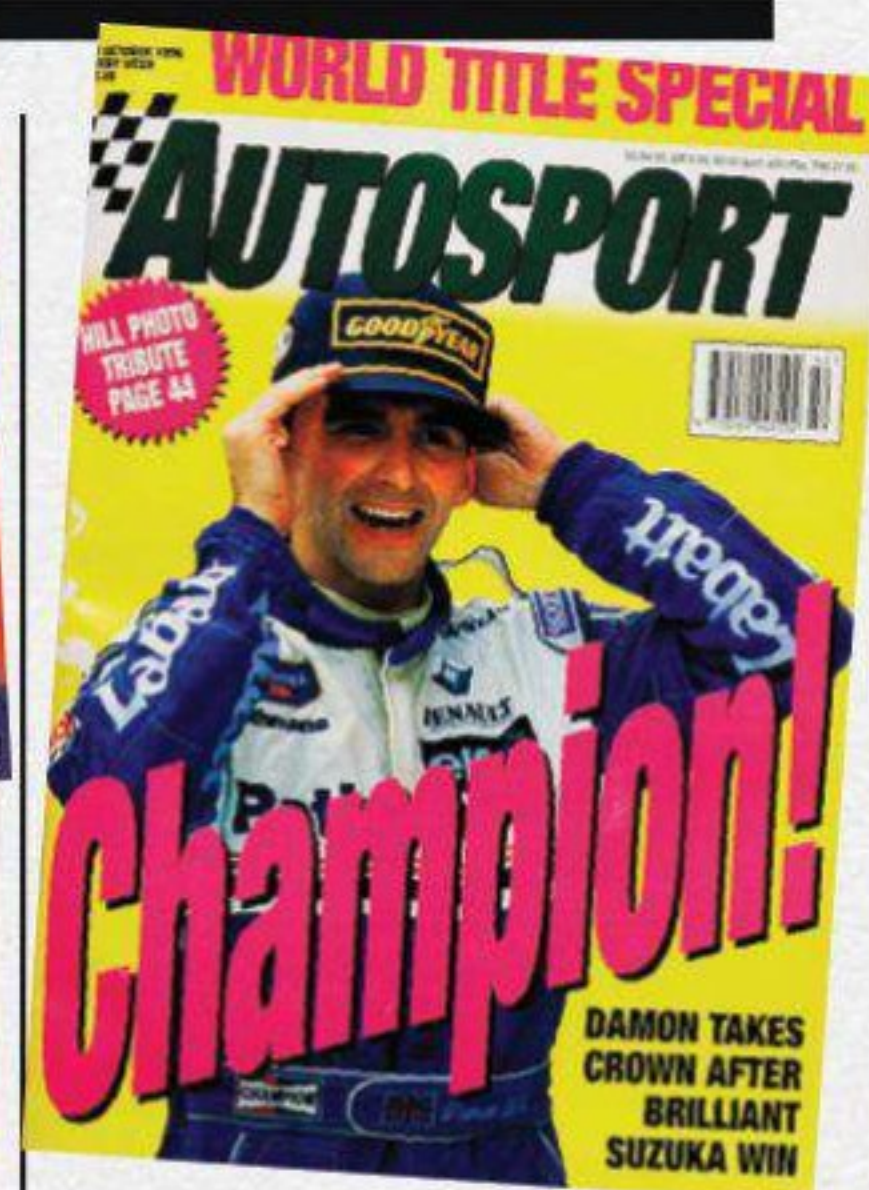
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Hill, the FW18 and the silverware from the 1996 season, plus news of the shock switch to Arrows



Saluting Britain's new motorsport hero in '96

HILL: "The Arrows actually was a Benetton. I think Tom had taken some designs"

lost the plot as a driver – I did!

"We probably underestimated how relentless the Schumacher and Ross Brawn machine was. There may be lots of reasons. I tend not to think about '95. The only good thing that happened in '95 was that my daughter was born – apart from that it was a disaster! But fortunately I had '96 to make up for it."

Whether or not Damon was already heading for the Williams exit before the 1996 season even began, he certainly signed off in the best way possible by taking the world title in his final year with the squad, defeating a team-mate in Jacques Villeneuve whose rookie season wouldn't look out of place on a Lewis Hamilton CV.

"In '96 the team gave me everything I needed," says Hill, who became world champion aged 36. "I had the car designed around me, so I was still regarded as a key component even as Jacques joined the team. All I knew was this was my best-ever chance – probably my only chance – in my whole life to polish this one off, so I had to not think about anything else, just get my head down and do the job. I had a car advantage – it was a beautiful car and I loved driving it – but I also had some tough races in terms of the driving challenge with myself, and against Jacques."

Every team Hill raced for became more competitive while he was there and then faded in the years after he left. The Tom Walkinshaw-run Arrows-Yamaha he drove as reigning world champion in 1997 is a good example: Damon qualified 5.4 seconds off the pace for race one in Melbourne, but came within a tenth of taking pole for the infamous season finale at Jerez.

"I honestly think I was a good developer of cars," reflects Hill. "I could tell an engineer, 'Look, I can't drive this! Maybe some people can, but anyone sane can't!' You need to be able to make it work. There's a performance envelope with any car and if you can get a balance you've got a chance."

The performance people remember most from that year is the remarkable Hungarian GP, where Hill qualified third, passed Schumacher's Ferrari on-track for the lead, and looked set to win until a hydraulics problem allowed Villeneuve's Williams to overhaul the ailing Arrows on the final lap.

"The Arrows actually was a Benetton," reveals Hill. "I think Tom had taken some Benetton designs. Then John Barnard turned up and had a look at it and the first thing he did was make it safe! It was a good thing he arrived."

"It was breaking all the time and didn't have any horsepower. But it was a nimble car and at a circuit

like the Hungaroring you don't need horsepower – you need a nimble car that's got a balance. Plus we had the right tyres with the Bridgestones. They brought the right compound and it worked particularly well."

So well that Hill was able to get within an ace of breaking what would become the longest losing streak in the history of F1 for the Arrows team. "That race was a lot of fun – very, very satisfying," recalls Hill. "Michael had everything to lose so he had to let me go! After 20 laps I thought, 'If it breaks now we've had a great weekend,' and the bloody thing kept going! Until a lap from the end... I remember wanting to bring the car back for Jackie Oliver [Arrows co-founder] – it would have been great for him

if we'd won a race."

A plum seat at McLaren for 1998 (where Adrian Newey's first design for the Woking team would dominate amid drastic regulation changes) failed to come together, and Damon wasn't convinced of Arrows' prospects, so he decided to jump ship to Eddie Jordan's team, which had secured a Mugen-Honda engine deal.

"I'd been through trying to prove myself and clearly I was somebody who could deliver world championships in the right car and in the right team," says Hill. "I didn't think I had to prove myself again, but if I'd gone to McLaren I would have been an apprentice aged 38..."

"I also didn't think Arrows were going to be able to move up the grid. You can see when you look ▶



So close to 1997 Hungarian Grand Prix victory with the Arrows-Yamaha



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HILL v ALAIN PROST

Shows well in debut season at Williams



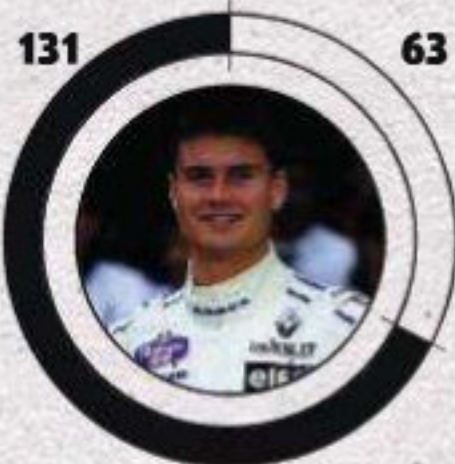
HILL v Ayrton Senna

Picks up the team after Senna's death at Imola



HILL v DAVID COULTHARD

Heads Coulthard early in DC's F1 career



HILL v NIGEL MANSELL

Compares well to returning legend



HILL v J VILLENEUVE

Beats F1 rookie 8-4 on wins to take title



HILL v PEDRO DINIZ

Lifts Arrows and dominates Diniz



HILL v R SCHUMACHER

Again helps boost team and outshines Schuey Jr



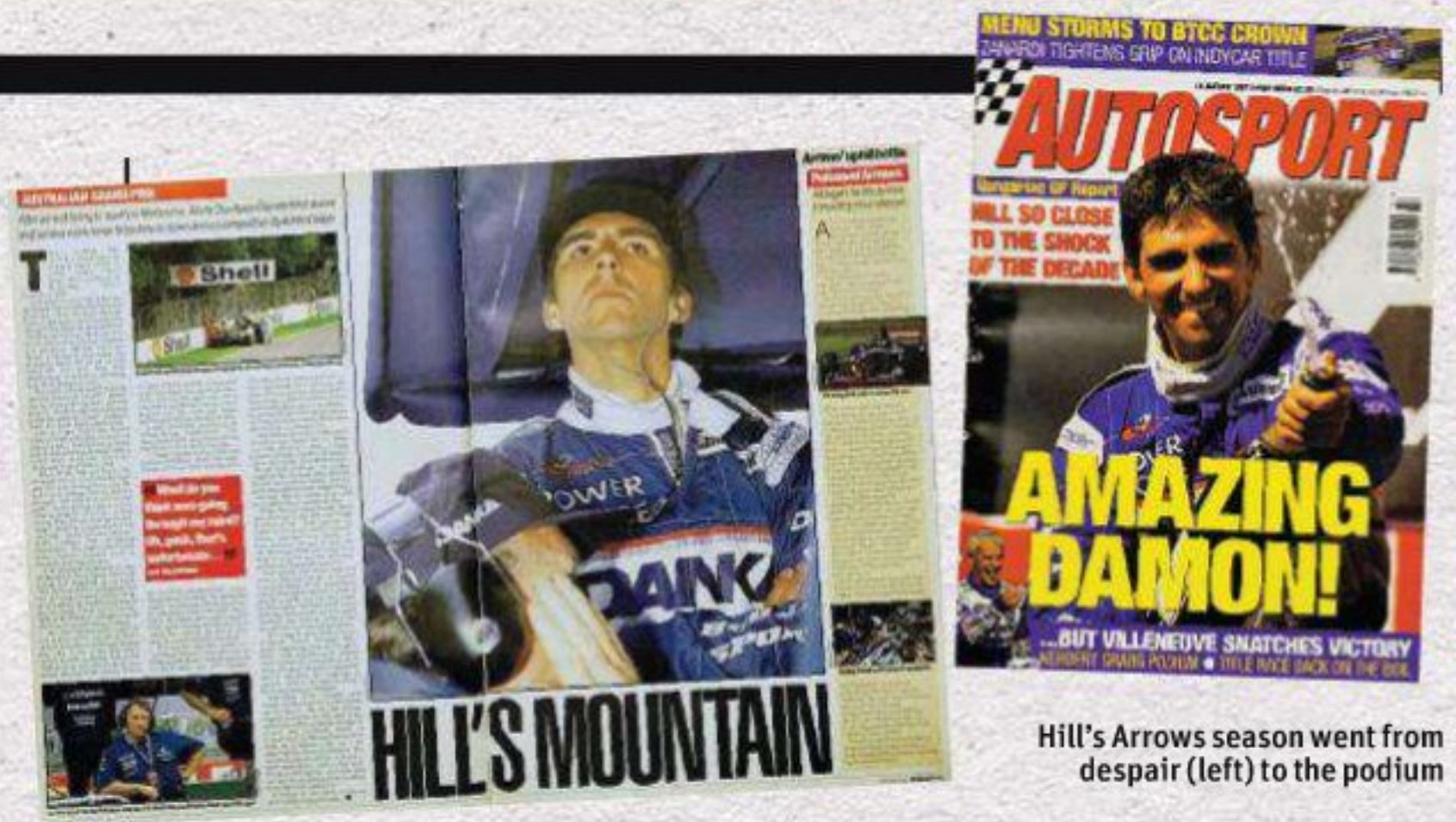
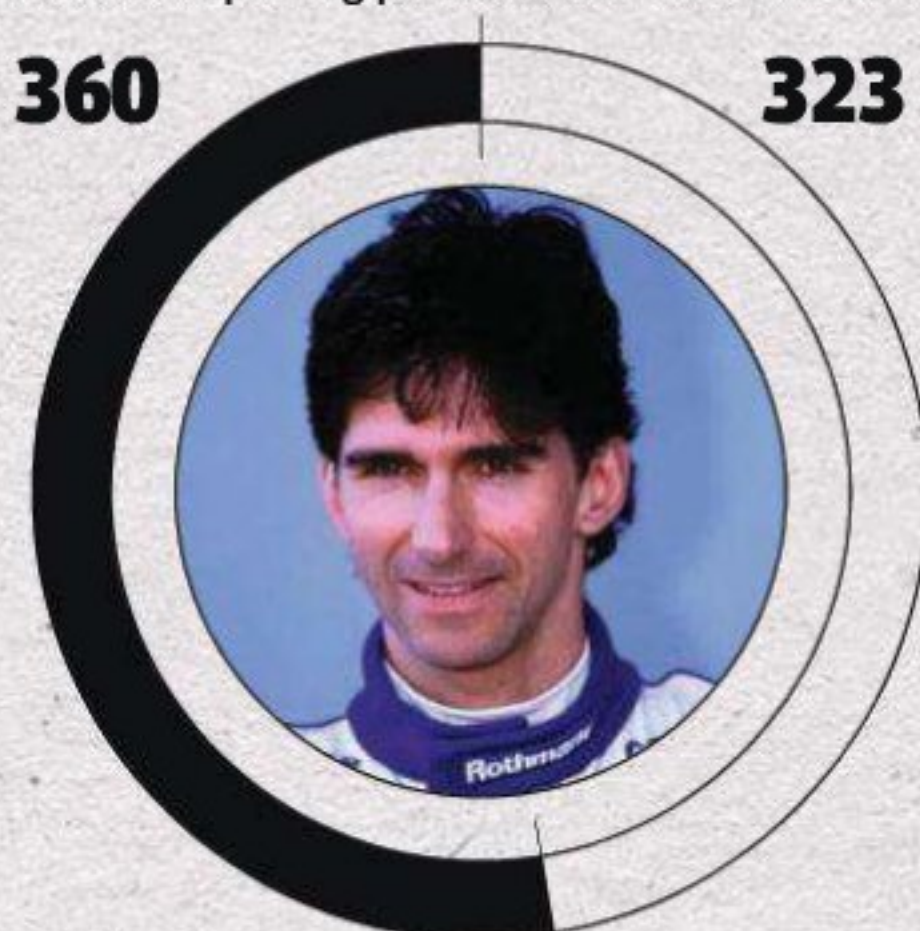
HILL v H-H FRENTZEN

Loses his enthusiasm and is well beaten



HILL v ALL TEAM-MATES

Outscores sparring partners over seven seasons



Hill's Arrows season went from despair (left) to the podium

<<

at the midfield battles in a season which teams are going to be the right teams to be with, and you have to go for the one that you think is on the up-curve. With Honda, I thought Jordan had the better deal."

Hill's two years with the team – which would prove to be his final pair in the sport as a driver – followed a similar path of competitive progress with the car. Jordan grew from midfield struggler to race winner during 1998 (with Damon scoring the breakthrough success at Spa) and then title contender in '99 with Heinz-Harald Frentzen – the man who had replaced Hill at Williams in '97.

Hill, however, had a poor season in 1999, managing only four points finishes and finishing 12th in the title race as his team-mate won two races and ended the year third overall. There were rumours Hill considered quitting at various points during the year, but he eventually saw out the season before hanging up his helmet aged 39.

"I always had it in mind that I wanted to stop before I was 40," he says. "I started to feel it was getting harder and further away from me. When you're putting in the same amount of training and

you're not getting the same peak as you used to, and you have to put in more training to stay where you are, you start to realise that something is slipping away.

"It's not fun when you're fighting a losing battle. When you're near the end, part of you is thinking, 'What have I got to gain, even if I do win this tiny crumb that I'm after here?' I think we saw with Michael's recent comeback, he did some great things – he could still pop one out – but there's no question the magic becomes less and less and it's more difficult to find it and extract it. It's a bit like when the battery's running out on a torch – sometimes it doesn't just get dimmer and dimmer, sometimes it flickers, sometimes it goes out completely, then comes on again, and goes out again!

"I gave it my best shot in 1999 but it was a slog," he continues. "It became very confused and complicated and stressful and so I was happy to call it a day. I wanted to do something else. I'd been a racing driver and competitor and I wanted to know other things. At that time I was very happy to get out of Formula 1 and get into a new life. Not many people get the chances I've had. I was very lucky to have had my career as a racing driver."

And an underrated one at that. ☼



An impressive tally as he bows out with Jordan at the 1999 Japanese GP



The F3000 years: promise unfulfilled

From late 1988, Damon Hill managed by hook or by crook to become a leading contender in F1's main feeder category. It wasn't easy...



Stepping up: Hill contested two F3000 races at the end of 1988 for GA Motorsport

They claim statistics can be moulded to say anything, but these don't tell you very much: 27 starts, three pole positions, two podium finishes, 17 championship points, no wins. It could be the CV from many a Formula 3 graduate who flirted with the FIA Formula 3000 Championship, but the numbers conceal an improbable truth: it's the track record of the first F3000 alumnus to win the Formula 1 world title, but then Damon Hill's junior career was rarely a paragon of convention.

"I'm not sure anybody would look at me," Hill admits, "and think, 'Right, that's how you

should do it.'"

Hill made his F3000 debut late in 1988, striking a deal to drive a GA Motorsport Lola in the end-of-season races at Zolder and Dijon. "That's when [future wife] Georgie told me she'd booked our wedding," he says. "I pointed out that I was supposed to be racing and we had to squeeze the wedding around that. We were married in Putney on Friday afternoon, flew out to France that evening and Georgie spent her honeymoon morning looking out over Dijon railway station while I went to the track. It was foggy and we couldn't start running

until quite late, so the mechanics used the time to paint 'JUST MARRIED' on the rear wing."

He'd spun on his debut at Zolder, after running in midfield, but qualified in the top 10 at Dijon and finished eighth. "The first time I drove an F3000 car," he says, "it reminded me of my motorcycle racing days. There was a sense of power I hadn't felt in Formula Ford or F3 and it seemed more suited to my style."

"Marriage apart, though, the lingering memory of Dijon is lapping Perry McCarthy's works Ralt. I've no idea what he was doing to the car, or vice versa, but

it was like one of those wildlife documentaries when you see a great white shark shaking a seal around in its mouth. He was all over the place – I was stuck behind him for a couple of laps because I was afraid to pass."

It was an encouraging start, but insufficient to encourage fresh investment, and the 1989 season started without him.

"I'd run out of opportunities in F3," he says, "and didn't have the money to do any more than the odd race. I had no prospects at all and cobbled together a career from any bits and pieces I could find: I drove one of Richard▶



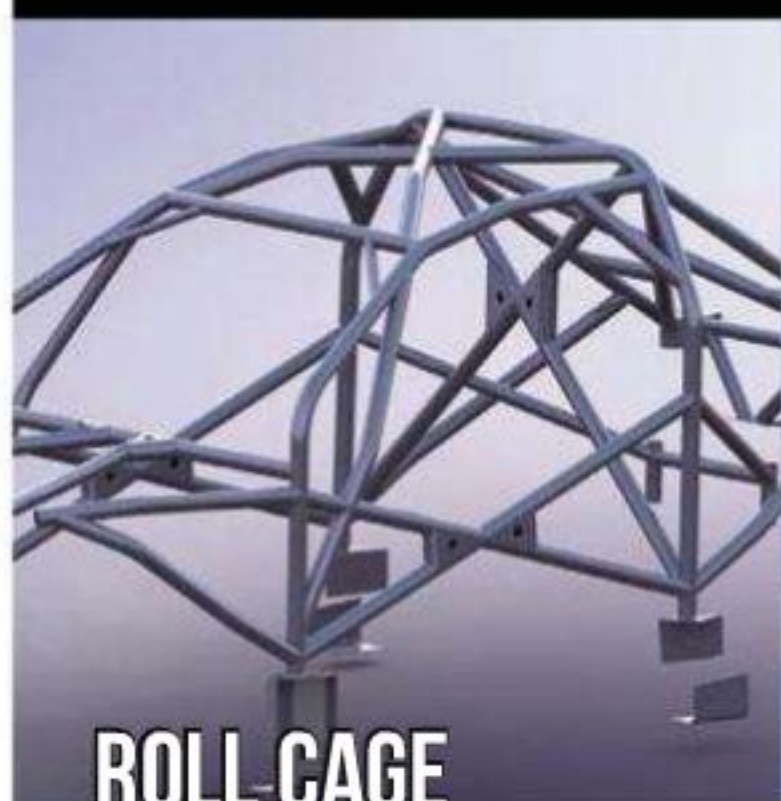
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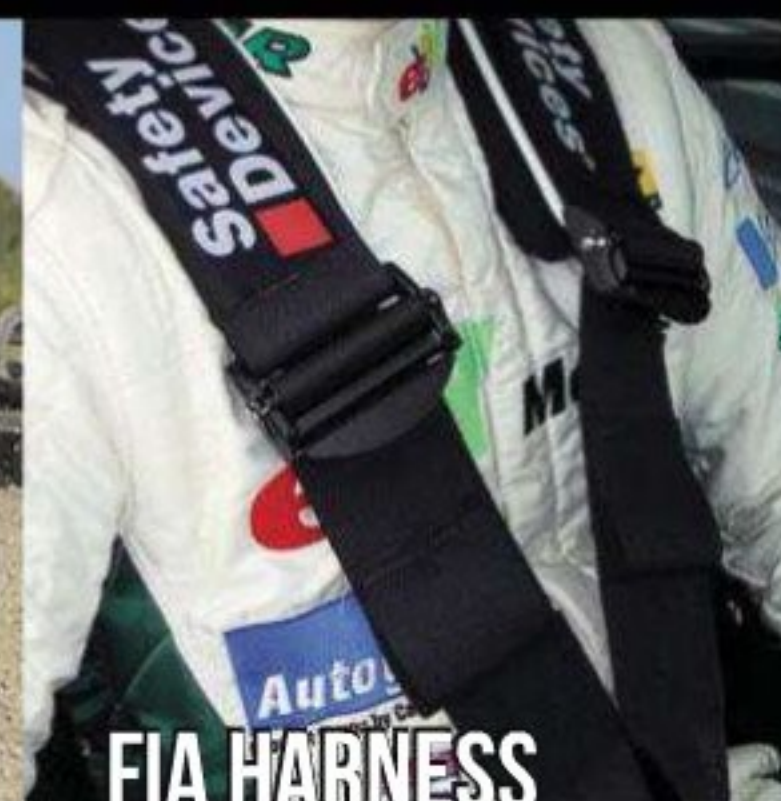
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Lloyd's Porsches at Le Mans, shared Sean Walker's Ford Sierra Cosworth in a two-driver touring car race at Donington Park and did two British F3000 races with Colin Bennett, but we're talking about shoestring deals that could be done for a couple of grand.

"It wasn't an obvious career path, but I was just trying to keep my hand in. People were always saying, 'You shouldn't do that, it might look bad on your CV', but I took the view that it was better to be racing something. This was long before the time of driver managers – I used to hang around F3000 paddocks, pestering team owners and asking journalists where they thought spare drives might become available."

For Bennett, the chance to run Hill represented a nice bit of symmetry, because he'd prepared engines and gearboxes for father Graham at Lotus during the 1960s.

"I liked Graham," Bennett says, "and soon felt the same way about Damon. He came to us with almost no money, but we had a one-year-old Reynard and an engine sitting around and were keen to help if we could. I made a few phone calls and some very good friends helped: a chap named Michael Hanson bought some tyres and a few gear ratios, while Bruce Stevens at Merlin Developments freshened the engine free of charge. John Webb [series promoter] waived entry

fees and Damon found a bit of sponsorship from Olympus. There were lots of bits-and-pieces deals and we didn't even insure the car – we looked at his track record, decided he didn't look like a crasher and took a punt."

Hill finished third at Oulton Park and was on course for another strong finish at Brands Hatch until front-wing damage (Bennett: "Marco Greco drove over him")

necessitated a pitstop that dropped him from contention.

"We all thought he had potential," Bennett says, "but I don't think anybody appreciated quite how much. The whole thing was very easy – not least because it was a pleasure working with him. He was a really nice guy and nothing seemed to have changed when I last bumped into him, at Donington Park

HILL: "When the opportunity came up I knew I had to give it a go. Perry McCarthy was in the frame too, and it was a salaried drive, so there was fierce competition to drive the worst car in F3000"



On the podium at Brands Hatch in 1990, after finishing second to Allan McNish (right)



Brands Hatch in 1989, driving the 'rubber-sausage' Japanese Mooncraft backed by Footwork. Bow tie not pictured

a year or two back."

Less than a month after Brands Hatch, Hill was back in the FIA mainstream. With backing from Footwork, Japanese constructor Mooncraft had sent a car to Europe to take on established frontrunners Lola and Reynard, a programme overseen by John Wickham.

"They'd hired Ukyo Katayama to race full seasons in Europe and Japan," Wickham says, "but the travel was a little overwhelming. He drove four times with us [failing to qualify twice] before it was decided that he should focus on his home series. We were thus in the market for a new driver and tested Damon alongside Perry McCarthy. There wasn't a great deal between them in terms of speed, but Damon's attitude seemed a little more mature and that tipped things in his favour."

Hill smiles at the memory. "When the opportunity came up," he says, "I knew I had to give it a go. Perry was in the frame too, and it was a salaried drive, so there was fairly fierce competition to drive the worst car in F3000."

The team's uniform was a suitable complement. "We had to wear white trousers, stripy shirts and red bow ties," Wickham says, "because that's what Footwork's delivery drivers wore in Japan."

Wickham remembers the car being let down by excess weight and poor aerodynamics, while Hill describes it as "a rubber sausage – no matter what you did in terms of set-up, it seemed to flop around all over the place." Even so, he failed only once to qualify – in Birmingham, where others' problems opened a space for him on the grid, although he wasn't able to exploit it due to driveshaft failure on the warm-up lap.

Hill's perseverance was noticed by others, not least when he drove the Mooncraft without bodywork during a Silverstone test. "We weren't sure what was happening with the cooling," Wickham says, "so we stripped all the panels off and sent it out as a bare chassis, then stuck bits back on as we went along."

One of those watching was Ray Boulter, manager of rival team Middlebridge. "Even with the car in that configuration," he says, "you could see how hard Damon was trying. I was quite impressed by that."

Middlebridge planned to run a couple of Lolas the following season and invited a clutch of drivers to an evaluation test, Hill included. "We ran him at ►



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Silverstone," Boulter says, "and he slithered off the road at Copse. It wasn't a big deal, but while we were clearing away the gravel he started changing back into his civvies – he thought he'd blown his chances, so I pointed out that we'd soon have the car ready for him again. He seemed quite pleasantly surprised."

"Signing him was a very easy decision. There might have been one or two out there who were a little bit faster over a lap, but he was a perfect fit for us at that time. The only downside was that he didn't bring sponsorship – I think we even paid him, about £25,000 if memory serves."

Given his success in hauling the unloved Mooncraft onto the grid, it was ironic that 1990 began with a failure to qualify at Donington Park – where Erik Comas won in a Lola T90/50 similar to Hill's.

"We'd tested David Brabham in an '89 Lola," Boulter says, "and assumed most set-up cues would transfer to the new chassis, but it was crap. After that we took the cars to Pembrey and went back to basics. Damon ended up doing times that seemed pretty good. We were hopeful for the next race at Silverstone, but didn't appreciate quite how well things would translate."

Hill qualified third, and led until electrical failure triggered his retirement. It was a microcosm of the season to come: lots of promise, precious few results. He took consecutive pole positions at Monza, Enna and Hockenheim and led several times, but reliability was poor – for a variety of reasons – and he scored points only once, when he finished second to Allan McNish in a wet-dry race at Brands Hatch.

"It was still a positive season," Hill says. "Of all the opportunities I had, this one was probably the ultimate lifeline because the car was competitive."

Hill was retained the following season, but the tyre equation changed when control supplier Avon switched from crossplies to radials. Lola's F3000 chassis had performed very well on radial rubber in Japan, but proved less well suited to the Avon equivalent and Hill was one of several fancied runners swamped by the Reynard armada, although a better finishing record gave him one more point in the 1991 Lola than he'd scored in the '90 machine.

"For the final race," says Boulter, "we rented a Reynard for Damon.



Above: Hill joined Vincenzo Sospiri in 1991 Middlebridge/EJR line-up. Below: leading at Silverstone 1990 from McNish, Chiesa, Proulx and Comas



BOULTER: "Damon and Georgie were about to become parents again. I think Georgie quite liked our suggestion of Lydden as a name, but can understand why Lydden Hill might not be appropriate"

That season we had a sponsorship deal with Barclay, something Eddie Jordan had brokered, so we asked whether we could have a bit more cash to hire a Reynard for our second driver, Vincenzo Sospiri. That was declined, which didn't make Vincenzo terribly happy. He didn't say much about it, but almost took the Reynard off when Damon came up to lap him."

Hill finished third, a high note on which to end a season that was much more positive than bare results suggest – not least because he'd also landed an F1 test role with Williams-Renault.

"It didn't really matter that I wasn't in title contention," Hill says, "because I was driving all the time. I was constantly racing and testing the F3000 car and dovetailing that with F1 work too. I was actually at a track pretty much every week."

Hill maintained both partnerships during 1992, testing for Williams and making his F1 race debut with Brabham as Middlebridge tried in vain to rescue the cash-starved team. "It didn't matter that the Brabham was fairly hopeless," Boulter says. "Damon gave his all on every lap

– just as he always had. There was a really good atmosphere in the F3000 team, although I'm not sure all our naming suggestions were appreciated when Damon and Georgie were about to become parents again. Primrose, Biggin and Lydden are three that spring to mind. I think Georgie quite liked 'Lydden', but can understand why Lydden Hill might not have been appropriate..."

Hill, too, has fond memories of his time in F3000. "There were always lots of classy drivers," he said, "and I'm not sure how I compared, because I was never really in a position to race anybody on a consistent basis. I was never a championship contender and it's slightly bizarre that the only titles I ever won were the Champion of Brands motorcycle series, on a Yamaha, and then F1."

"I feel quite lucky to have been involved at that time, because there was still a sense of adventure and things weren't as formulaic as they seem to have become. It was fun too. I loved racing at Enna, for instance. The first time I drove there, I remember passing below a crane that had a marshal hanging from the end, about 20 feet above the track. That kind of thing seemed to be quite common."

"One might look at it now as being rather amateur, because the teams were quite small, but they were all very experienced and it was seriously competitive. I wasn't as young as some of the others, because I was already in my thirties, but I was doing what I wanted to do. It was good preparation for F1 and immensely enjoyable." ❧



Passing his test with flying colours

When Williams signed Damon Hill to develop active suspension, it didn't plan to give him a race seat. But he impressed at every turn, as Patrick Head recalls



Hill was dedicated to the cause outside the car as well as in it. Here, he pores over data in a bid to better understand the Williams active suspension

With just over two laps of the 1992 British Grand Prix remaining, Formula 1 debutant Damon Hill watches Nigel Mansell's Williams-Renault blast past his unsightly, unwieldy pink-and-two-tone-blue Brabham to put it four laps down. It's galling enough for any driver to be stuck with a car seven-and-a-half seconds off the pace, but unusually Hill knew first hand the disparity in machinery. When he wasn't spending his time struggling – and twice succeeding – to qualify the

worst Brabham grand prix car ever built, he was pounding around testing one of the most dominant machines ever made.

Most of the fans who flooded the circuit after Mansell's famous win at Silverstone wouldn't have realised Hill's contribution. Neither did they suspect that, 12 months later, they would share the pain of a driver currently only of passing interest to them through his nationality and parentage as he lost victory at Silverstone through an engine failure.

Circumstances played their part in Hill's unlikely elevation from tester and shed-peddler to number two at the best team on the grid. Alain Prost needed a solid, dutiful team-mate and Mansell had flounced off to Indycar, but Hill's testing performance meant that he beat many superficially better-qualified candidates, notably Martin Brundle, to the seat. Envious eyes looked on him as a no-mark who had lucked in as a cut-price number two. But not Williams technical director Patrick

Head, who knew just how impressive Hill had been.

"It was absolutely merited," says Head emphatically. "We are all hard-nosed people in F1 and Frank [Williams] and I didn't go with Damon for any other reason than we thought he'd do the job. We certainly weren't taking him on because of his family name or anything like that. We thought he was the best man for the job, and he went on to prove that."

Hill picked up the Williams test-driver role early in 1991. His



Patrick Head admits it was a pleasure to work with his not-so-young charge



British GP, Silverstone, 1992: Hill soldiered on to 16th in the dreadful Brabham



The decisive test came at Estoril at the end of 1992. Hill got the race seat for '93 as a result

predecessor, Mark Blundell, had opted to sign for Brabham for that season. According to Head, John MacDonald, sometime F3000 championship boss, had been pushing Hill strongly, which led to the three-time F3000 pole-sitter landing first a try out and then the job.

"We took on Damon not really thinking that he would progress into being an F1 driver," explains Head. "We took him on for the active programme. We weren't looking for someone who was

21 and about to become an F1 driver. But during the course of his testing work, particularly in 1992 when he started to realise that we would have a space in 1993, Damon definitely started to push the limits. It became clear that he was just as quick as the race drivers... maybe not as quick as Nigel, but we were impressed with his speed. It was a gradual process."

With Mansell upping his pay demands and concerned about the arrival of Prost, and Riccardo Patrese unable to get a handle on

the characteristics of the active-ride FW14B, Hill was in an excellent position. He was one of the few drivers who was a known quantity driving with active suspension, having spearheaded its development in 1991 and '92, racking up almost 20,000 miles of testing with Williams.

"Riccardo was generally very quick, but didn't seem to be able to hack it in the active car even though he was just as quick as Nigel in a conventional car," adds Head. "Damon was very used to it.

He was very hard working and intensely interested in the active system and understanding it. As is normal, the race drivers weren't really interested in what it was doing so we had to advise them on every knob-change, of which there were many! Damon's application impressed us as much as his speed.

"He was an intelligent character the engineers very much liked working with because he worked so hard and took such interest in the mechanisms of active."

The active programme was

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intense. Run independently from the regular test team, the technology had first appeared in 1985 but had never proved itself for regular and successful use on the racecar. While Nelson Piquet had won the 1987 Italian Grand Prix running active, it wasn't until the '92 season that the system was deemed worthwhile.

This programme was not well-suited to a young charger determined to show his pace every time he went out in the car. Hill, who was 31 when he landed the role in 1991, approached his job with exactly the right mindset. Had he not done so, he is unlikely ever to have had the chance to show he had the speed to cut it at the top level.

"Consistency was important," says Head. "We were developing the car and working on overcoming problems – some quite significant. It took seven years between the first running of an active car and racing it regularly in 1992. We didn't have a plan when we took on Damon about when we were going to race it, but by the end of 1991 it was quite clear that it had significant benefits over the conventional car.

"The contribution of a good test driver is very important. It was not just his performance in the car as it took a long time to get it reliable. There were days when we would probably do only 10 or 15 laps. You want someone who doesn't find that boring but remains committed. Damon's personality was quite well-developed at that time and the engineers very much liked him, myself included.

"When it became clear that we were going to be looking for another driver, it wasn't just that they liked him, it was that they thought he was competitive and could hold his head up high in F1, as it proved. When he came in for 1993 he had the most competitive



Heading down pitlane at Silverstone during a test of the dominant Williams-Renault FW14B



Breakthrough victory: beating Riccardo Patrese (I) and Gerhard Berger in Hungary in 1993

car, but he did win races against Alain Prost and had a pretty startling first season."

It's easy to underestimate how impressive this is. For all the cache that being Graham Hill's son carried, it was hardly to his advantage financially.

"We probably paid him 50 grand or something like that," says Head.

But for Damon it was significant money because of his background. Following the accident in which his father was killed, the family was

cleaned out. He went from being in a nice house and reasonably comfortable as a young lad to being almost out on the street. He didn't have any financial backing. That's why he acted as a motorcycle courier in London and started his racing career on two wheels rather than four.

"So he came to us very well-balanced and didn't have the usual baggage that drivers who think they are going to dive straight into F1 have. I'm sure he always had the intention of getting into F1 and wasn't thinking of being a test driver, but he was a pleasure to work with."

After earning his spurs as test driver, the possibility of promotion to the race team became more and more real as 1992 progressed. With Brundle favourite for the seat, it all came down to a test at Estoril in November. There, Hill confirmed that his race pace was good enough, just as previous grand prix simulations had indicated.

"Estoril was a circuit that we tested at very often so we had lots of data from our regular

HEAD: "Damon came to us very well-balanced and didn't have the usual baggage drivers have. He was a pleasure to work with"

drivers," says Head. "I don't remember how close it was in the decision-making process between him and Martin, but at the time the active car was reliable enough that we could do full race simulations. One of two of those circuits were the same ones we were racing on and Damon's full race simulations more than beat the fastest time of the year in 1992. It was clear that he would be fully competitive."

The rest is history. In early December, Williams announced that Hill would partner Prost and in March 1993, the 32-year-old made only his third grand prix start, driving the best car in the field, in the South African GP at Kyalami. It didn't go well as he spun on the opening lap and was later bulldozed out of the race by Alex Zanardi. But come the end of the year he had won three races – Hungary, Spa and Monza and finished third in the title battle.

In less than 18 months, a driver destined to be a footnote in F1 history was en route to becoming world champion. ☼



Debutant Hill leads Zanardi during his post-spin recovery at Kyalami. The Italian had him off

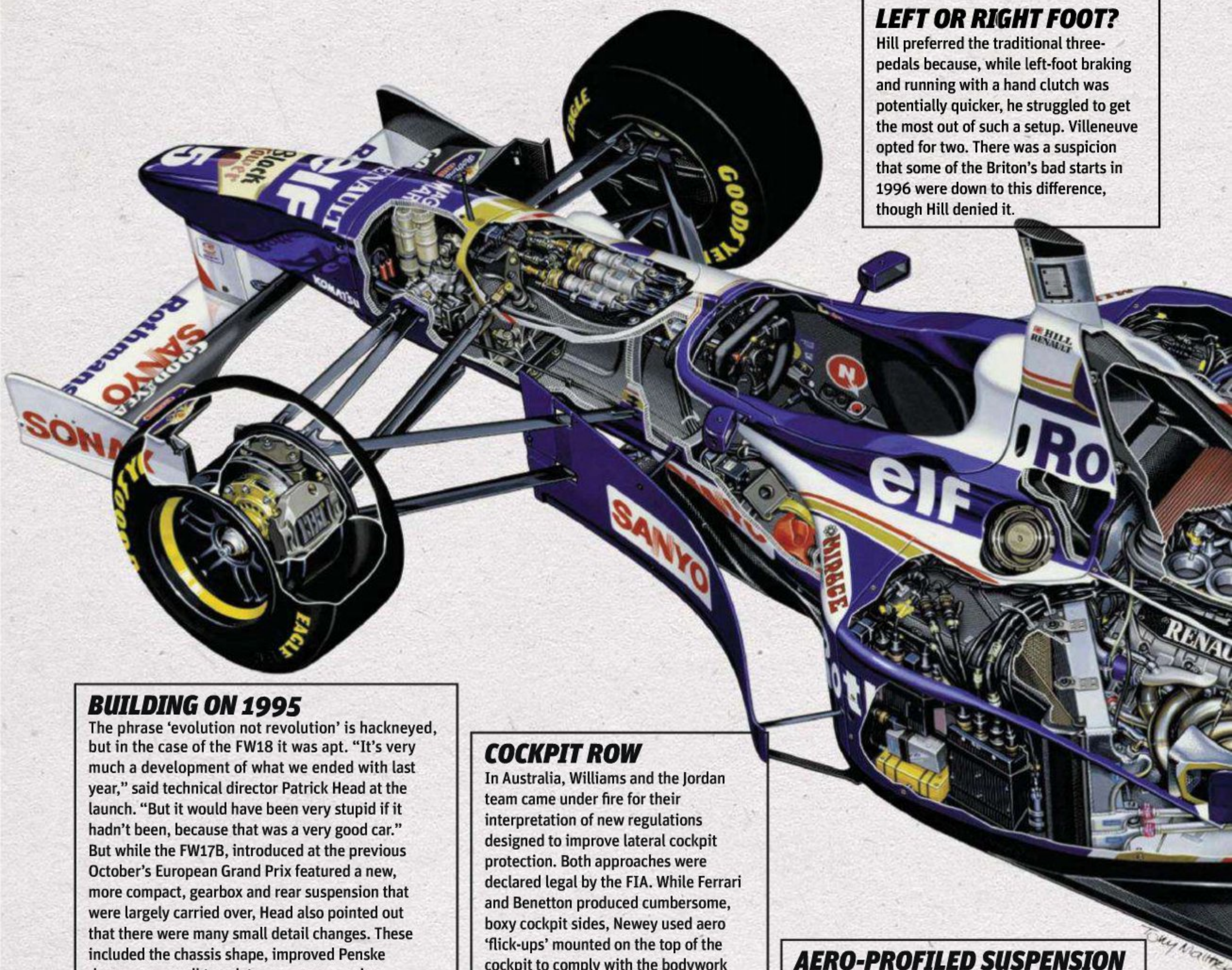


Great Car: Williams-Renault FW18

While the first Williams Damon Hill raced, 1993's FW15C, was arguably the best, the 1996 machine scored more wins. And it took Hill to the top of the world

LEFT OR RIGHT FOOT?

Hill preferred the traditional three-pedals because, while left-foot braking and running with a hand clutch was potentially quicker, he struggled to get the most out of such a setup. Villeneuve opted for two. There was a suspicion that some of the Briton's bad starts in 1996 were down to this difference, though Hill denied it.



BUILDING ON 1995

The phrase 'evolution not revolution' is hackneyed, but in the case of the FW18 it was apt. "It's very much a development of what we ended with last year," said technical director Patrick Head at the launch. "But it would have been very stupid if it hadn't been, because that was a very good car." But while the FW17B, introduced at the previous October's European Grand Prix featured a new, more compact, gearbox and rear suspension that were largely carried over, Head also pointed out that there were many small detail changes. These included the chassis shape, improved Penske dampers, a small tweak to upper suspension pick-up points and shorter, taller sidepods.

NEWY'S SWANSONG

While Adrian Newey played a major role in the design of 1997's FW19, the FW18 was the last machine with which he had full involvement. McLaren-bound, he was sent on gardening leave in December 1996.

COCKPIT ROW

In Australia, Williams and the Jordan team came under fire for their interpretation of new regulations designed to improve lateral cockpit protection. Both approaches were declared legal by the FIA. While Ferrari and Benetton produced cumbersome, boxy cockpit sides, Newey used aero 'flick-ups' mounted on the top of the cockpit to comply with the bodywork regulations having realised that the rules dictated only 400cm² of padding alongside the drivers but didn't stipulate that it had to be placed at the highest point. This, combined with a more reclined driving position, minimised compromises in the airflow to the airbox and rear wing.

AERO-PROFILED SUSPENSION

Williams had been experimenting with suspension parts profiled for aerodynamic gains for some time when its hand was forced by both McLaren and Tyrrell coming out with such designs at Monza and flew its parts out in time for the Saturday. The FW18 qualified and raced with front wishbones featuring a modified surface area to reduce drag. Such designs were later banned.



Classy Hill
singing in the rain

RELIABILITY

Patrick Head described the reliability of the FW18's predecessor as "turgid and unacceptable", but in 1996 Williams completed 1778 racing laps, 140 more than next-best McLaren. It only retired four times in 32 attempts through car problems. Of those, Jacques Villeneuve's broken rear suspension at Imola was potentially a legacy of contact.

DEVELOPMENT

A new diffuser was introduced for the Spanish Grand Prix. For the French race, a revised front wing and rear suspension were brought in, along with a change to the exhaust location. In Germany, new rear-wing endplates calmed the airflow around the rear wheels, allowing Williams to remove the flicks ahead of the tyres.

ENGINE

The Renault RS8 V10 engine was comfortably the best in F1 at the start of the season, putting out close to 800bhp. For the French GP, the RS8B engine pushed that figure above 800bhp.

GEARBOX

While Benetton, Jordan and (at times) Ferrari ran with seven gears, Williams stuck with its own six-speed transverse semi-automatic unit.

HILL ALSO STARRED IN...



LOLA-COSWORTH T90/50

On paper, six points and 13th in the 1990 F3000 championship is nothing special. But Hill claimed poles at Monza, Enna-Pergusa and Hockenheim and finished runner-up.

HILL ALSO STARRED IN...



WILLIAMS-RENAULT FW15C

Promoted from test driver to partner Alain Prost in 1993 after just two starts for Brabham, Hill bagged a hat-trick of victories and third in the world championship.



WILLIAMS-RENAULT FW16

Galvanised Williams after the death of Ayrton Senna, winning six races and leading the team to the constructors' crown. Only lost the drivers' title to Michael Schumacher by one point.



ARROWS-YAMAHA A18

Almost guided the nimble, but underpowered, Arrows to a sensational win in Hungary in 1997 before dropping to second after losing hydraulic pressure. Also qualified fourth in the Jerez season finale.



JORDAN 198

After 10 pointless races in 1998, Hill ended the season strongly with Jordan's first victory at Spa. A trio of fourth places helped him to sixth in the standings.

WILLIAMS-RENAULT FW18

RACES ENTERED:	16
WINS:	12
POLES:	12
FASTEST LAPS:	11
TITLES:	2 (DRIVERS' AND CONSTRUCTORS' TITLES)



Peaking at the top

He might not have enjoyed much success in the junior ranks, but Hill built an impressive CV once he got to F1. And he also raced with a roof on the way up...

WORLD CHAMPIONSHIP GRANDS PRIX

STARTS 115

WINS 22

1993 Hungarian GP

(Williams FW15C)

1993 Belgian GP

(Williams FW15C)

1993 Italian GP

(Williams FW15C)

1994 Spanish GP

(Williams FW16)

1994 British GP

(Williams FW16)

1994 Belgian GP

(Williams FW16B)

1994 Italian GP

(Williams FW16B)

1994 Portuguese GP

(Williams FW16B)

1994 Japanese GP

(Williams FW16B)

1995 Argentinian GP

(Williams FW17)

1995 San Marino GP

(Williams FW17)

1995 Hungarian GP

(Williams FW17)

1995 Australian GP

(Williams FW17B)

1996 Australian GP

(Williams FW18)

1996 Brazilian GP

(Williams FW18)

1996 Argentinian GP

(Williams FW18)

1996 San Marino GP

(Williams FW18)

1996 Canadian GP

(Williams FW18)

1996 French GP

(Williams FW18)

1996 German GP

(Williams FW18)

1996 Japanese GP

(Williams FW18)

1998 Belgian GP

(Jordan 198)

PODIUMS 42

POLES 20

FASTEST LAPS 19

POINTS 360



Hill completed a 1993 hat-trick at Monza

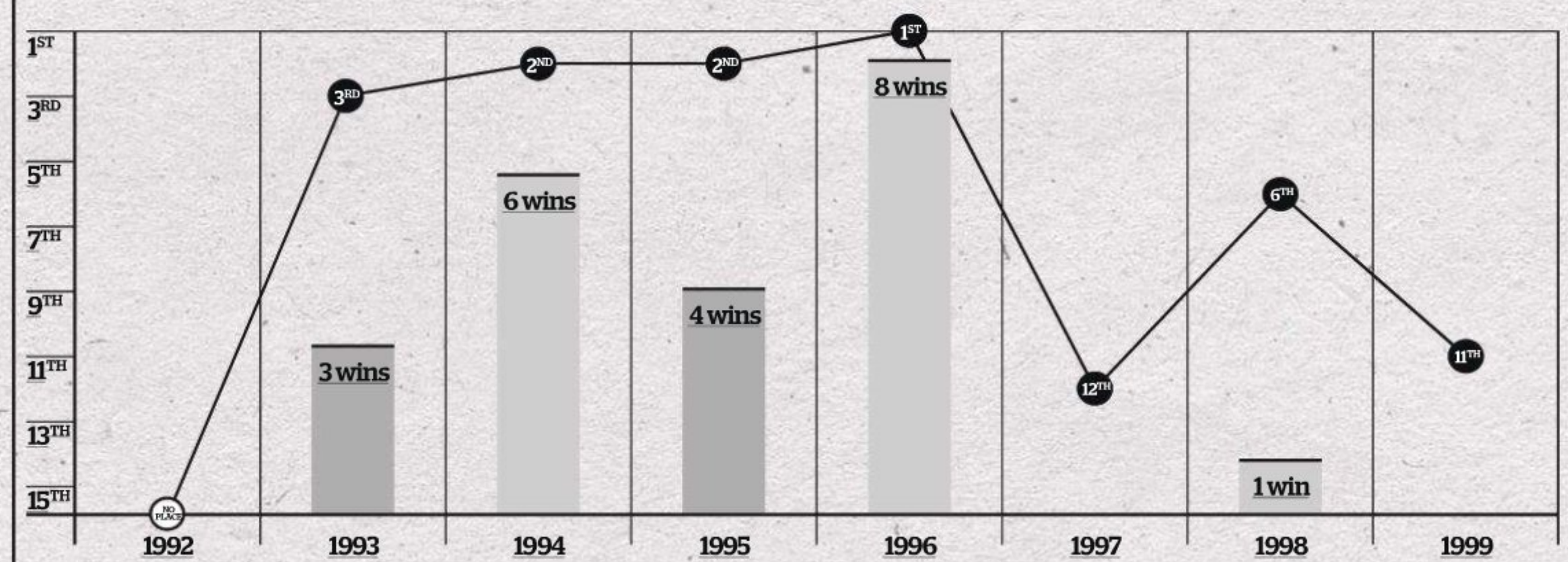


Heading towards the world title at Suzuka in 1996



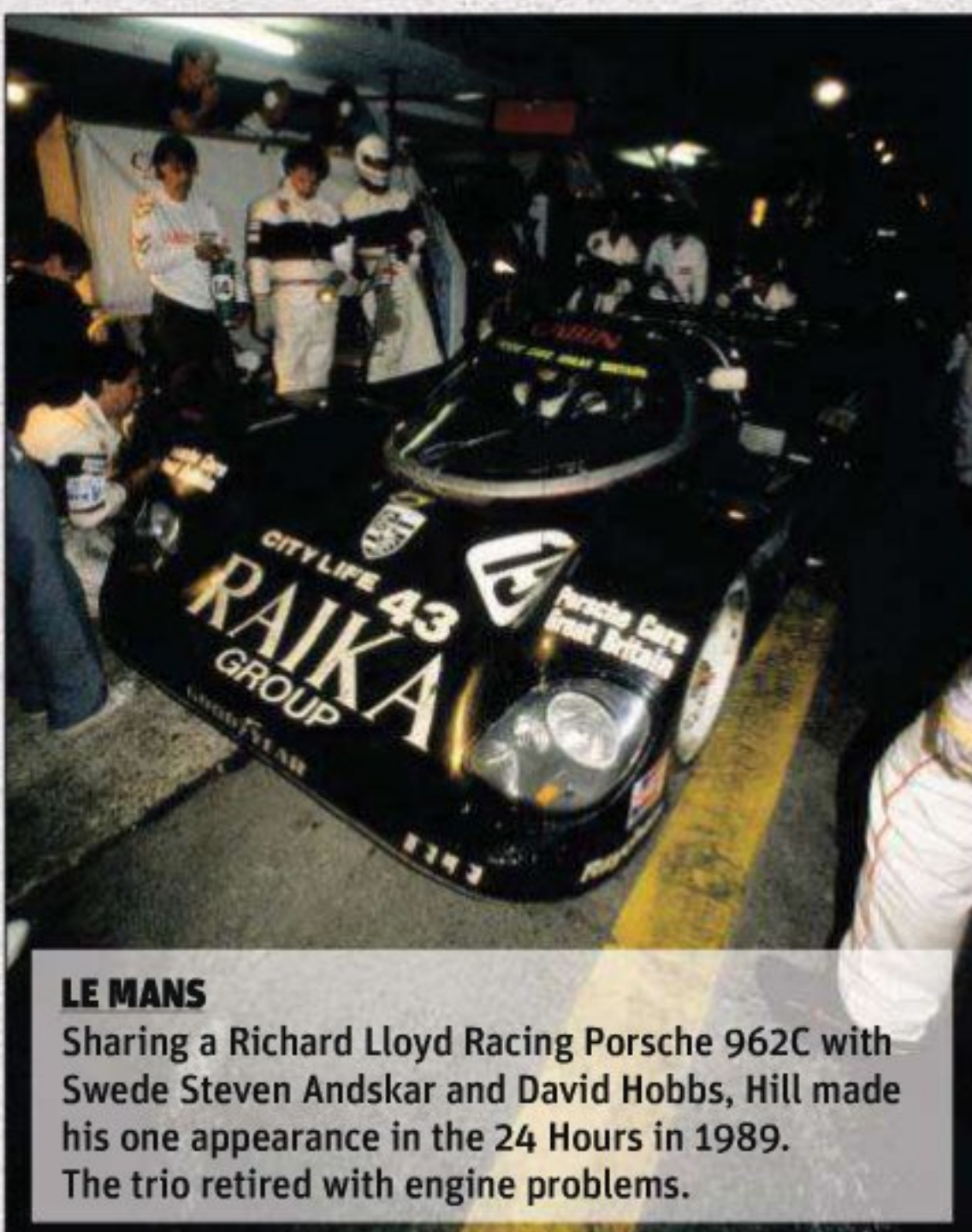
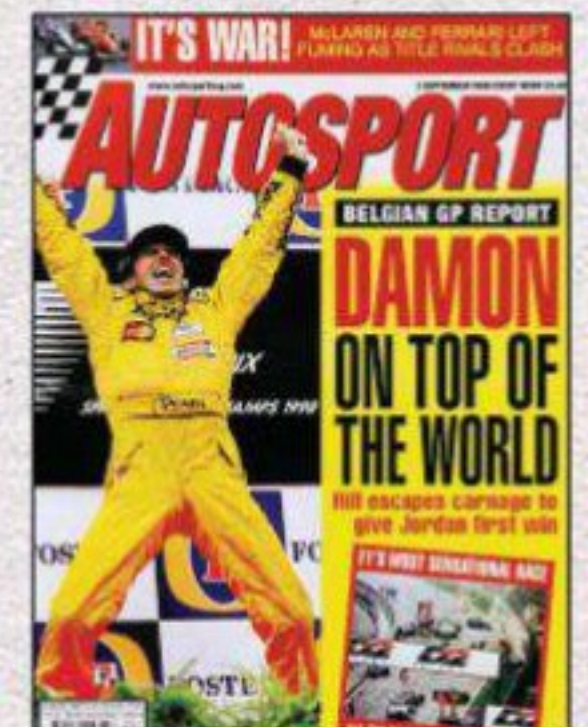
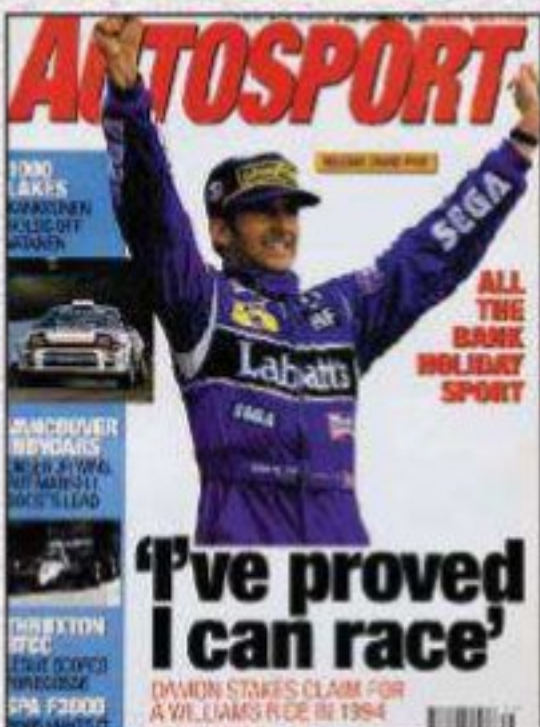
Hunting Schuey in Argentina, 1995

HILL'S RECORD IN THE F1 WORLD CHAMPIONSHIP



FORMULA 3000

Hill's best Formula 3000 finish, from almost 30 starts, was second at Brands Hatch in 1990. His Lola T90/50 finished behind Allan McNish and ahead of Eddie Irvine.

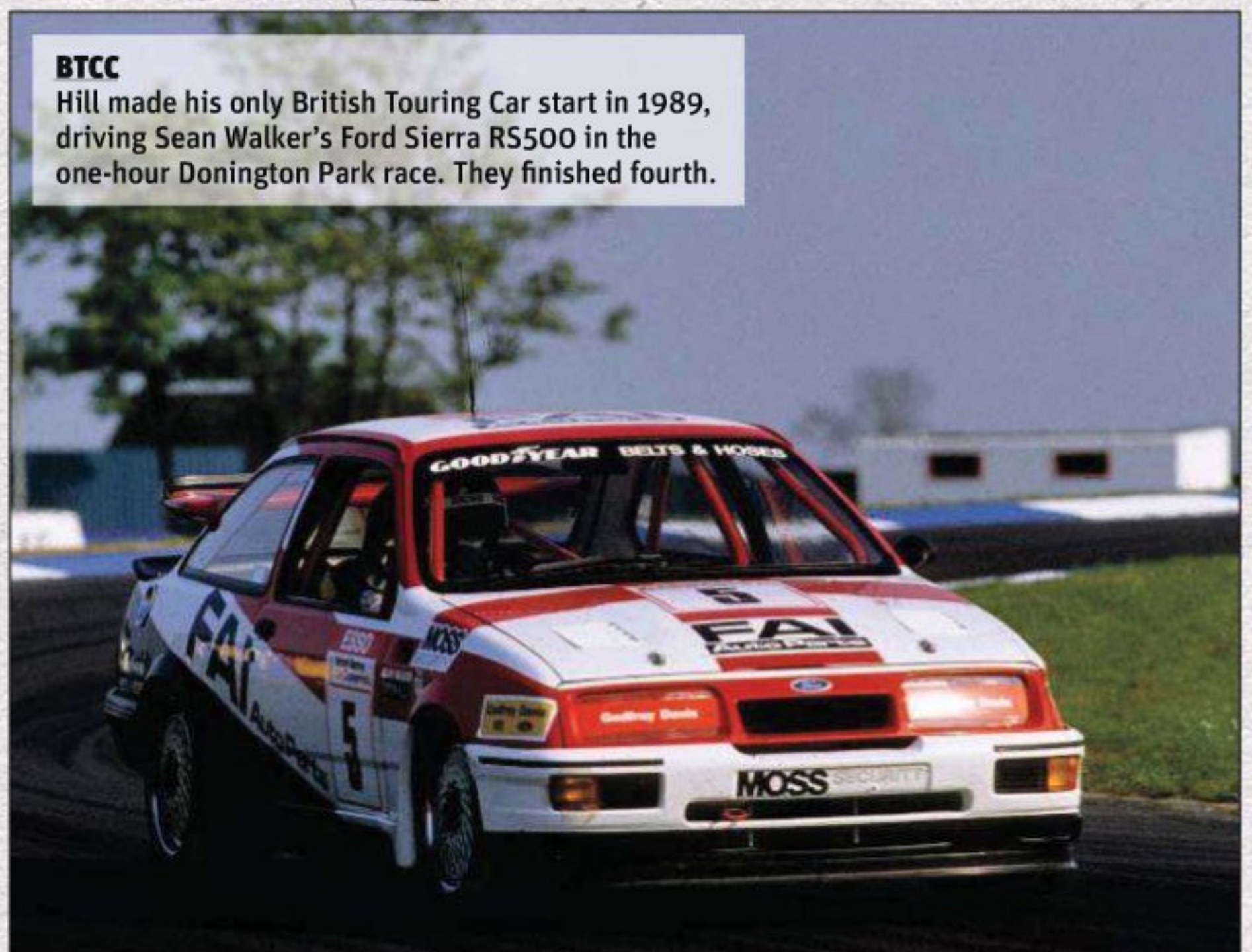


LE MANS

Sharing a Richard Lloyd Racing Porsche 962C with Swede Steven Andskar and David Hobbs, Hill made his one appearance in the 24 Hours in 1989. The trio retired with engine problems.

BTCC

Hill made his only British Touring Car start in 1989, driving Sean Walker's Ford Sierra RS500 in the one-hour Donington Park race. They finished fourth.



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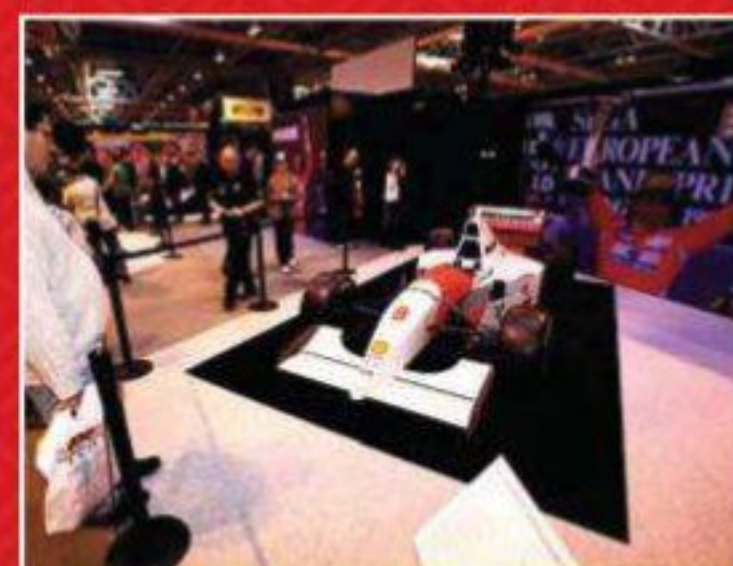
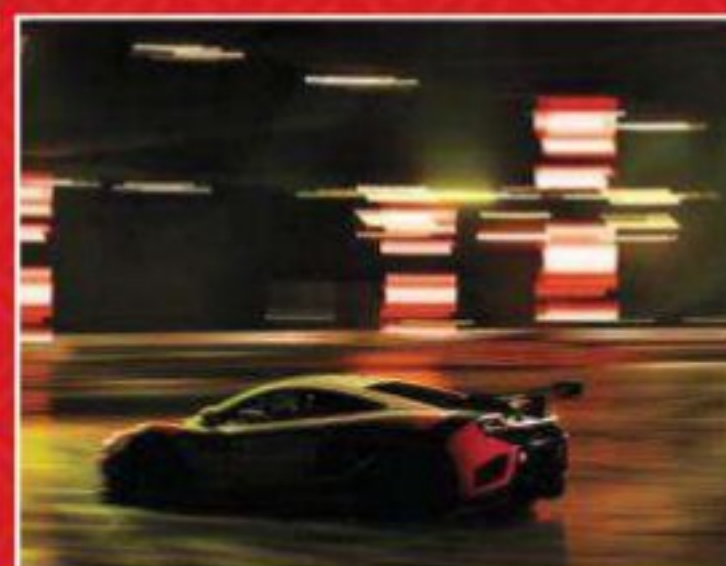
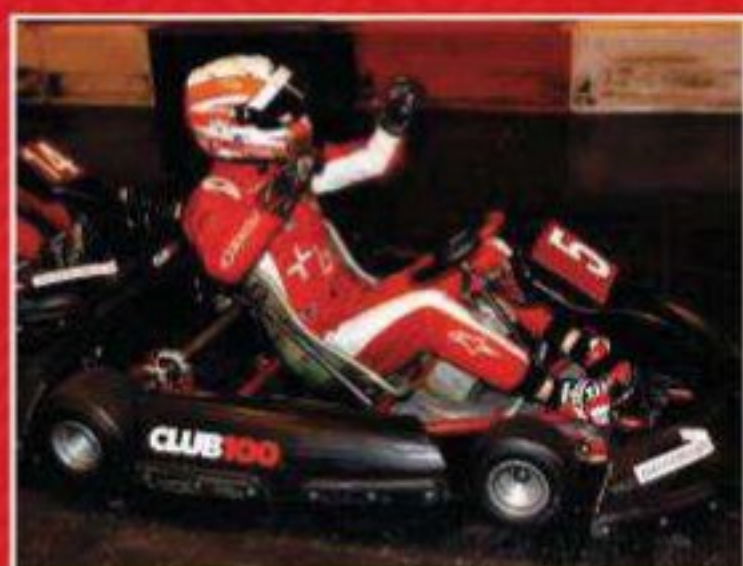
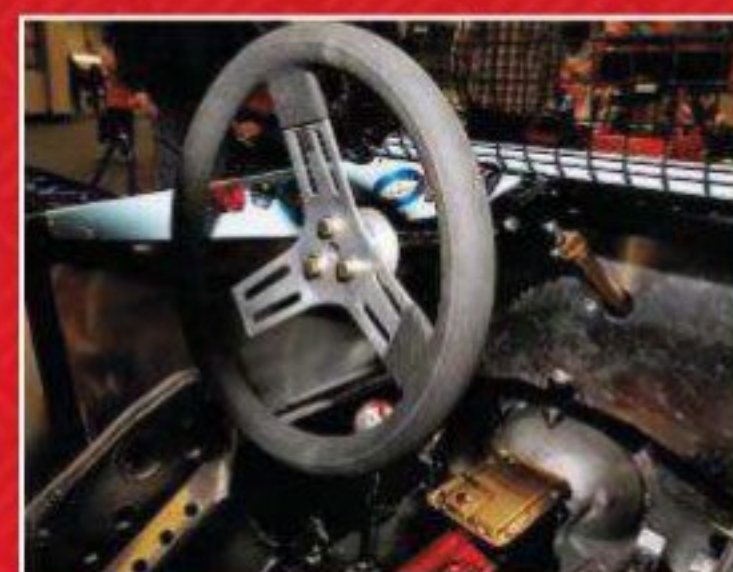
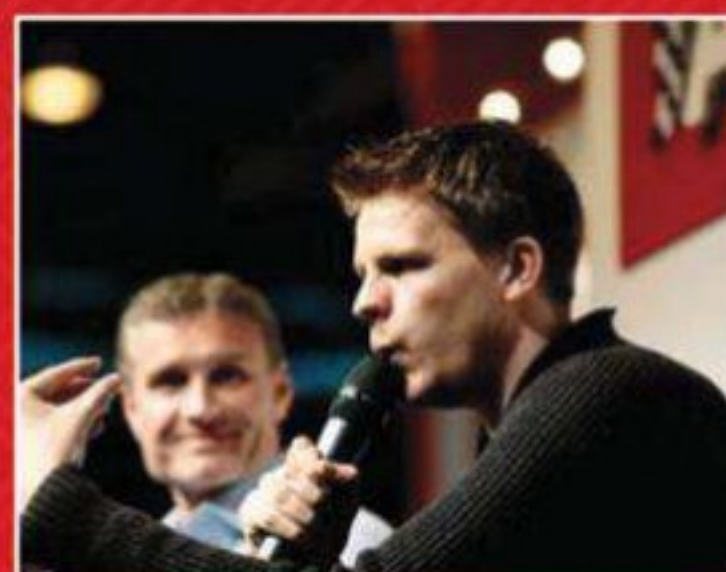
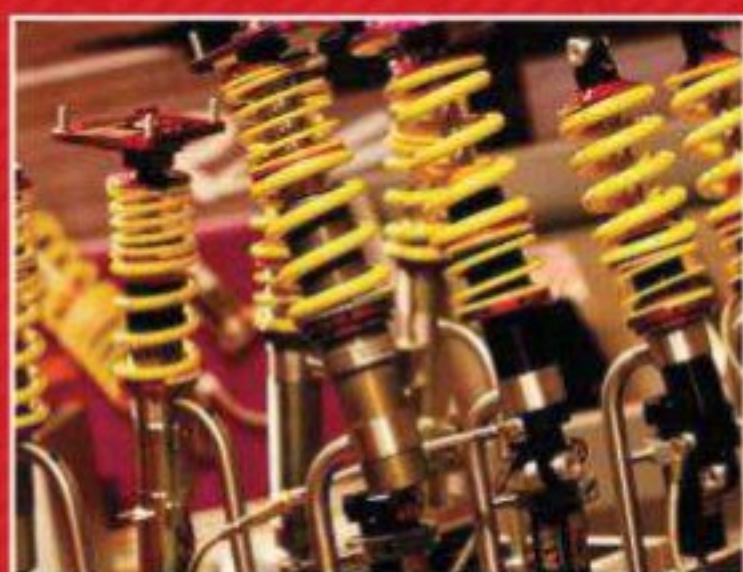
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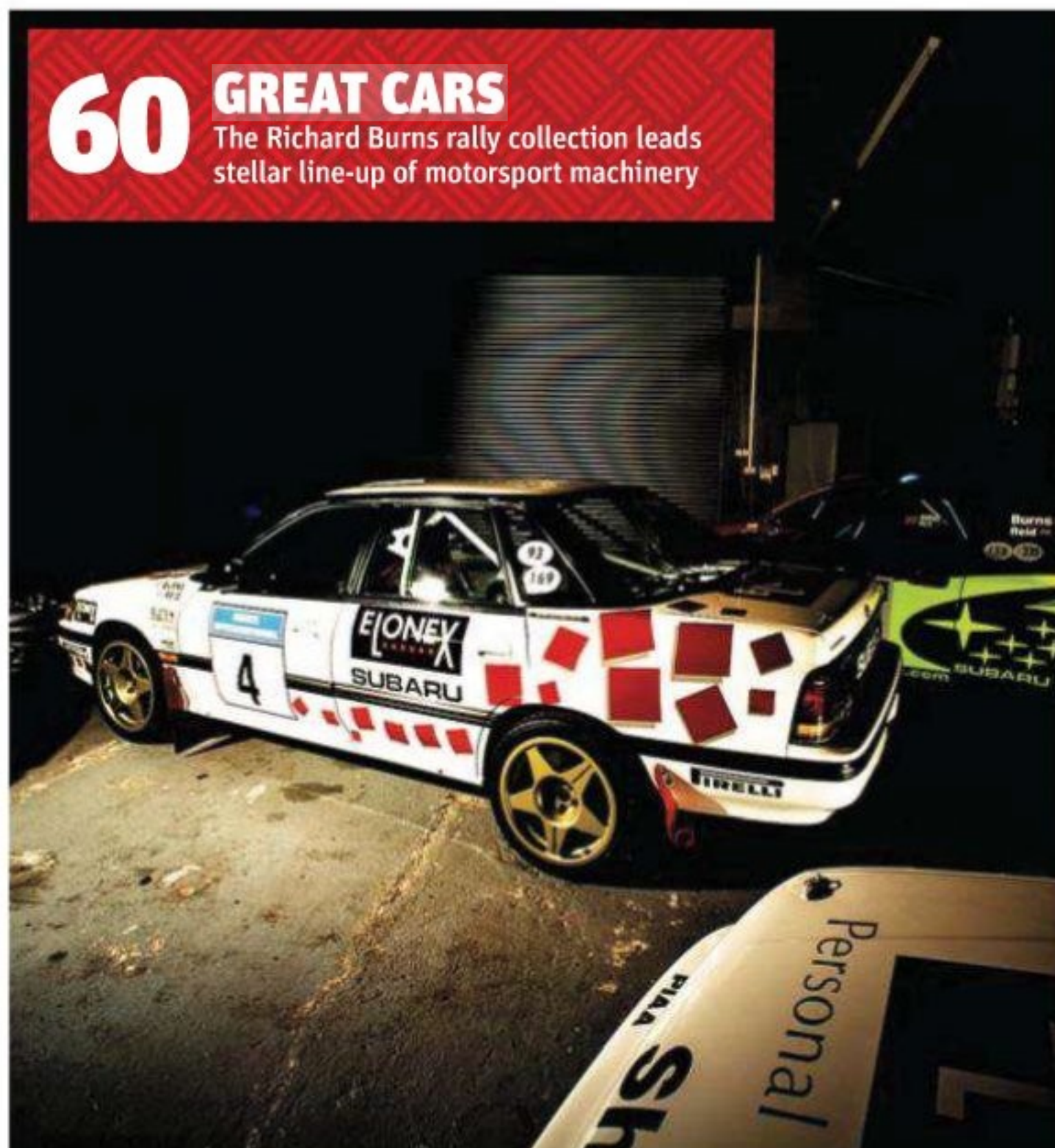


54 KNIGHT FEVER

Sir Jackie Stewart talks us through nine cars from his career on display at the NEC

60 GREAT CARS

The Richard Burns rally collection leads stellar line-up of motorsport machinery



62 INDOOR FIREWORKS

Live Action, including karting and the Caterham Experience, kicks off 2013 season



64 RACING TECH

The latest motorsport technology will be at AUTOSPORT International

66 ACE OF CLUBS

The best of the British motorsport scene will appear at the show



STEWART CELEBRATION



Kick off your 2013 motorsport season at Birmingham's NEC



Here we go again! The 23rd AUTOSPORT International kicks off the 2013 motorsport season, blowing away the Christmas cobwebs and hopefully providing a respite from all those nasty winter germs.

Formula 1 fans are always well catered for and this year there is old and new on show. The *F1 Racing* stand will feature the cars from the 2012 season, while iconic BRM, Matra and Tyrrell machinery will be highlights of the special Sir Jackie Stewart display.

It's nearly 40 years since the Scottish legend took the last of his three world championships and there will be a whole host of his

cars in Birmingham. He didn't just star in F1 of course, and touring cars and GTs will join the single-seaters. Be sure to take a look.

The AUTOSPORT Stage, this year in association with KX, is always a focal point at the NEC. Our very own Henry Hope-Frost will be on hand to interview hordes of top names from all arenas of our sport. Just take a look at the guest list on the right...

We often say British motorsport is the richest and most varied in the world, but that's only because it's true! As well as the usual gamut of racing clubs, British firms such as Caterham, Ginetta and Radical will all be on hand with their latest

kit, and there's the public launch of the BRDC's new Formula 4 single-seater initiative.

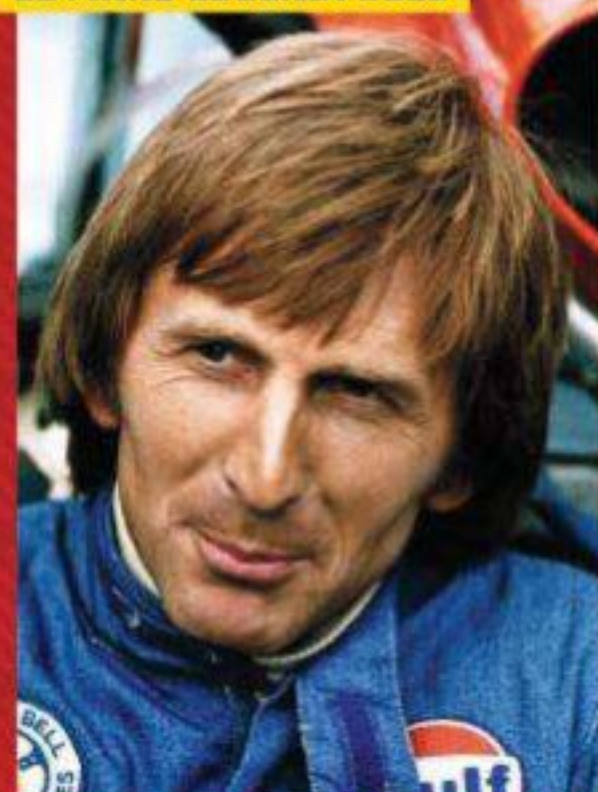
It's not just static displays either. If you yearn to see something with some more fizz, there's the Live Action Arena, Johnny Herbert Karting Challenge, and the Caterham Experience to immerse yourself in.

Add to all that the Coys Auction, Performance Car Show and AUTOSPORT Engineering, which showcases the forefront of the sport from F1 to club racing, and you'll be doing well to squeeze it all in. Enjoy.

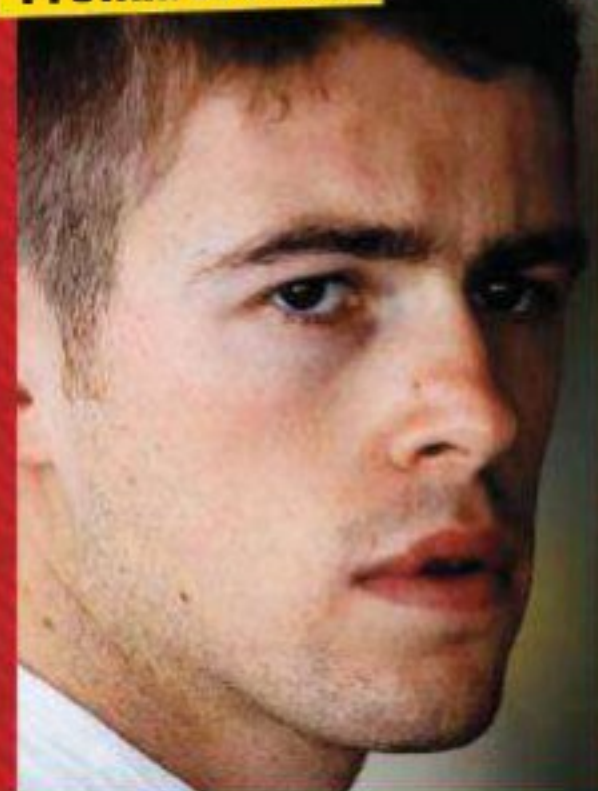
Kevin Turner

My picks

LE MANS LEGEND: BELL



F1 STAR: DI RESTA



WTCC CHAMP: HUFF



F1 AND BIKE ACE: SURTEES



"I'm a super-fan first and foremost so to mix with all the stars is a real treat"

It'll be a pleasure to get my eighth annual motorsport chatathon on the AUTOSPORT Main Stage underway this morning (Thursday). It's such a treat to mix with and grill world champions, race winners and young guns from all the key race and rally disciplines in front of an enthusiastic and knowledgeable audience – I'm a super-fan first and foremost so that shouldn't be a surprise. Do come along, shuffle to the front if you can and you could put a question to one or more of these heroes, not to mention win yourself tickets

to the British Grand Prix and BTCC event courtesy of Silverstone...

Derek Bell Five-time Le Mans winner and sportscar legend
Martin Brundle Ex-F1 racer-turned Sky F1 pundit
David Croft Sky F1 commentator
Anthony Davidson Le Mans racer and Sky F1 pundit
Paul di Resta Force India F1 driver
Johnny Herbert Ex-F1 racer and Le Mans winner
Rob Huff World Touring Car champ
Allan McNish Double Le Mans winner and Audi ace
Mads Ostberg M-Sport WRC driver

Gary Paffett Mercedes DTM star
Jason Plato Double British Touring Car champion
Andy Priaulx BMW DTM racer
Gordon Shedden Reigning British Touring Car champion
Sir Jackie Stewart Three-time F1 world champion
John Surtees 1964 F1 world champion and bike legend
Derek Warwick Ex-F1 ace and Le Mans winner
Malcolm Wilson WRC team boss
**Appearances correct at time of going to press.*

Henry Hope-Frost

WRC YOUNG GUN: OSTBERG



DTM STAR: PAFFETT



BTCC CHAMP: SHEDDEN

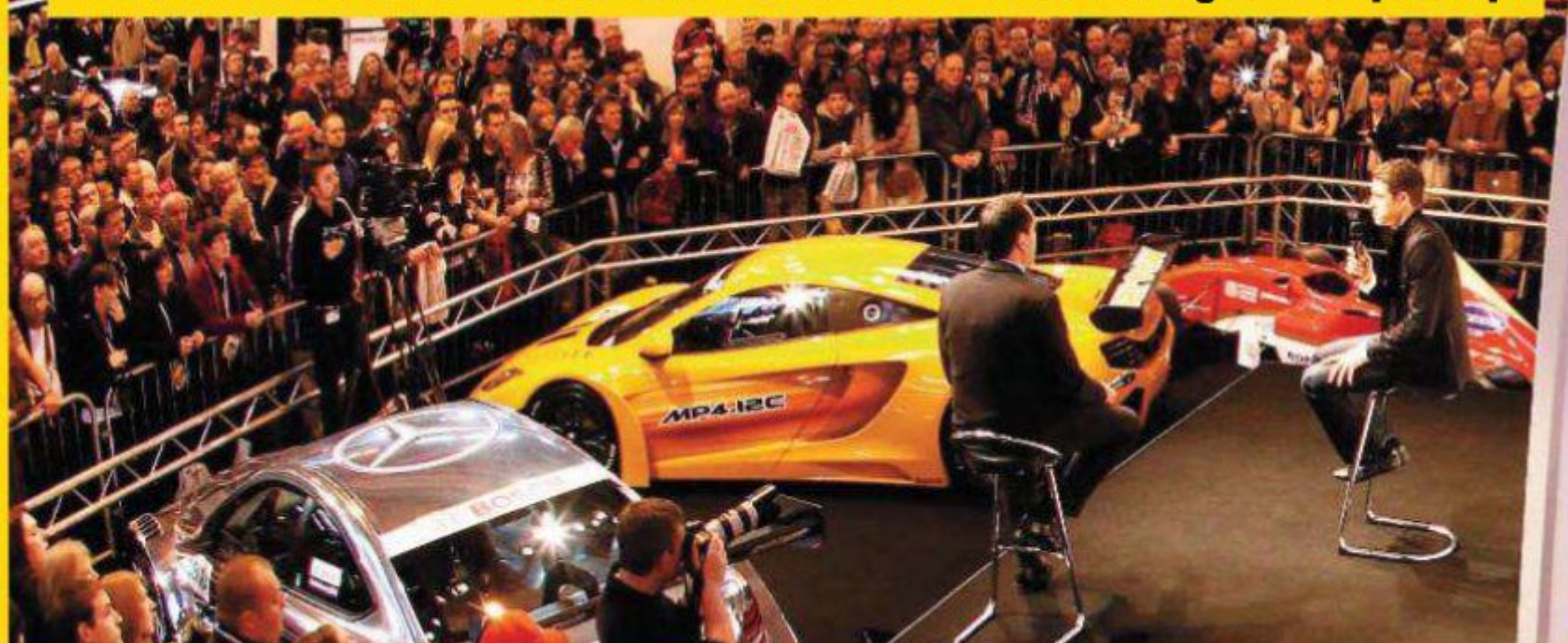


AUTOSPORT STAGE



TICKET GIVEAWAY

Head over to our stage with some questions for our guests for the chance to win tickets to the **British Grand Prix** and tickets to Silverstone's round of the **British Touring Car Championship**.



Great Scot's great cars: nine of Sir Jackie's best



TYRRELL 006

"Tyrrell 006 was a short-wheel-base car that was difficult to drive, but very quick. I won five races in it in 1973 and it brought me my third and final world title, for which I will be ever grateful. I should have won the British Grand Prix in it too, but for a gearbox problem!"

"The engineers and mechanics I had working with me in the Tyrrell team that season were absolutely fantastic. [Designer] Derek Gardner had yet again delivered a competitive car and Ken Tyrrell was probably the best team manager of his time."

TYRRELL 003

"I signed with Ken Tyrrell to drive the 003 for 1971. It was a very quick motor car and it won its first race, the Spanish GP at Montjuich Park. The car went on to win the world championship – and I think it's an amazing fact that a brand-new constructor could come in and win the drivers' and

constructors' titles straight away.

"The 003 was good to drive and I won six grands prix in it. It was a very good year, but an exhausting one as I was also racing in the US in Can-Am. I crossed the Atlantic 86 times that year and nearly retired at the end of the year as I had taken too much on."



BRM P261

"BRM was a good choice for me in 1965 – my first season of Formula 1. I'd had an offer from Colin Chapman to drive alongside Jim Clark at Lotus and an offer from Cooper, too, but I chose BRM because I thought it would give me more time to learn.

"The P261 was very reliable, but not as quick as a Lotus. The

car felt safe and robust – and the engine was lovely. That year I won the International Trophy at Silverstone and went on to win the Italian GP at Monza ahead of my team-mate Graham Hill. It was a big moment in my life.

"I made the right decision – it gave me a huge amount of experience for later in my career."

MATRA MS80

"The Matra MS80 with the Ford Cosworth engine was probably the best racing car I ever drove – certainly in single-seater terms. It was beautifully balanced and great to drive, so easy to drive too.

"Ken Tyrrell had helped to persuade Matra aerospace boss Jean-Luc Lagardere to come into Formula 1 in 1967. The team was

wonderful to work with and we won five of the first six races together in 1969.

"One of the best races I ever had was in MS80 against Jochen Rindt at Silverstone that year. We passed each other 30 times! To eventually win my first world championship with this car was a very big moment in my life."





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STEWART SF1

"The Stewart-Ford SF1 was the first grand prix car to bear my name and we finished second in only our fifth race – at Monaco in 1997 with Rubens Barrichello. That was something very special.

"It was a wonderful team, started from the Paul Stewart Racing staircase of talent in junior single-seaters, but it was the most

tiring and demanding period of my life. Driving racing cars was a lot of fun, but running a Formula 1 racing team was a huge responsibility.

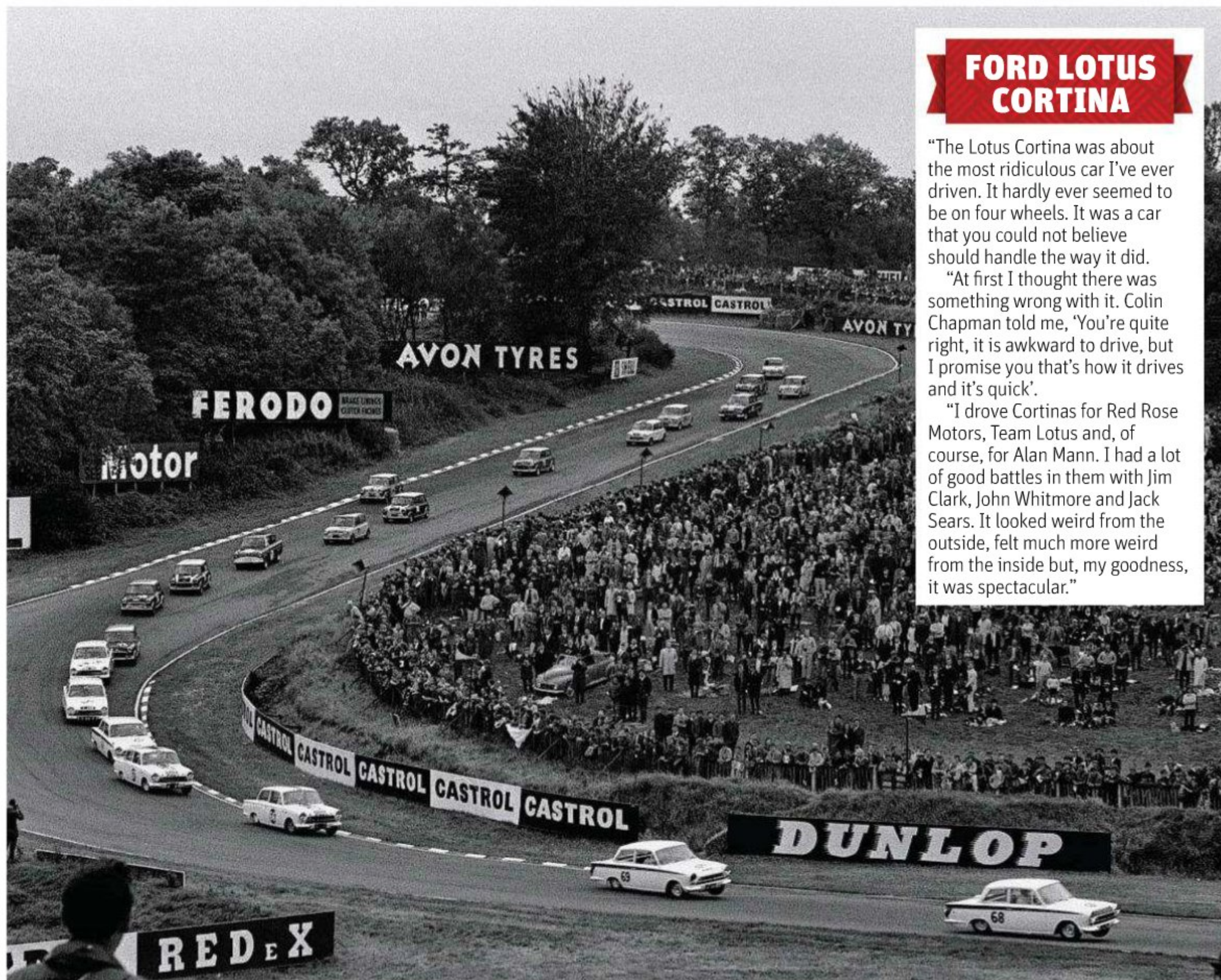
"I'm very proud of what we achieved and we sold it well: Ford bought it from us, rebranded it as Jaguar and, of course, it's now Red Bull Racing with many of the same people still there."

**FORD LOTUS CORTINA**

"The Lotus Cortina was about the most ridiculous car I've ever driven. It hardly ever seemed to be on four wheels. It was a car that you could not believe should handle the way it did.

"At first I thought there was something wrong with it. Colin Chapman told me, 'You're quite right, it is awkward to drive, but I promise you that's how it drives and it's quick'.

"I drove Cortinas for Red Rose Motors, Team Lotus and, of course, for Alan Mann. I had a lot of good battles in them with Jim Clark, John Whitmore and Jack Sears. It looked weird from the outside, felt much more weird from the inside but, my goodness, it was spectacular."

**LOTUS ELAN**

"The Elan was another example of a Colin Chapman car. It didn't feel good at all to drive. It felt fragile and yet, typically, very fast.

"I drove Elans almost all of the time for Graham Warner's Chequered Flag team. We often came up against the green Ron Harris Team Lotus so-called factory cars. Jim Clark also

raced the Ron Harris Elan. I once asked him at Silverstone about where to brake at Stowe corner and he wouldn't tell me. I was flattered and thought that if he didn't want to tell me I must be a threat to him!

"I did quite well in the Elan from time to time but it wasn't an easy car to drive."



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Paul Wilson, DPR Motorsport
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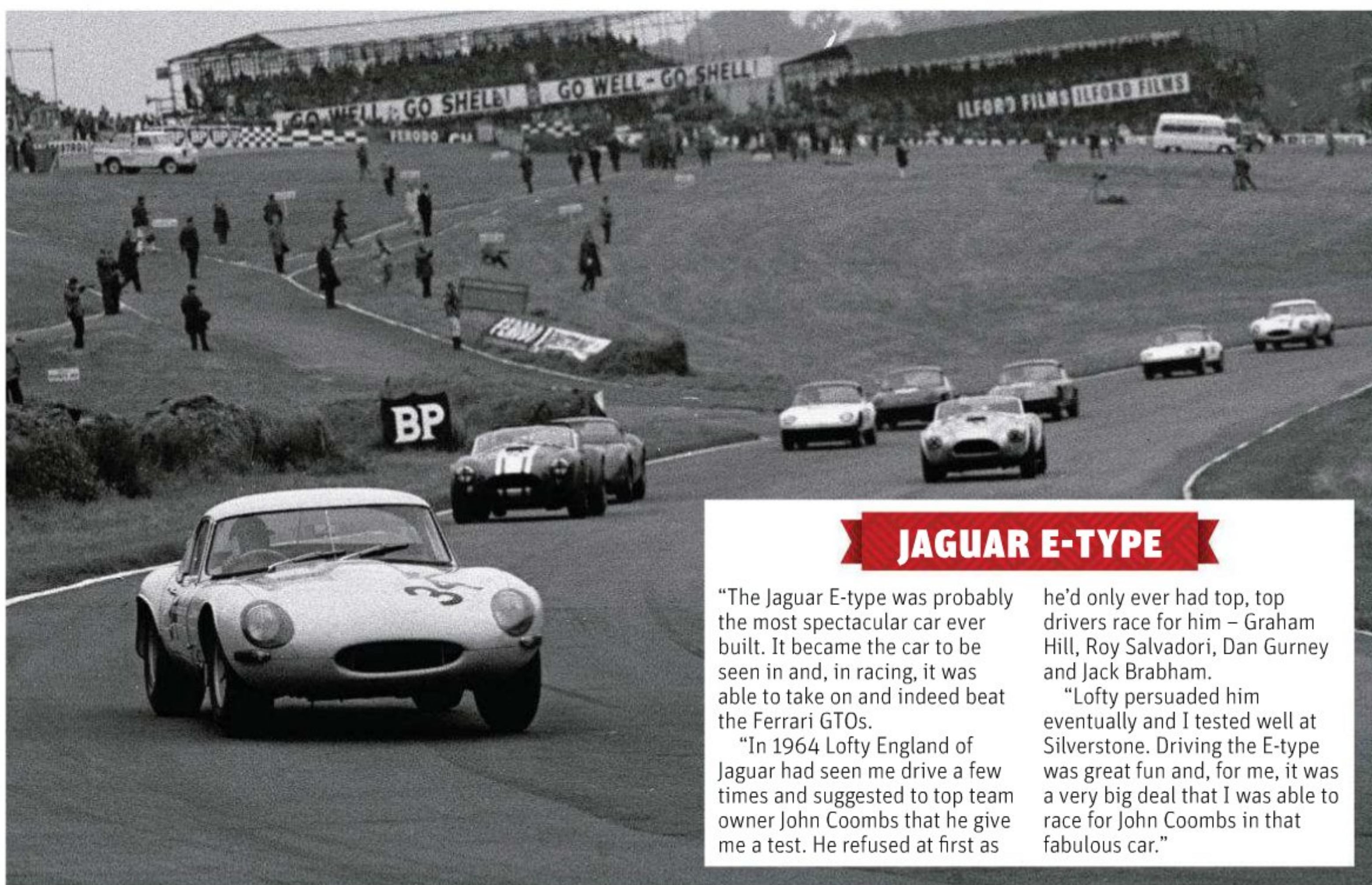
"One of my really big breaks early in my career was to be asked by David Murray, 'le patron' of Ecurie Ecosse, to drive for him. He had a Cooper-Monaco, one of the most competitive sportscars of the time. It was slightly past its best but it was quick.

"I had a lot of success in the car, mostly in national events in the UK. Ecurie Ecosse had won Le Mans, beating Aston Martin,

Ferrari, Maserati and the works Jaguars so they had a big reputation. My brother Jimmy had driven for them, too, so it was not just nostalgic, it was a great honour.

It was after a drive at Goodwood in the Cooper-Monaco that the track manager called Ken Tyrrell and said, 'if you're looking for a good driver...'

"The Cooper-Monaco was a car very special to my career."

**JAGUAR E-TYPE**

"The Jaguar E-type was probably the most spectacular car ever built. It became the car to be seen in and, in racing, it was able to take on and indeed beat the Ferrari GTs.

"In 1964 Lofty England of Jaguar had seen me drive a few times and suggested to top team owner John Coombs that he give me a test. He refused at first as

he'd only ever had top, top drivers race for him – Graham Hill, Roy Salvadori, Dan Gurney and Jack Brabham.

"Lofty persuaded him eventually and I tested well at Silverstone. Driving the E-type was great fun and, for me, it was a very big deal that I was able to race for John Coombs in that fabulous car."

TICKET HOTLINE 0844 581 1420 OR WWW.AUTOSPORTINTERNATIONAL.COM

Cars are the stars

Many of you will have made the trek to Birmingham's NEC to see some of the best motorsport machinery, and this year there's some great stuff on display.

This year, homage is paid to two of Britain's legendary world champions from the circuits and the stages: Sir Jackie Stewart and Richard Burns, with displays of the majestic machines that catapulted both into the motorsport stratosphere. There are also tributes to

British Touring Cars in the form of tin-tops past and present, and there's plenty more.

The AUTOSPORT Stage with KX certainly won't be lacking, with Bentley's new (and extremely meaty-looking) Continental GT3 proudly on display throughout the show ahead of its planned race debut in 2014.

Also adorning the stage will be the works MG6 driven to six wins in the British Touring Car Championship in 2012 by Jason Plato, and the M-Sport run Ford

Fiesta WRC that Mads Ostberg will drive in the World Rally Championship this year.

So take a look at some of the highlights that you won't want to miss.

BURNS PARADE

If the cavalcade of ex-Ayrton Senna machinery was the highlight of the 2012 show, this year's focal point must be the *Motorsport News* stand's amazing array of cars campaigned by Britain's last World Rally champion, the late Richard Burns, during his career.

From the tiny 205 GTi that took the Berkshire driver to Peugeot Challenge crowns in 1990 and '91, through to the Group A Subaru Legacy with which he won the '93 British Rally Championship and put himself well and truly on the map, all the key cars from the

early part of his career are here.

And then there are the motors that defined his stint in the WRC. There's a pair of glorious Subaru Impreza WRCs, including the car that took him to the 2001 title, and the final machine he campaigned, the Peugeot 206 WRC.



BURNS SCOOPY AND PUG

F1 RACING GRID

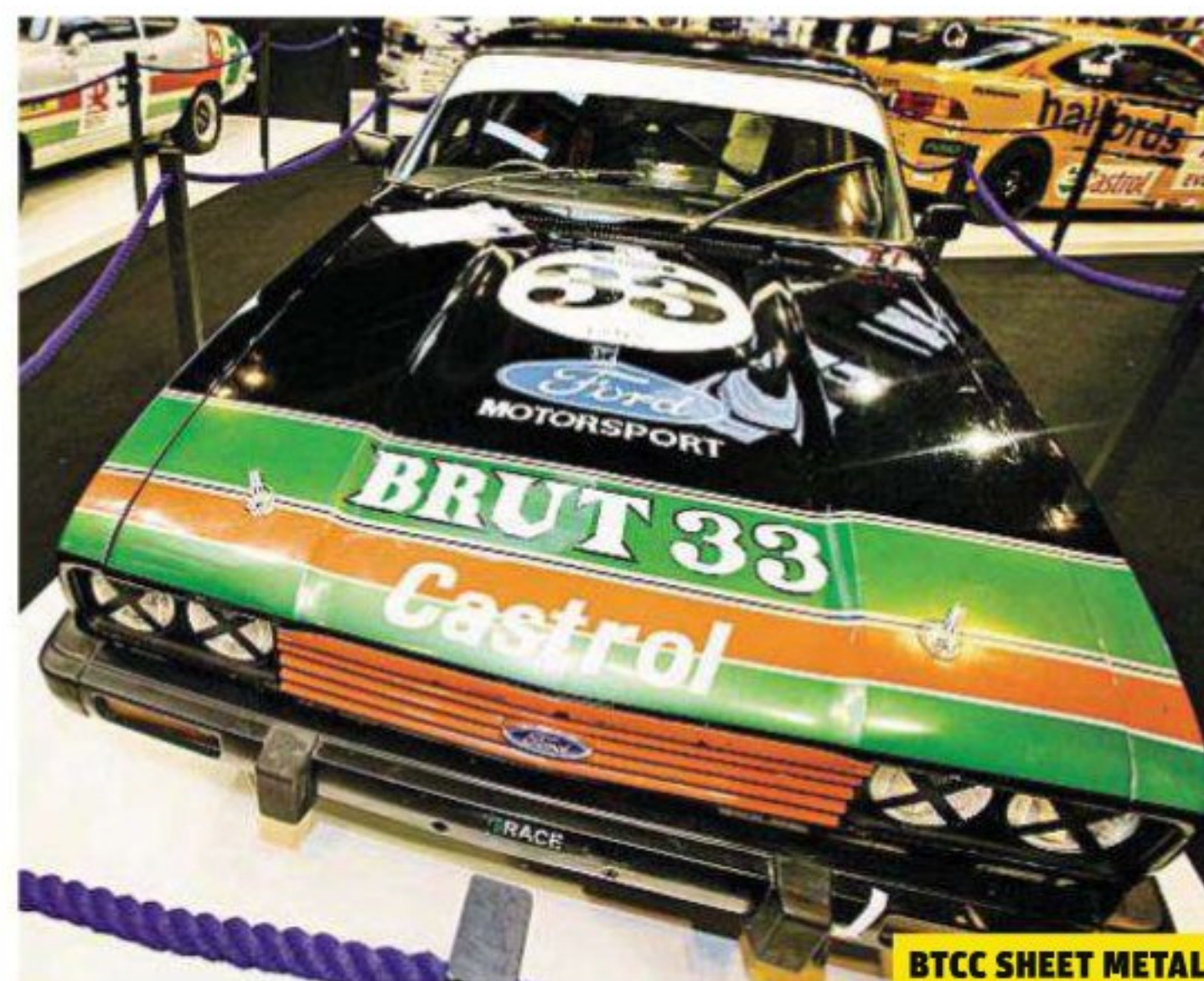
As usual the *F1 Racing* grid provides a sumptuous display of contemporary grand prix machinery. Heading the line-up – and appropriately so – is the Red Bull RB8 driven to last year's world title by Sebastian Vettel. Ferrari's F2012, McLaren's MP4-27 plus the Williams FW34, Lotus E20 and Mercedes F1 W03 mean that every race-winning F1 car from 2012 will be on display. Force India, Sauber, Toro Rosso, Caterham and Marussia will also have cars on the grid to make a full complement of 2012 machinery.



F1 RACING GRID IS A HIGHLIGHT

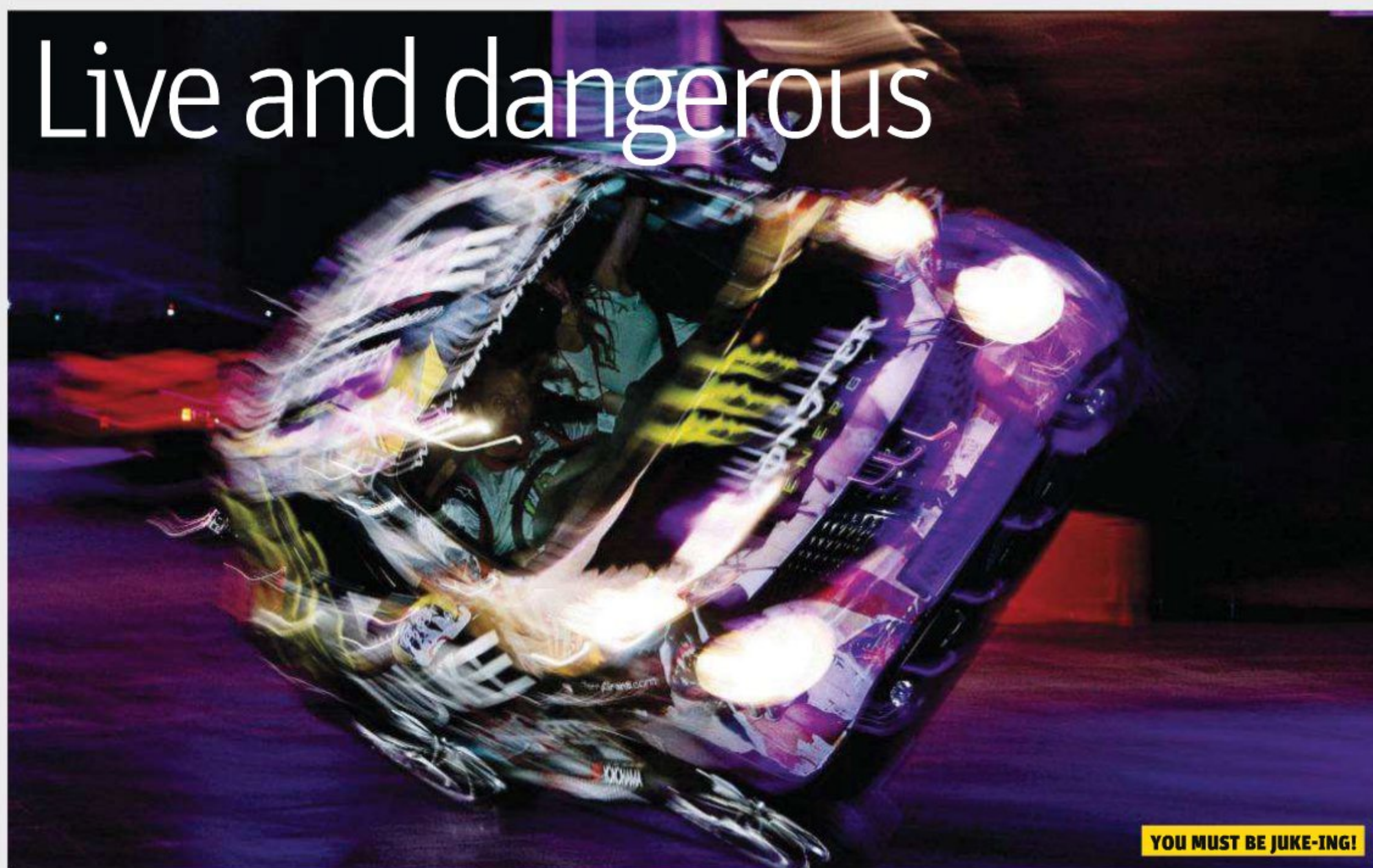
HSCC BTCC TRIBUTE

If tin-tops are more your thing, take a trip to the HSCC stand for a bit of nostalgia. Among an 11-car display of machines spanning the 54-year history of British Touring Cars are the Austin Westminster driven to the inaugural title in 1958 by Jack Sears, Frank Gardner's '68 Ford Escort twin-cam, the Toyota Corolla GT taken to a pair of titles by Chris Hodgetts and John Cleland's '95 championship-winning Vauxhall Cavalier. You might even see some BTCC champions of the past make an appearance too.



BTCC SHEET METAL

Live and dangerous



YOU MUST BE JUKE-ING!

F1 BRISCA-STYLE



F2 TO EXCITE



Unless you attended last week's Janner Rally in Austria, AUTOSPORT International's Live Action arena marks the first opportunity of the year to get your motorsport fix.

Single-seaters take to the UK's largest indoor track, with 2012 McLaren AUTOSPORT BRDC Award winner Jake Dennis in action along with the five other finalists – Josh Hill, Jordan King, Jack Hawksworth, Melville McKee and Josh Webster – in 425bhp Formula 2 cars. From there, the variety of displays is as wide as ever.

PERFORMANCE TIMES
Thursday January 10 1400
Friday January 11 1400

Saturday January 12
 0930, 1100, 1230,
 1400, 1530, 1800 (oval only)

Sunday January 13
 0930, 1100, 1230,
 1400, 1530, 1645 (oval only)

Motoring magazine *Autocar* will present its 'Best of British' display with a line-up led by the McLaren MP4-12C GT car. Also on show will be the Jaguar XKR-S, Bentley Continental GT, BAC Mono, Lotus Exige and a 503bhp Range Rover.

The indoor arena lends itself perfectly to drifting (if you don't believe us, then have a go on the kart track to feel how slippery it is), and the top drivers from the British drifting scene will be in action with Team Japspeed. Current British champion Paul Smith will be joined by fellow

frontrunner Shane O'Sullivan and former Boyzone singer and British GT racer Shane Lynch.

Also in action through the weekend will be Porsche Boxsters, Supermoto Quads, Autograss competitors and stunt driver Terry Grant. British Touring Car Championship TV presenter Louise Goodman and Sky's Paul Musselle will host the shows, and will be joined by celebrity guests.

The final show of each day will be an extended 90-minute extravaganza dedicated entirely to oval racing, with the stars of BriSCA F1 headlining the bill.

HERBERT'S KARTING

This year's celebrity kart race will pay tribute to the late Dan Wheldon, with one of the two-time Indy 500 winner and former IndyCar champion's trophies being put up as a prize by his family.

The three-hour race, which will get underway on Friday evening, incorporates the annual Johnny Herbert Karting Challenge

for the first time in 2013. All proceeds will go to The Alzheimer's Society, a cause Wheldon strongly supported.

"Hosting the Karting Challenge at AUTOSPORT International will open up a new chapter in the history of the event," says Herbert, who has been organising races for charity since 1994. "During our time we

have raised many thousands of pounds for worthy causes and this time it's the turn of The Alzheimer's Society to benefit."

Red Bull Formula 1 driver Mark Webber has offered his support for the event by donating one of his crash helmets to be auctioned, with the money raised going towards the race total.

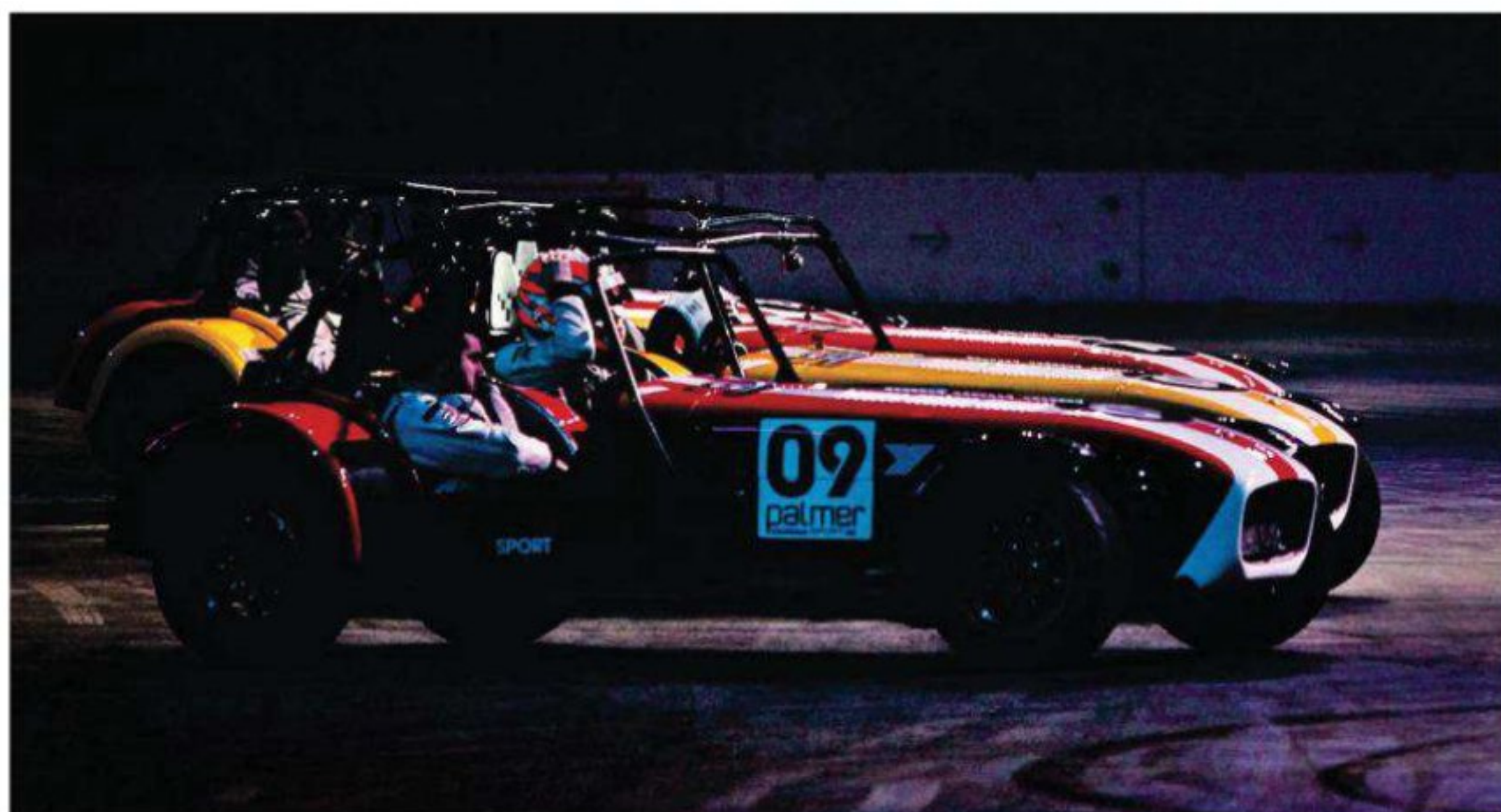
Top names entered in the race include present and past World Touring Car champions Rob Huff and Andy Priaulx, along with Le Mans winners Allan McNish, David Brabham and Emanuele Pirro. McLaren has entered a team, which will be headed by its Formula 1 sporting director Sam Michael.



CATERHAM EXPERIENCE

The madness of the Caterham Driving Experience is back again for 2013, with passenger rides available alongside experienced drivers in Caterham Sevens throughout the weekend.

The indoor track is tight, twisty, and incredibly slippery – ideal for the light and nimble machines, which go from 0-60mph in 2.8 seconds. The organisers make no secret of the fact that the course has been designed specifically for drifting, so be prepared for a ride where the only time all four wheels are pointing in the same direction is away from the start.





ASI: ONE BIG BOX OF TRICKS

Embrace the technology race

For the tech-heads among you there is always plenty to see at AUTOSPORT International.

As well as the host of specialist companies and suppliers (such as Brembo, Hoosier and Quaife) that provide the sort of components (brakes, tyres, gearboxes) without which racing cars wouldn't be able to do their stuff, there are also a number of special features worth taking a look at in Birmingham over the weekend.

Renowned fuel-cell provider Aero Tec Laboratories (ATL) will provide a rare opportunity to see the inside of a Formula 1 fuel tank on the trade days of ASI – Thursday and Friday, January 10-11.

ATL, which has supplied fuel



XTRAC LEADS THE WAY

cells to every F1 team for the past 20 years, will exhibit a specially manufactured cutaway of an F1 fuel cell on stand E280 in Hall 9.

"These cells are rarely seen by anyone outside of ATL or the F1 teams themselves," says ATL managing director Giles Dawson. "We wanted to change that, and we're excited to show this intricate technology to AUTOSPORT International visitors."

Outside of Formula 1, F3 is one of the most technically advanced single-seater formulas around, designed to mimic the pinnacle of the sport on a junior scale. The category is introducing new engine regulations for 2013 (for less-restricted, non-production based

two-litre motors) and stalwart F3 engine builder Neil Brown Engineering, which powered 15 British F3 champions between 1990 and 2005, will launch its version on the stand of American gasket manufacturer Cometic.

"The FIA's 2013 regulations mark a major change to F3 powerplants," says Neil Brown. "The existing engines start with a production block, but these units are quite different – many of the parameters have more in common with DTM engines. We've had two development engines on the dyno, completing over 130 hours of endurance running between them already, and they have exceeded power expectations."

COYS AUCTION LINE-UP

This year's Coys auction will feature a rare piece of rock history, as legendary Queen frontman Freddie Mercury's 1974 Rolls-Royce Silver Shadow goes under the hammer at AUTOSPORT International.

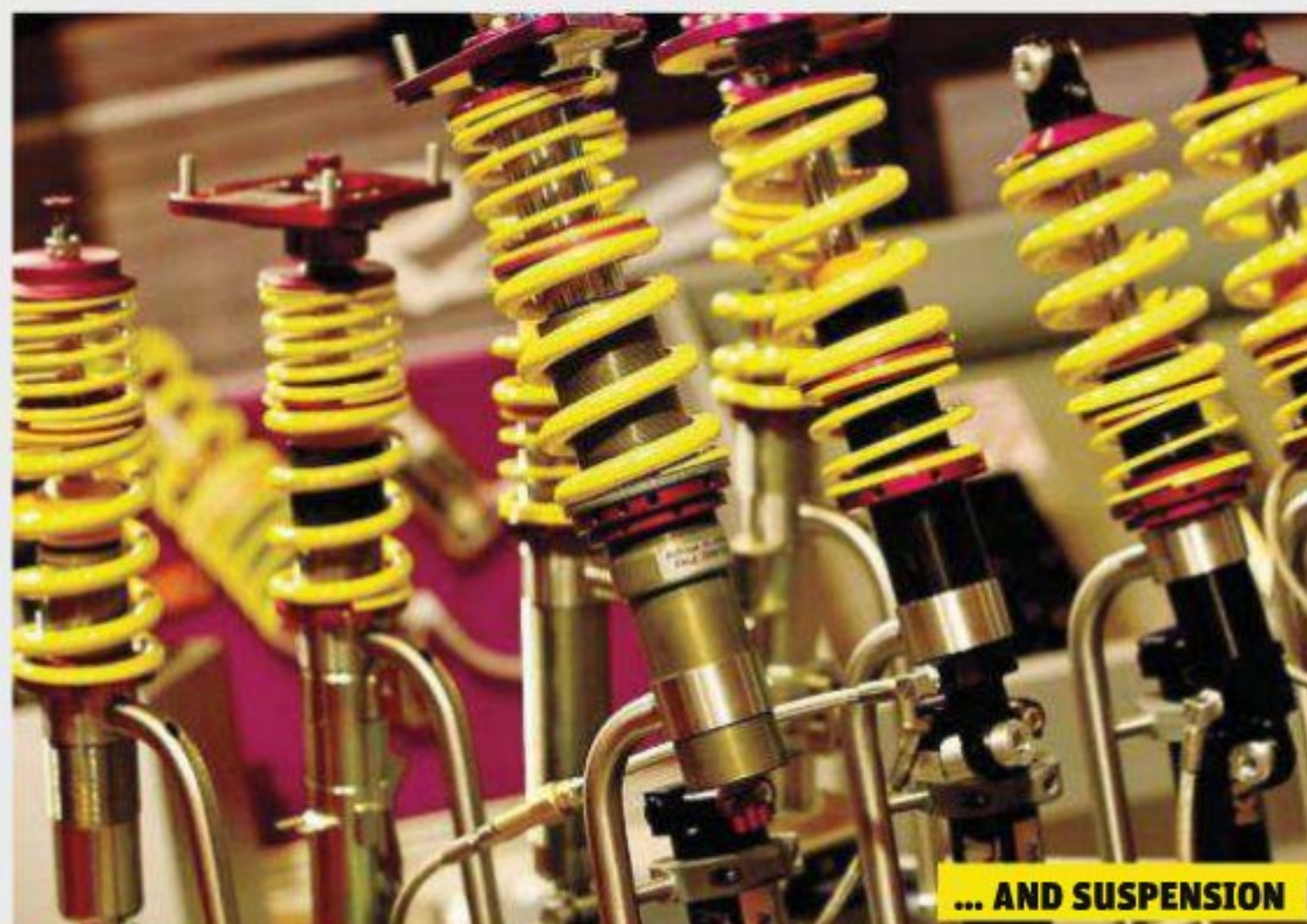
Mercury bought the car through his Goose Productions company in 1979 and used it up until his death in 1991 (although Freddie relied on three trusted chauffeurs to get around, because he didn't possess a driving licence).



EX-MERCURY ROLLER



TECH FOCUS: EXHAUSTS...



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NBE'S LAST F3 TITLE: 2005

The automatic 6750cc Silver Shadow, which was last used for the premier of Queen musical *We Will Rock You* in 2002, has just 62,000 miles on the clock.

The Silver Shadow takes pride of place among an impressive range of exotic and classic cars on offer at the auction, which will take place at 1500 on Saturday,

January 12 in Hall 20, stands 2270 & 2280. Others for sale include David 'Del Boy' Trotter Jason's 1980 Ford Capri S from *Only Fools and Horses*, a 1966 Jaguar E-Type 4.2 Roadster, a pre-war BMW Willis Special and two WRC homologation specials – a Metro 6R4 and a Peugeot 205 T16.



PEUGEOT 205 T16

THE PERFORMANCE CAR SHOW
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FORZA FERRARI!



The Performance Car Show: Powered by PistonHeads.com is the place to be for the supercar nuts among you at AUTOSPORT International.

The multi-million-pound display will include an array of exotic supercars, rare and historic models. Lamborghini's Aventador, which is capable of reaching 100mph in 2.9 seconds, will be featured, along with Ferrari's 458 Spider, which is the first car to combine a rear mid-engine design with a retractable folding hard top.

Alongside this Italian flair, showgoers will also get to see some German muscle cars, with Audi's striking R8 V10 Spyder and Mercedes' SLS AMG on display, too.

AUTOSPORT's sister Haymarket automotive title Autocar will again bring its own selection of supercars to the Performance Car Show, including Ferrari's F12berlinetta (with brand new 6.3-litre V12 engine) and the Mercedes-Benz CLK AMG Black.

Autocar will also display a 900kg, four-cylinder Ford Duratec powered sportscar from little-known Mexican manufacturer MXT, Subaru's ultra-popular BRZ, which sold out its first production run when launched in 2011, and the unusual modern bike-engined version of British manufacturer Morgan's iconic three-wheeler.

Renowned British sportscar manufacturer Radical will display its first GT car – the Radical Xtreme Coupe – as part of the Performance Car Show, which will also feature the latest 310bhp supercharged Ariel Atom 3.5.

LUSCIOUS LAMBOS



Celebrating the vibrant club scene

The British Isles has the most vibrant national and club racing scene anywhere in the world. The sheer breadth and depth of the homegrown offerings of our sport is remarkable and always well represented at AUTOSPORT International.

UK racing manufacturers Caterham, Ginetta and Radical are stalwarts of the National ASI scene and will all be displaying their wares again this year.

Dartford marque Caterham will have a stand (2520) right next to the main AUTOSPORT Stage,

featuring road cars, racing Sevens (including the supercharged R600 for its new slickshod Superlight series), a Caterham F1 car, and the brand new Caterham kart.

Yorkshire manufacturer Ginetta will display GT3 and Supercup versions of its top-of-the-range G55 model, as well as GT5 and Junior versions of the popular G40 race car on stand 2450. Thanks to a tie-up with want2race, Ginetta will also launch a special karting competition at ASI, giving wannabe racers the chance to win a fully funded drive in the

2013 Ginetta GT5 Challenge finale.

Ultra successful sportscar maker Radical will unveil its first roofed design – the Radical Xtreme Coupe – at this year's show. The 3.7-litre Ford V6-powered RXC, which is Radical's first attempt at a GT car, will be on display in Hall 19 as part of the Performance Car Show: Powered by PistonHeads.com (which will also feature the supercharged Ariel Atom 3.5 design that will form the basis of another new race series in 2013). An example of Radical's other new-for-2013 car – the SR1 – will

DON'T MISS THE CATERHAM STAND



GINETTA WILL BE ON SHOW



BTCC HISTORY WILL BE CELEBRATED



also be on show in the NEC. The treaded-tyred, entry-level sports-racer will be the foundations of a new novice category this year, and decorated Olympian Sir Chris Hoy will race the car featured in Birmingham.

UK single-seater racing has taken a bit of a battering recently, but there are some new initiatives on the horizon that are hoping to rejuvenate the lower levels of professional motorsport in 2013.

BRDC Formula 4 is a brand new slicks-and-wings series that will be run by burgeoning UK race organiser MotorSport Vision Racing, which will go up against the likes of Formula Ford's new bewinged EcoBoost 200 formula on the BTCC's TOCA package, and the established and rejuvenated

Formula Renault BARC championship. MSVR chief executive Jonathan Palmer will publicly unveil the first example of the Ford Duratec-powered BRDC F4 racer (designed by Van Diemen founder Ralf Firman) on the opening day of ASI.

We can't sign off without mentioning the numerous grass roots organisations that underpin the sport in the UK. Many will be present at ASI, displaying a variety of cars from the many categories for which they help organise events.

Among those organisers, the Historic Sports Car Club (which always makes a special effort for the NEC) will again host an evocative display – this time commemorating the 55-year history of the British Touring



Car Championship.

The 11-car display in Hall 6, stand 6700, will include machines ranging from the Austin 105 Westminster used by Jack Sears to claim the inaugural BTCC crown in 1958, to Scot John Cleland's 1995 title-winning Vauxhall Cavalier.

A host of legendary drivers (including Sears and Cleland) will also be in attendance as part of the celebration.

Whatever part of UK motorsport you're keen on, there's always plenty to float your boat at AUTOSPORT International.

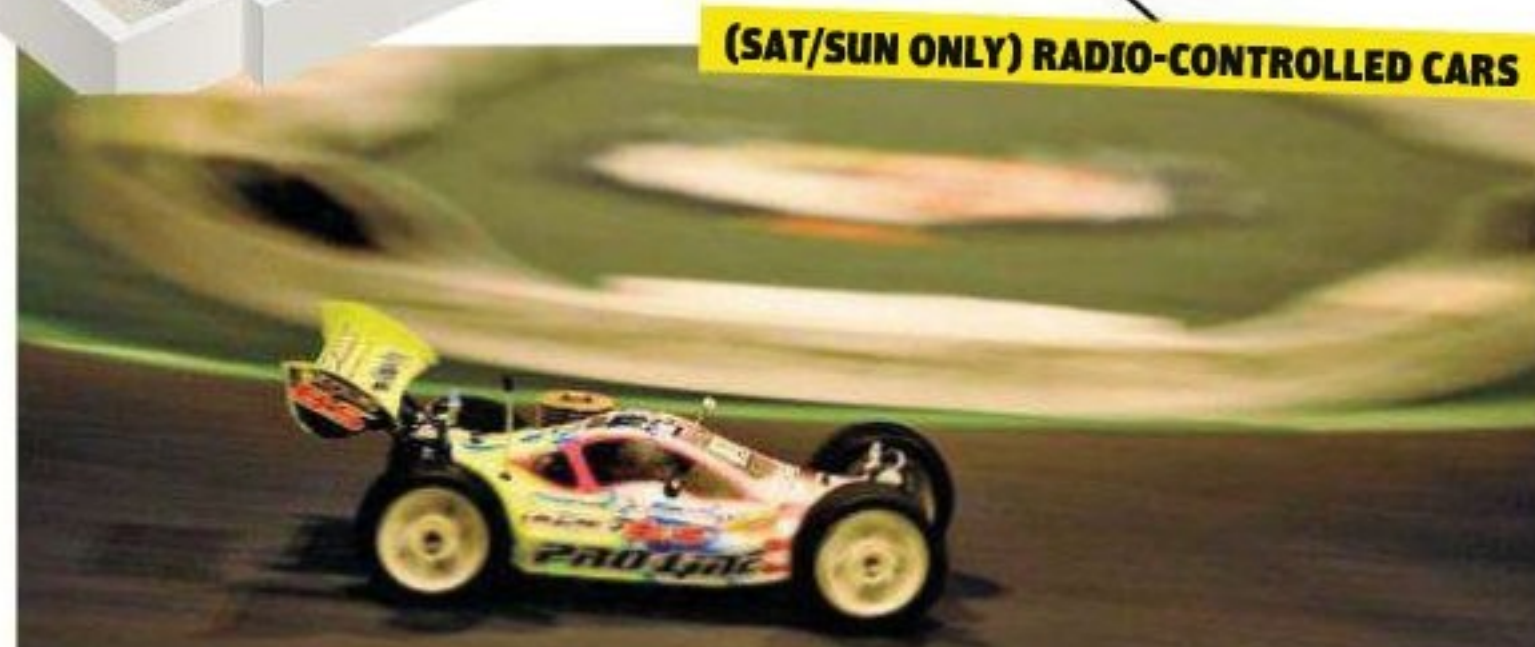
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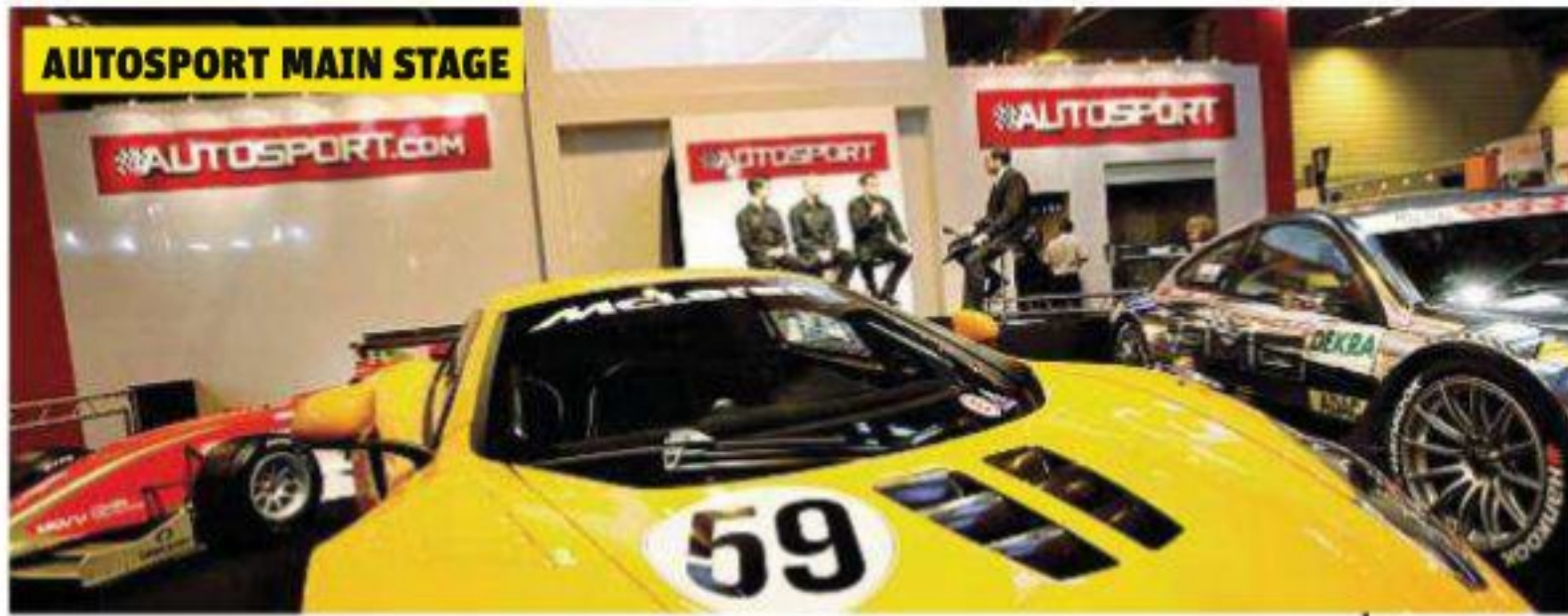
It's not always easy finding your way around the labyrinth of Birmingham's NEC, so here's our map to guide you to some of the headline attractions of AUTOSPORT International

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Paddock Pass	£41	£44
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BY CAR

The NEC is easily accessible from junctions 6 and 7 of the M42, which connects to the M6, M40 and M5. The A45 also passes the NEC. Alternatively, you can type B40 1NT into your sat nav.

BY TRAIN

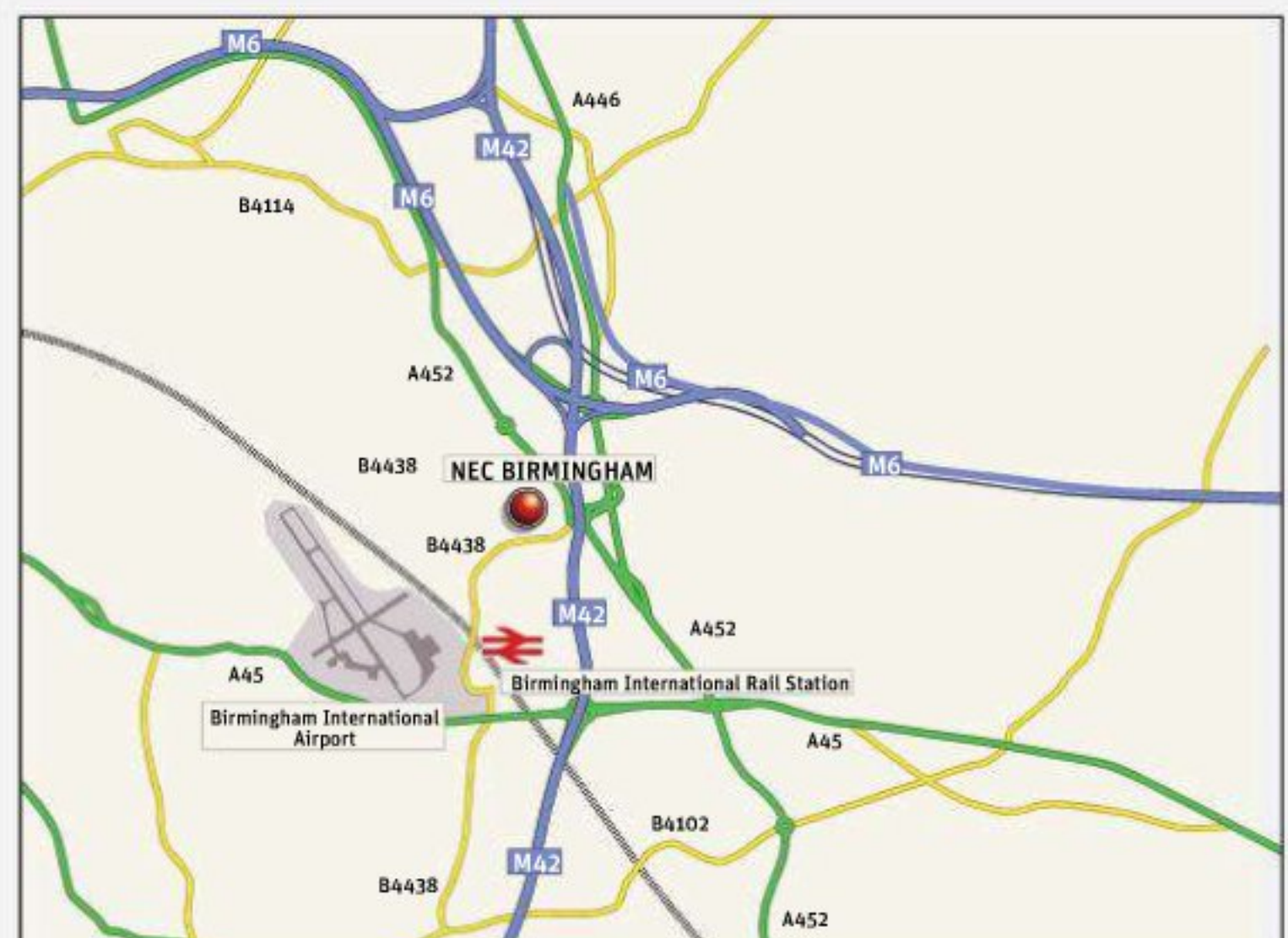
The NEC is a few minutes' walk from Birmingham International Station. Connections from Birmingham New Street run regularly and take 10 minutes. New Street has excellent links to all major UK cities.

BY PLANE

The NEC is a short drive from Birmingham International Airport. The easiest way to reach the venue is by the Rail Air Link, a free shuttle service running every two minutes between 0515 and 0200. For scheduling call 08445 766000 or log on to www.bhx.co.uk.

BY COACH

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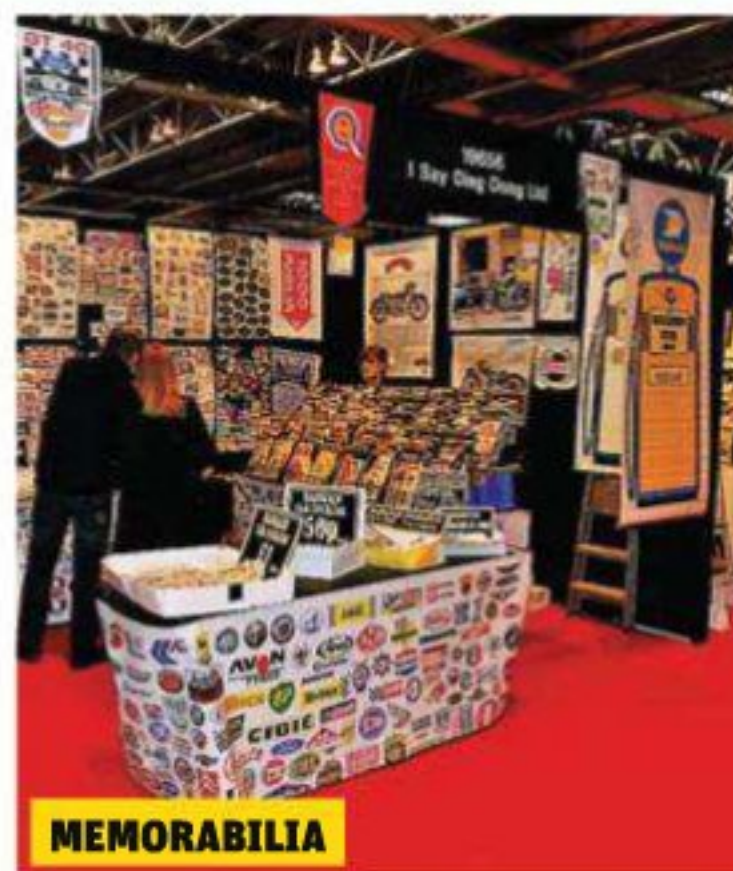
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Maxxis British Drift Championship	19260	19
Maxxis Tyres	2250	20
Mayfair Insurance	19331	19
McGard Deutschland GmbH	8640	8
McGill Motorsports	10110	10
McGill Motorsports	8247	8
McLaren Marketing	6240	6
MFactory Competition Products	E447	9
Mentor Parts International Company Ltd	8216	8
Metalweb	E272	9
Miba Coating Group	E1030	9
Millers Oils	8650	8
Millington Racing Engines	6845	6
Milltek Sport Ltd	8555	8
Mini Gears	E80	9
Miracle Shammy	6938	6
Mishimoto	7610	7
Mode Performance	8711	8
MoreThrottle.com	7340	7
Motec Europe Ltd	E170	9
Motion Simulation	2765	20
Motor Rettifica di Matino Ambrogio	8340B	8
Motordesign Sweden AB	8324	8
Motors TV UK	6830	6
MotorSport	2660	20
Motorsport News - Richard Burns Feature	8435	8
motorsportXS & Paul Oz	2945	20
Motorsport Safety Fund	7232	7
Motorsport Trailers	9020	9
Motorsport Vision	2720	20
Motul UK Importer	7660	7
NGK Spark Plugs (UK) Ltd	2600	20
National Autograss Sport Association	10190	10
National College for Motorsport	7100	7
Nene Overland	19540	19
Newman Cams	E847	9
Nicholson McLaren Engines Ltd	E380	9
Nicky Grist Motorsports	6470	6
Nimbus Motorsport	8250	8
Nitron Racing Systems Ltd	7525	7
Noble Automotive Ltd	19010	19
Noble Owners Club	19730	19
The Northamptonshire High Performance Technologies Network	E241	9
Pankl Racing Systems UK Ltd		
T/A Northbridge Motorsport	E683	9
OE Blue Filters	E287	9
OMP Racing SRL	6050	6
Odlings MCR Ltd	E541	9
Oerlikon Balzers	E1073	9
Ohlins Racing AB	7600	7
Ole Buhl Racing Ltd	E496	9
OneSystem Ltd	7310	7
Open Mind	E1049	9
Optimax Image Inspection & Measurement Ltd	E398	9
Optimum G	E484	9
Oracle UK	10160	10
Oracle UK	6901	6
Owen Developments UK Ltd	7630	7
Oxford & Cherwell Valley College	7115	7
Oxford Brookes University	8150	8
PMI Europe	E684	9
PRG Trailers	2570	20
PS Presents UG	19300	19
Partsworld Performance	7510	7

Penny & Giles	E770	9
Performance Direct	19320	19
Performance French Car magazine	19220	19
Performance Friction UK	E970	9
Performance Racing Industry	E581	9
Phoenix Dynamics	E532	9
Peltor AB	2400A	20
Piper Cams	8605	8
Pipercross	6760	6
Pirelli Tyres Ltd	6260	6
Pistol Racing	E961	9
Pistonheads.com	19610	19
Pitbitz	7710	7
Plastor Ltd	E1082	9
Plays Kool Motorsport Ltd	7741	7
Popbang Colour	19250	19
Porsche Cars GB Ltd	2540	20
Porsche Club Great Britain	19660	19
Porsche-On-Track	19100	19
Pop Masters of the Airbrush	6959	6
Powerboat GP	2460	20
Power Fin Technologies	E730	9
Power On Racewear	6616	6
Powervamp Racing	6706	6
Practical Performance Car	6865	6
Precision Technologies International (PTI)	E249	9
Premier Fuel Systems Ltd	E1083	9
Premier Power & Race Performance	8201	8
Prestige Performance Centre	19231	19
Prestige Wrap & Customs	19640	19
Pro Formance Metals Ltd	7540	7
Pro-Bolt Ltd	8205	8
Production Engineering Solutions Magazine	E920	9
Pumps & Equipment (Warwick) Ltd	E1033	9
Quaife Engineering	8500	8
Quantum Tuning	7520	7
Quentor Ltd	E731	9
Quick Shift Merchandise	10050	10
R&D Motorsport Ltd	E140	9
RAC Rally	6814	6
RCS Ringpann (UK) Ltd	E470	9
REM Surface Engineering	E941	9
RM Toys Ltd	10430	10
RZR Racing	7230	7
Raceshirt	6856	6
Race Engine Magazine	E660	9
Race-Keeper	8730	8
Race Ramps Europe	7440	7
Race Tech	8618	8
Race Tech	E42	9
Race Technology	7315	7
Race to the Finish	2910	20
Racecar Engineering	E370	9
Racelogic Ltd	7535	7
Raceparts	E390	9
Radical	2620	20
Rage Motorsport Ltd	19400	19
Rally Design Ltd	8345	8
Ram Motorsport	10660	10
Randall Motorsports	10510	10
Raw	19361	19
Ravenol UK	6601	6
Redditch & District Car Club	9005	9
Redline Racing Developments	10210	10
Renapur	19244	19
RetroArtz	19202	19
Reverie Ltd	8610	8
Revotec Ltd	E482	9
Richard Grant Mouldings	E240	9
Richbrook International	6772	6
Rico Rally	19410	19
Rimstock Plc	2640	20
Road 2 Race Models	10040	10
Road Runner Racing Ltd	19366	19
Road Track Race Ltd	19020	19



Robert Bosch GmbH	E1170	9
Roemheld UK Ltd	E943	9
S&D Leisure Simulation Ltd	9010	9
S&D Speciality Metals	E741	9
SAS Engineering Limited	E1062	9
SBD Motorsport	8315	8
SC Sporthomes	6430	6
SFS Performance	E1162	9
SPA Design	E244	9
SPAL Automotive (UK) Ltd	E530	9
SS Tube Technology Ltd	XE880	9
SSAB	E946	9
Sadev	8620	8
Safetykleen UK	E630	9
Saker Sportscars	6401	6
Samsonas Motorsport	E870	9
Santa Pod Raceway	7260	7
Schroth Racing	6435	6
Shark Performance	19332	19
Shush Marketing	19040	19
Samco Sport	7552	7
Simpson Performance Products	E832	9
Simtech - Rallycell Fuel Cells	E1081	9
Slowly Sideways UK	9372	9
Smiths Metal Centres Ltd	E786	9
Snoozebox	7560	7
Souriau	E493	9
South & City College Birmingham	7016	7
Sparco SpA	2500	20
Spax	6630	6
Specialised Covers	19440	19
Specialist Components	E395	9
Speciality Fasteners & Components Ltd	E887	9
Spedeworth Motorsports	10530	10
Speedking Tools	19032	19
Spencer Elton	6816	6
Sports 2000 Racing Car Club	7250	7
St Cross Electronics	E648	9
Staffordshire University	8050	8
Stand 21 UK	E590	9
Stanley Black & Decker UK Ltd	2860	20
Stingray RV Rentals	2780	20
Stingray RV Rentals	2880	20
Stingray RV Rentals	8000	8
Strongman Tools	19412	19
Summit UK & Invo Auto Ltd	7320	7
Super B	E471	9
Super One Series	6410	6
SuperPro Europe Ltd	8325	8
SuperPro VAG Trophy	7030	7
Supertech	E546	9
Surf & Turf Instant Shelters	7222	7
Suzuki GB PLC	19130	19
Swedish Motorsport Industry	E330	9
System Store Solutions	8740	8
Syvecs Ltd/Life Racing Ltd	E343	9
TAG Heuer Professional Timing	6250	6

TAKATA Racing	6435B	6
TMR Supplies Ltd	10310	10
TPS WeldTech Ltd	E642	9
TR Lane Performance Fabrications Ltd	19363	19
TRS Motorsport Ltd	E647	9
TTI Group Ltd	E445	9
TTS Performance	19200	19
TTV Racing Components	E1180	9
TVR Car Club	19650	19
Tecalemit Garage Equipment Co Ltd	8200	8
Teesside Karting Ltd	6102	6
Tekdata Interconnections Ltd	E432	9
The F1 Shop	2900	20
The Karting Pavilion	6210	6
The MPA Group	E830	9
The Northamptonshire High Performance Technologies Network	E241	9
The Motor Sports Association	2840	20
The Racing Bug	19240	19
Think Automotive Ltd	E270	9
Tillett Racing Seats	6512	6
Tilton Engineering	E548	9
Titan Motorsport & Automotive Engineering	E1087	9
Titan Motorsports & Manley Performance	E260	9
Torque Developments International	7017	7
Total Seal Piston Rings	E772	9
Trac Measurement Systems	E1010	9
Track Attack Race Club - DMac	7339	7
TrackDriver magazine	7530	7
Trading 247 Europe Ltd	2916	20
Travel Destinations	6640	6
Trident Racing Supplies	E649	9
Triple X Trading Ltd	7755	7
TurboSport	E397	9
Twisted	19310	19
Ultimate Finish	19031	19
Universal Marking Systems Ltd	E960	9
University of Central Lancashire	7110	7
University of Dundee	7102	7
University of Hertfordshire	7205	7
V-max Racing Management	6500	6
V2 Helmets Ltd	6475	6
VAC Motorsports	E860	9
VP Racing Fuels	E472	9
Variohm Eurosensor Ltd	E180	9
Vero Software	E1161	9
Versarien Ltd	E845	9
Vibra-Technics Automotive Ltd	E1080	9
Viper Performance	8305	8
Viraver	E385	9
Virgin Media	2940	20
Vision Plus	10180	10
WDS Component Parts Ltd	E1060	9
Wagner Tuning	19340	19
Walker Motorsport	10150	10
Walkers - Tekofibra - Tecno2	E444	9
Waltham Services Events Ltd	10120	10
Wavetrac Differentials	E1070	9
Westwood Cylinder Liners	E862	9
Williams Advanced Engineering	E280	9
Willans	E499	9
Wiltshire College	7200	7
Woodford Trailers	6870	6
Wrights Auto Supplies	6812	6
XYZ Machine Tools	E1240	9
Xceldyne - PSI	E340	9
Xtrac Ltd	E162	9
Yamazaki Mazak	E1146	9
Yokohama HPT Ltd	2740	20
Zeitronix Inc	E383	9
Zircotec Ltd	E962	9
www.25crrmog.com	E220	9
www.vx220.org.uk	9350	9
www.themagazineshop.com	6450	6
ZRP	E846	9

VW: WORLD RALLYING'S RELUCTANT FAVOURITES

It may be new to the WRC and talking down its 2013 chances, but VW is going to take some beating, reckons *DAVID EVANS*

Edward Longshanks was a fairly well-resourced fellow. Lining up at Falkirk in 1298, his team was well turned out with the right kit – including some fairly handy longbows in their arsenal. Prior to the main event, the King would have had a word with the more influential news spinners of the time.

While Middle-Age media wasn't quite as quick as now, Longshanks' message would have got through.

And the one thing his message wouldn't have said is: "We are happy with our preparation, but we are not thinking of winning. A podium perhaps, but we can't think about victory until the second half of the season."

Admittedly, this analogy's not without its flaws, the first being that any two-way scrap's going to end up with both on the podium, and battles and war between England and Scotland tended not to happen across a season.

But you get the idea.

Well, for England read Volkswagen. There will be those who fiercely disagree with this prediction – namely those sitting in Cockermouth and Versailles – but the potential of the cars and boys coming from Hannover this year is exceptional. And it's that potential that has to make VW favourites for victory in its debut season.

VW won't much like this either. Shorn of stereotypical self-confidence on its approach to the soapbox, when it does stand up and talk, the rhetoric is demure to the point of making the perennially conservative Sebastien Loeb guilty of gross grandiloquence.

Frankly, that's dull. All the talk of starting slowly, building up experience, chasing top-threes – or a top-five according



VW launched the Polo and its drivers in Monte Carlo last year

to Jari-Matti Latvala in Monte Carlo – goes out of the window when you look at the headline facts. VW has got one of the biggest budgets in the WRC, it's got some of the best technical brains in automotive engineering, the full use of the VW Group's development facilities, Sebastien Ogier, Latvala and Andreas Mikkelsen. Oh, and if that's not enough, if the team is genuinely concerned about a lack of experience, it's capped some of those worries with a season-long full dress rehearsal.

Favourites? You bet.

Admittedly, there are still issues

with the Polo. The car is powered by a 1600cc motor built to world engine regulations; Ford and Citroen revised what already existed in their respective range. And, if you listen to service-park gossip, the VW numbers, in terms of both torque and power, aren't quite there. They will be.

Latvala has also mentioned transmission and



Is this the car to beat Ford and Citroen?

1600cc motor built to world engine regs



VW has fine-tuned Polo's electronics



WRC is blessed by VW squad's arrival



suspension tweaks to be made – this is likely to be set-up rather than hardware. Unusually, VW will not commit to a single suspension supplier this season. The team is running both Sachs and Reiger dampers as it chases the optimal set-up throughout 2013.

The resource behind VW's maiden WRC programme is beyond question, but with that resource comes huge expectation. That's not lost on technical director Francois-Xavier Demaison.

"If we don't succeed," says Demaison, "then I will be worried. We have the best team, we have the money and we have the drivers, we definitely have the drivers. So if we are not winning rallies then maybe I should look at myself!"

It hasn't always been this way, however. In the middle of the year, there was a genuine concern for the pace

of development from the car. Ogier was consistently pushing the team harder and harder, wanting more and more from the Polo. With Ogier combining testing with his Skoda-based WRC programme, much of the day-to-day endurance running of the Polo was carried out by Dieter Depping. It's fair to say, Depping probably spent more time in the R WRC than in his own home last year...

But it wasn't enough. Ogier kept on pushing harder.

"Things weren't going fast enough in the middle of the year," he admits.

Demaison smiles: "For him, things could never go fast enough; it's the same with all drivers – nothing can ever happen fast enough."

But, by September's end, light was charging through the tunnel. With reliability right on track, the speed

wasn't far behind.

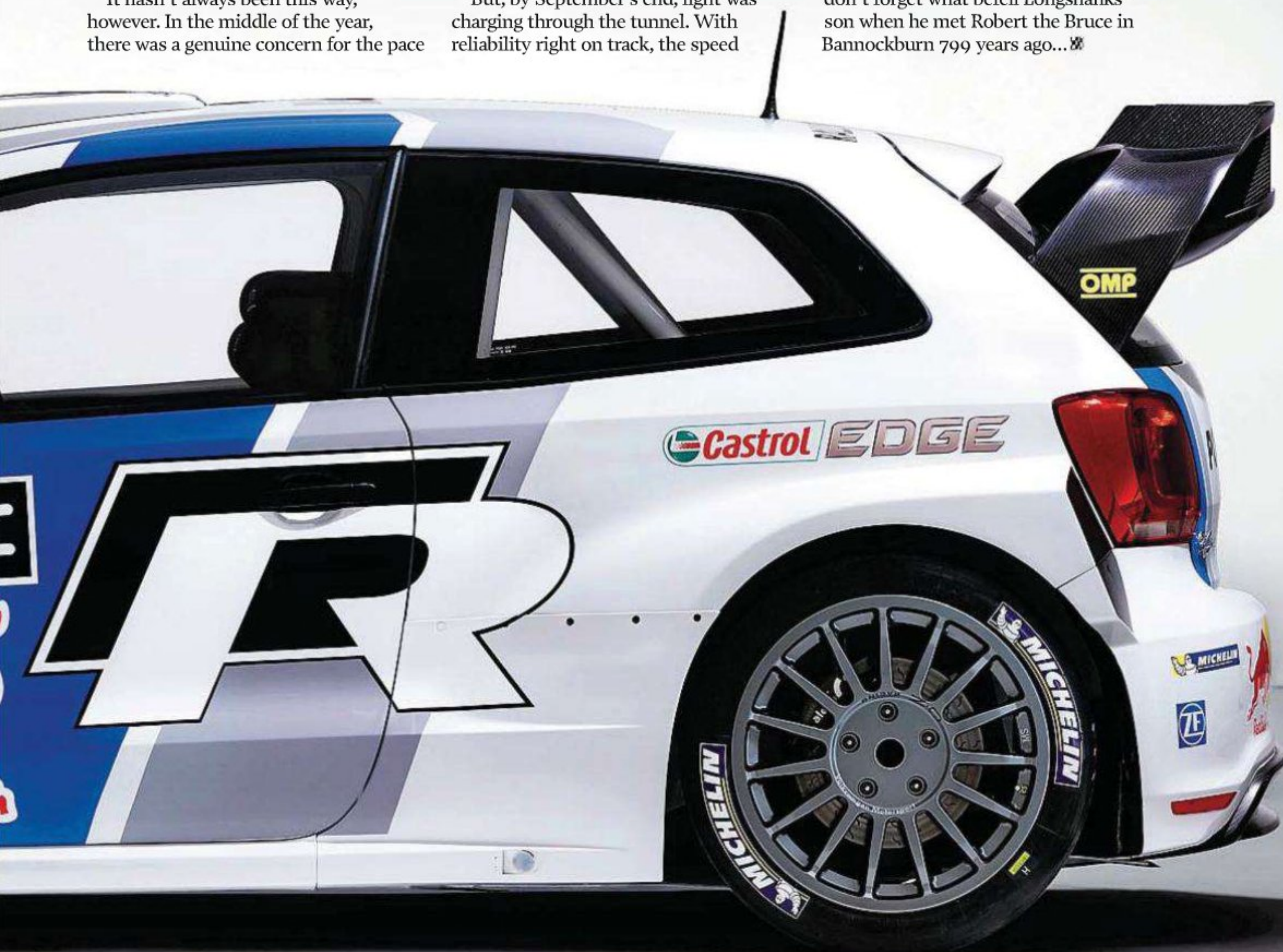
"There was a change," says Ogier. "Now I'm happy. But also I'm happy because Jari-Matti is coming as well."

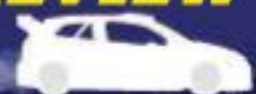
Latvala's arrival in the team added more strength to what had been a solitary driver's voice.

"It was very good to hear Jari-Matti's comments on the car," says Ogier, "this confirmed where I thought we were. He has just jumped out of the Fiesta, so his reference for the car is very good."

Whatever happens, in its time of need, the WRC is truly blessed with the arrival of VW. The sport really couldn't have wished for a better-funded or more capable company to be coming.

And for the opposition, take heart and don't forget what befell Longshanks' son when he met Robert the Bruce in Bannockburn 799 years ago... ❧





CAN WILSON WIN WITHOUT FORD?

His M-Sport operation might have lost Ford support, but Malcolm Wilson is hoping a young line-up and fresh backing can take him to the top in 2013. By *DAVID EVANS*



Wilson has saved M-Sport's season

Malcolm Wilson just can't help himself. He's smiling again. And he's looking forward to the start of a new World Rally Championship season more than ever.

Just 87 days after Ford announced its withdrawal from the WRC, apparently derailing any hopes and plans of 2013 world glory for Wilson's Cockermouth-based team, the former British

champion has pulled off a masterstroke.

He's got the budget in place for the year ahead courtesy of a deal with Qatar and he's got the WRC's three hottest prospects – Mads Ostberg, Evgeny Novikov and Thierry Neuville – in his Fiesta RS WRCs for the coming season.

"I'm as excited as ever," he says. "It's been hard work, but we're there now and we're there with a very, very interesting line-up for this season."

Maintaining Ford's presence in the world championship down the years has never been the easiest of tasks, but the past couple of months have been especially tough at Dovenby Hall. The relief is more than obvious for Wilson, who beyond all his sporting ambition, confesses that preserving a staff of 200-plus fellow Cumbrians comes as its own driving force to succeed.

But it's still the challenge and the



Ford has departed, but Fiestas remain



Citroen is relying on Hirvonen and Sordo



Ostberg leads M-Sport 'youth'

chase of the unorthodox that gets Wilson going. There will be those who scoff at his selection of drivers for this season. Prior to Neuville's arrival, world champion Sebastien Loeb had stated that M-Sport would not be winning in the WRC in 2013.

"Maybe he's changed his mind now," says Wilson quietly.

There's no doubt Qatar M-Sport's team is a gamble for this season. But it's a necessary one. There was little budget for paying drivers, but maybe some cash could have been found to put Petter Solberg in a car for another season. Would that have guaranteed a title? No. It would probably have banked some rally wins, but the potential return on investment wasn't enough for Wilson.

He's looking to the future and having the right drivers with a long career ahead of them could be the thing that turns the head of a new manufacturer looking for a WRC partner in that future...

But in the present day, which Fiesta will come first? It's a tough one. Ostberg is the driver who leads the team. He's shown huge maturity in the past 18 months, but what we need to see now is the ragged-edge ability to keep the car dancing to his tune on the limit for three full days. He can be fast, but now he needs to be rally-long fast.

As for the other two, they just need to remember how long a rally is...

In fairness to Novikov, he has also grown up quickly over the past year and having the experience of Denis Giraudet and Ilka Minor to call on has played no small part in that. Novikov may not be the most charismatic of characters, but who cares when he has as much natural talent as he does. Containing and channelling that speed and ability will be a big task for Wilson.

As for Neuville, it's easy to forget – especially for a driver who has already won the Tour de Corse and Sanremo

(both as IRC rounds) – that he's only contested 20 rounds of the world championship in his career.

But, if anybody can shape these fellas, it's Wilson. It's what he does. Look back in time and he's done it over and over. Solberg, Francois Duval, Markko Martin, Mikko Hirvonen and Jari-Matti Latvala all have him to thank for playing a part in their rally-winning ways.

In terms of age an Ostberg-Novikov point-scoring partnership would be the youngest ever for a Wilson squad. But not in terms of rallies started: the Norwegian and Russian have tackled 88 rounds already. The Martin-Duval-Hirvonen trio that started as Ford's factory line-up in 2003 had only bagged 65 WRC rounds between them.

Experience is pretty much everything in the WRC. But if you haven't got that, raw speed and innocence of youth will certainly make for an entertaining year.

CITROEN'S SEARCH FOR A NEW LEADING MAN

With world rallying licked, Citroen moved into the movie business last year. The Paris team's first flick, *19 allee des Marronniers*, was given its premier just before Christmas.

It was magnificent. Which was hardly surprising, given the material in a production chronicling the season past with former glories interwoven. But here's the thing: what about the sequel? Will there be one? If there is, how will it play out?

Will it top arguably the best-ever sequel, *Godfather II* or flop like that second-time-around shocker *Speed 2*?

One thing is certain, Citroen's efforts to outdo Mario Puzo will be hard hit by the decision of the team's Michael Corleone equivalent to take a bit part instead of the lead role.

A Godfather without the big screen's most famous Capo di tutti capi is

unimaginable; Citroen without Sebastien Loeb will be a fact nine times out of 13 this season.

Almost as a default setting, a hangover from nine seasons of utter brilliance from that astonishing Alsace-Versailles alliance, Citroen will go into this season as favourites – particularly with a dwindling bank balance being topped up by Abu Dhabi. For eight years in a decade the chevron badge has been at the top of world rallying and that kind of experience enhances excellence and that kind of excellence engenders world domination. And world domination, with or without a leader, is not forgotten overnight.

The numbers point to Citroen's house of cards tumbling without Loeb. In 11 years of World Rally Car competition, the Parisians have won 88 rounds of the WRC. All but 12 of those have come from Loeb. Balancing that, four years from the past five – the bloke who has finished second to Loeb across the spread of the season has been Mikko Hirvonen, Citroen's lead driver in 2013.

Certainly, the DS3 WRC is an exquisite World Rally Car, a great machine made better by the Hirvonen-inspired suspension work through last season. In the absence of an experienced campaigner like Petter Solberg, it's hard to see anybody sustaining a threat to the Finn throughout the dirt rallies in 2013. And on the asphalt, Dani Sordo is ready to step up where Loeb steps aside.

By his own admission, if Sordo doesn't win this year, he'll call it a day. Citroen team boss Yves Matton reckons Sordo will be on the same pace as Hirvonen all year. If that's the case, 2013 would be a riveting fight between two long-time Loeb understudies. That sort of success would mean the equivalent of Corleone consigliere Tom Hagen taking charge of the family. Could that really ever have happened? ❧

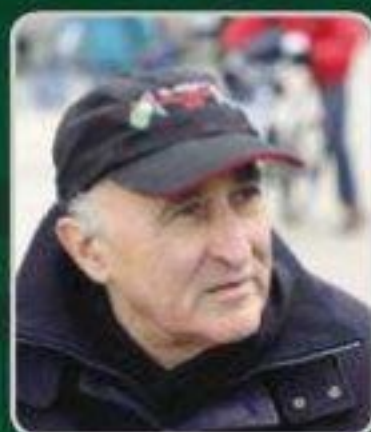
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2013 PROVISIONAL CALENDAR

February 2, Amsterdam
March 23, Oulton Park
April 4, Donington
April 12-14, Barcelona
May 3-5, Donington
May 25-27, Brands Hatch
June 14-16, Dijon
July 26-28, Silverstone
August 9-11, Nurburgring
August 30-September 1, Zandvoort
September 20-22, Spa
October 11-13, Jerez

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TIME FOR A NEW CHAMPION

Sebastien Loeb is only doing four rallies in 2013. *DAVID EVANS* looks at who could assume the Frenchman's mantle

For now, nothing has changed. But soon, everything will be different. That's the story for the 2013 World Rally Championship.

For the 13th successive season, nine-time world champion Sebastien Loeb starts the opening round of the WRC next week. Three weeks down the line, he starts round two. After that, he's gone, only popping in for Argentina and France – so the best Loeb can do this time around is 100 points.

So, get yourself ready for a new name on the drivers' trophy in 11 months' time. With no Petter Solberg present, we're in for the first new champion since the Norwegian managed that feat in 2003.

But who will it be?

The sensible money seems to be on Mikko Hirvonen, Loeb's replacement as Citroen's permanent points-scorer. And a first world title for the Finn is probably the most realistic outcome from the year – he's got speed, consistency and all of Citroen behind him.

But Hirvonen will be asking himself three big questions right now.

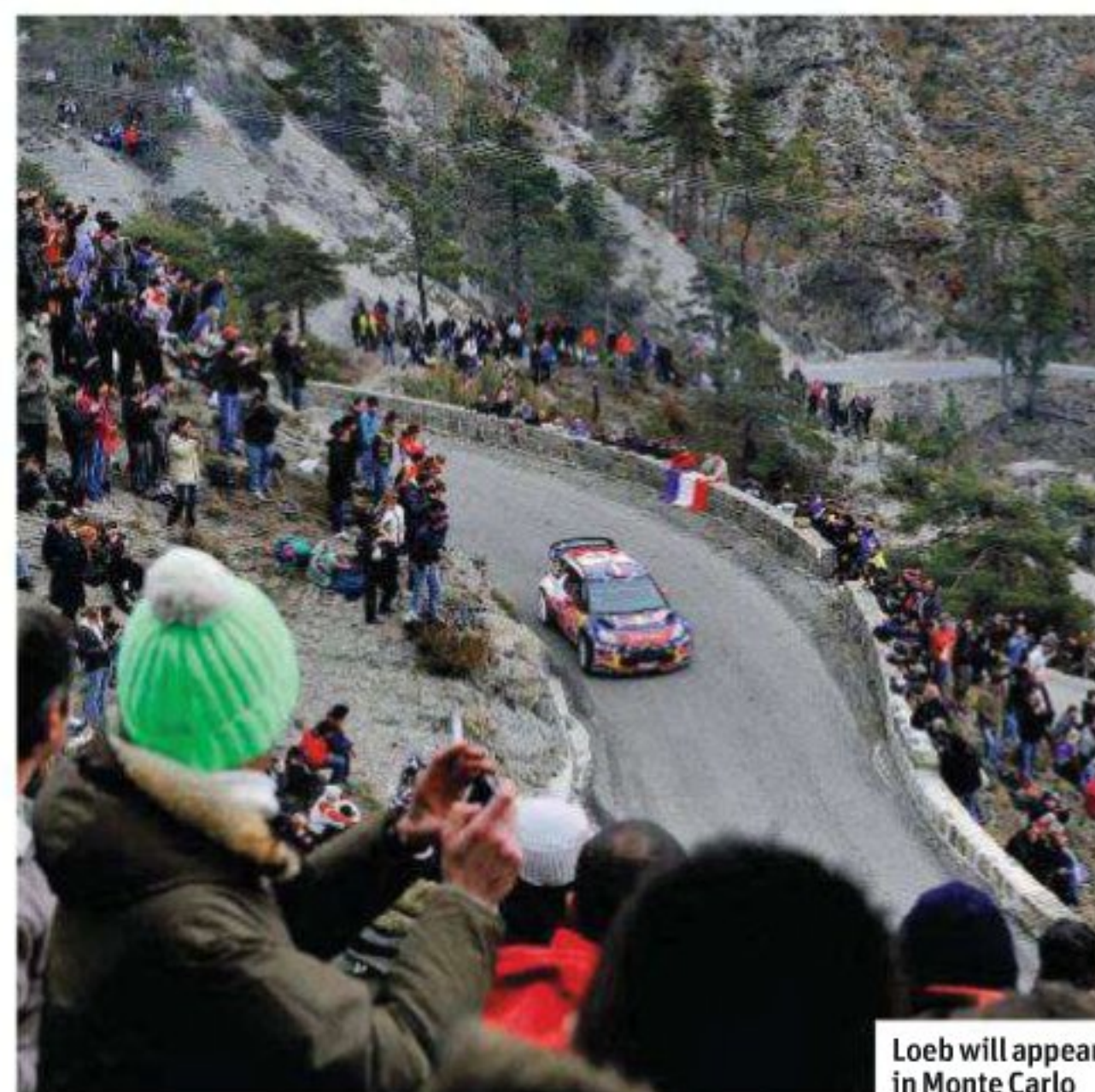
One: how quick will his team-mate Dani Sordo be second-time around at Citroen? Two: what can Ford do with its young guns? Three – and here's the big one – how quick will Volkswagen be?

Around the WRC, there seems a collective acceptance that VW has the fastest two drivers in the sport with Sebastien Ogier and Jari-Matti Latvala. But, out of the box, the Polo R WRC is unlikely to have the legs on the DS3 WRC or the Fiesta RS WRC. But it won't be long before the Hannover-built machine is flying as high as anything in the sport.

And at that point, the drivers will have to show consistency as well as speed, and the team management an ability to keep two quite different men unified in the principal goal of manufacturer glory and away from personal gain.

In terms of potential, the Qatar M-Sport World Rally Team matches Volkswagen, with Malcolm Wilson securing the services of three of the WRC's brightest prospects in Mads Ostberg, Evgeny Novikov and Thierry Neuville. One, two or three of them can win rallies this year, but an outright title tilt looks optimistic for ones so young and comparably inexperienced.

Calendar-wise, there's not much change. Australia replaces New Zealand, Italy moves back into the summer for what we're promised will be the last trip to Sardinia and Rally GB moves back to provide what could be the most entertaining season finale in years. ❧



Loeb will appear in Monte Carlo

MONTE CARLO RALLY TOP 20 ENTRIES

Driver / Co-Driver	Team
1 Sebastien Loeb/Daniel Elena	Citroen DS3 WRC
2 Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC
4 Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC
5 Evgeny Novikov/Ilka Minor	Ford Fiesta RS WRC
6 Juho Hanninen/Tomi Tuominen	Ford Fiesta RS WRC
7 Jari-Matti Latvala/Miikka Anttila	Volkswagen Polo R WRC
8 Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC
10 Dani Sordo/Carlos del Barrio	Citroen DS3 WRC
11 Thierry Neuville/Nicolas Gilsoul	Ford Fiesta RS WRC
12 Michal Kosciuszko/Maciek Szczepaniak	Mini John Cooper Works WRC
21 Martin Prokop/Michal Ernst (Ford Fiesta RS WRC); 22 Bryan Bouffier/Xavier Panseri (Citroen DS3 WRC); 24 Julien Maurin/Nicolas Klinger (Ford Fiesta RS WRC); 31 Esapekka Lappi/Janne Ferm (Skoda Fabia S2000); 32 Sepp Wiegand/Frank Christian (Skoda Fabia S2000); 33 Armin Kremer/Klaus Wicha (Subaru Impreza WRX); 34 Luca Betti/Francesco Pezzoli (Peugeot 207 S2000); 36 Rashid Al Ketbi/Karina Hepperle (Skoda Fabia S2000); 37 Lorenzo Bertelli/Lorenzo Granai (Subaru Impreza WRX); 38 Ricardo Trivino/Alex Haro (Mitsubishi Lancer Evo X)	

MONTE CARLO RALLY ITINERARY

Wednesday January 16		
Start	Valence	0800
SS1	Le Moulinon-Antraigues (23.05 miles)	0903
SS2	Burzet-St Martial (19.01 miles)	1021
Service	Valance	1246
SS3	Le Moulinon-Antraigues (23.05 miles)	1421
SS4	Burzet-St Martial (19.01 miles)	1539
Thursday January 17		
SS5	Labatie d'Andaure-Lalouvess (11.85 miles)	0933
SS6	St Bonnet-St Bonnet (15.81 miles)	1014
SS7	Lamastre-Albousiere (13.49 miles)	1134
Service	Valance	1257
SS8	Labatie d'Andaure-Lalouvess (11.85 miles)	1450
SS9	St Bonnet-St Bonnet (15.81 miles)	1531
SS10	Lamastre-Albousiere (13.49 miles)	1654
Friday January 18		
SS11	St Jean en Royans-La Cime du Mas (20.62 miles)	0805
Service	Valance	1108
SS12	St Nazaire le Desert-La Motte Chalancon (13.73 miles)	1331
SS13	Sisteron-Thoard (22.80 miles)	1529
Parc	Ferme Monaco	1929
Saturday January 19		
Service	Monaco	1315
SS14	Moulinet-La Bollene Vesubie (14.62 miles)	1511
SS15	Lantosque-Luceram (11.77 miles)	1554
SS16	Moulinet-La Bollene Vesubie (14.62 miles)	1712
Service	Monaco	1950
SS17	Moulinet-La Bollene Vesubie (14.62 miles)	2058
SS18	Lantosque-Luceram (11.77 miles)	2141
Parc	Ferme Monaco	2309

2013 WORLD RALLY CHAMPIONSHIP CALENDAR



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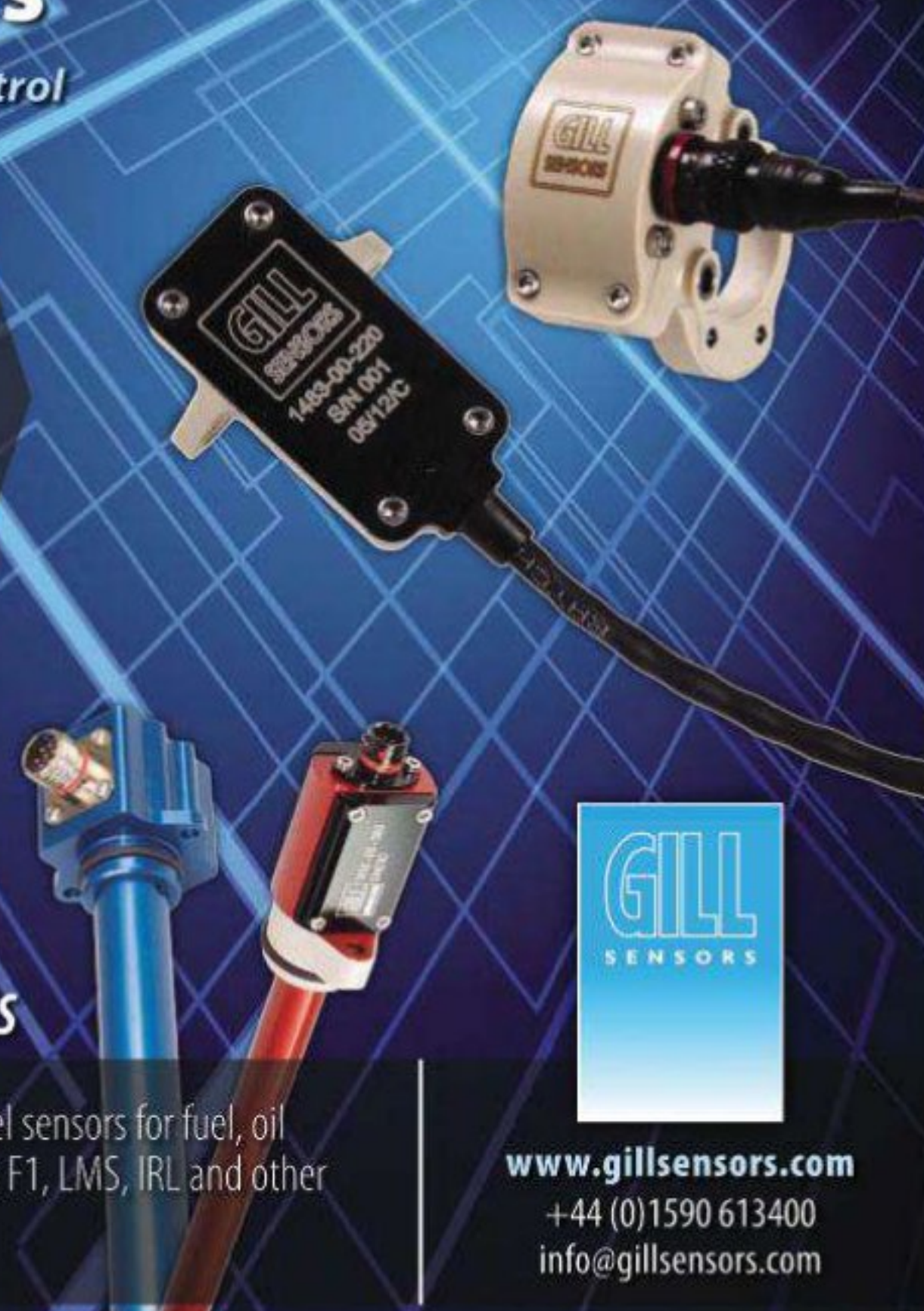


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INTERNATIONAL RACES & RESULTS

EUROPEAN RALLY CHAMPIONSHIP

Janner Rally (A),
Rd 1/13

QUICK RESULTS

- Winners **Kopecky/Dresler**
- Prod Cup **Harrach/Welersheimb**
- 2WD Cup **Danzinger/Wustenhagen**

RACE RATING

★★★★★

Snow, ice and rain stand in the way of half-second win

REPORTS

WORLD OF SPORT

Kopecky won, despite puncture



EUROPEAN RALLY CHAMPIONSHIP JANNER RALLY (A), JANUARY 4-5, RD 1/13

Kopecky punctures Bouffier's dreams at finish

PUT A FAST DRIVER – JAN

Kopecky – in the best Super 2000 car (a Skoda Fabia) on stages the Czech mastered on his way to victory 12 months ago, and first place is pretty much guaranteed.

But the 30th Janner Rally, the opening round of the revitalised European Rally Championship, was no ordinary affair.

Seven drivers won stages, two world championship event winners took part, and the rally was decided by just half a second on the final stage. This all helped lift the gloomy weather that replaced the anticipated

heavy coating of snow in Austria last weekend.

After 14 stages things looked good for Kopecky. After an early exchange with 10-time Austrian champion Raimund Baumschlager – the veteran led for a stage on day two – and the threat posed by the resurgent Bryan Bouffier, who was making up time after a slow start, Kopecky had built an advantage of 20s going into the eight miles of Unterweisenbach.

Then, with four miles of the stage left, disaster struck. A rock, dragged onto the road by a car further up

the running order, lay in wait at a fast left-hander. Unable to alter his line, Kopecky clouted it with his front-left wheel, puncturing its Michelin tyre in the process.

Almost a minute was lost as Kopecky battled to the stage finish. Having been leading comfortably, he was now third and 29.7s adrift of new leader Bouffier – who had even spun his Peugeot 207 nearing the stage finish – with three tests left.

Two remained before penultimate service in Freistadt, and with a spare tyre no longer at his disposal – he was carrying one rather

than two – Kopecky faced the difficult task of having to push to make up the gap while avoiding another deflation.

With the patches of snow and ice that characterised much of Friday's action giving way to mud and heavy rain on Saturday, driving conditions had become increasingly treacherous thanks also to fog and fading daylight.

Bouffier reckoned Kopecky "disconnected his brain" as the Czech driver took 14.4s out of the 2011 Monte Carlo Rally winner on the first of two runs through the 15.5 miles of Bad Zell.

That meant Kopecky's deficit was down to 10.6s with one stage left. Bouffier made it through first to begin the agonising two-minute wait at the finish while Kopecky completed. When he did make it through, 11.1s quicker, Kopecky initially thought he'd been beaten. Co-driver Pavel Dresler was on-hand to realise they'd taken victory by 0.5s after almost 155 miles of stages.

"I never stopped believing I could win because if you do you cannot achieve anything," Kopecky said afterwards. "I tried but Jan was quicker," Bouffier added.

Baumschlager took third in his Fabia. Francois Delecour's bid to snatch fourth from Mini driver Vaclav Pech faltered when he spun his Peugeot and picked up a puncture on day two after being handed a 60s penalty for an early check-in on Friday. Stig Blomqvist, the 1984 world champion, was 12th on his annual appearance in Austria.

● Graham Lister

RESULTS

1 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000), 2h35m45.3s; 2 Bryan Bouffier/Olivier Fournier (Peugeot 207 S2000), +0.5s; 3 Raimund Baumschlager/Klaus Wicha (Skoda); 4 Vaclav Pech/Peter Uhel (Mini John Cooper Works S2000); 5 Beppo Harrach/Leopold Welersheimb (Mitsubishi Lancer Evo IX R4); 6 Kajetan Kajetanowicz/Jaroslav Baran (Subaru Impreza STI R4). **Points** 1 Kopecky, 38; 2 Bouffier, 31; 3 Baumschlager, 23; 4 Pech, 20; 5 Harrach, 16; 6 Kajetanowicz, 12.



Bouffier had a strong run



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Challenge winner



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Challenge winner

**Some Rolex 24 At
Daytona facts:**

- Winning car makes ≈10,000 overtakes
- Typical lap time = 1min 43 secs
- Top speed close to 200mph
- A 24hr sprint race to the chequered flag (winning margin in 2012 was 5.498s)
- Amazing views from grandstands – see the whole lap!
- 2012 Sunoco Daytona Challenge winner Felipe Nasr finished 3rd in 2012 – can Ivan Bellarosa improve on that for 2013?



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DAKAR RALLY

Stages 1-3,
Lima-Nazca (PE)

QUICK RESULTS

→ Cars **Stephane Peterhansel**
→ Trucks **Gerard de Rooy**
→ Quads **Marcos Patronelli**
→ Bikes **Cyril Despres**

RACE RATING

★★★★☆

Favourites running into early dramas sets scene for great rally

REPORTS

WORLD OF SPORT

DAKAR RALLY STAGES 1-3, LIMA-NAZCA (PE), JANUARY 5-7

Peterhansel leads while buggies take stages

STEPHANE PETERHANSEL

held a 6m33s advantage over Nasser Al-Attiyah following the third stage of the 2013 Dakar Rally between Pisco and Nazca on Monday.

The American-built Demon Jefferies V8 Buggies had taken the first three special stages in Peru, with Spaniard Carlos Sainz going fastest over the first two before losing time with electrical gremlins in the dunes on stage three and slipping to fifth overall.

Dakar veteran Peterhansel, a four-time race winner in a car, was his usual composed self in the leading X-raid Mini All4 Racing. He needed to be too, because it was a disappointing start for Sven Quandt's team. Former Cross-Country World Cup winner Leonid Novitskiy held fourth in the second Mini behind Lucio Alvarez's Overdrive Toyota Hilux, but Spaniard Nani Roma was delayed on stage two and Pole Krzysztof Holowczyc crashed out of the rally in the Peruvian dunes.

"Even in those devilishly difficult motorcycle tracks in every direction, Jean-Paul [Cottret, co-driver] has had perfect navigation," said Peterhansel. "It's been the difference for us so far."

A total of 153 cars started the 16-stage rally, which finishes in the Chilean capital of Santiago on January 20. X-raid boss



Peterhansel kept his nose clean

Quandt was the first to admit that the Buggies – and most likely the Red Bull examples of Sainz and Al-Attiyah – would be quicker through the early stages. Thanks to Guerlain Chicherit's SMG machine, there was a third buggy in the top four spots on stage one. Robby Gordon, meanwhile, had a problem with reverse gear on his Hummer and lost 10 minutes on a ridge.

Stage two featured the first of the tricky dune crossings around Pisco. Sainz was the first to reach

one and made a wrong navigational decision. He claimed he had simply followed his GPS system, which was later found to be giving incorrect information due to a fault with the event organisers' systems.

He was given back the 20-minutes lost, moving him back into the lead. But on Monday night organisers changed their minds again after finding that Sainz's back-up GPS unit was working and should have detected the beacon.

Sainz fell from fifth to 10th while Giniel de Villiers

(Toyota) and Nani Roma (Mini) were promoted fifth and sixth respectively.

"It was really strange out on the stage because of the problems we had with navigation," said Sainz. "There was a waypoint that we passed three or four times. We were going up and down and round and round because we knew we were in the right place."

Al-Attiyah also struggled to find the waypoint and lost 13 minutes before recovering with his stage-three win into Nazca. Chicherit punctured, damaged his

SMG Buggy, lost 30 minutes and slipped to 11th.

● Neil Perkins

POSITIONS AFTER STAGE 3

1 Stephane Peterhansel/Jean-Paul Cottret (Mini All4 Racing), 5h34m26s; **2 Nasser Al-Attiyah/Lucas Cruz (Demon Jefferies Buggy),** +6m33s; **3 Lucio Alvarez/Robbie Graue (Toyota Hilux),** 4 Leonid Novitskiy/Konstantin Zhiltsov (Mini); **5 Giniel de Villiers/Dirk von Zitzewitz (Toyota),** 6 Nani Roma/Michel Perin (Mini); **7 Orlando Terranova/Paulo Fiuza (BMW X3 CC),** 8 Bernard Errandonea/Arnaud Debron (SMG Buggy); **9 Ronan Chabot/Gilles Pillot (SMG),** 10 Carlos Sainz/Timo Gottschalk (DJ).

ANDROS TROPHY ALPE D'HUEZ (F), DECEMBER 21-22, RD 3/7

Double maximum for Dayraut

JEAN-PHILIPPE DAYRAUT took a giant step towards a fourth title in five years with a double win on Alpe d'Huez before Christmas.

The Mini driver was untouchable as he top-scored on both days of competition (the day's results calculated by adding qualifying and race points

together). Dayraut grabbed a maximum 160 points and increased his championship lead to 19 over former grand prix winner Olivier Panis in his Dacia Lodgy.

Dayraut and Panis proved their class by running at the front, despite carrying 60 and 40kg of success ballast respectively, while

Citroen-mounted Benjamin Riviere dealt badly with the extra weight and the Andorra winner could only manage 10th on day one.

Riviere now trails Dayraut by 31 points and has little hope of overhauling his rival during the second half of the season.



Dayraut (28) took two maximums

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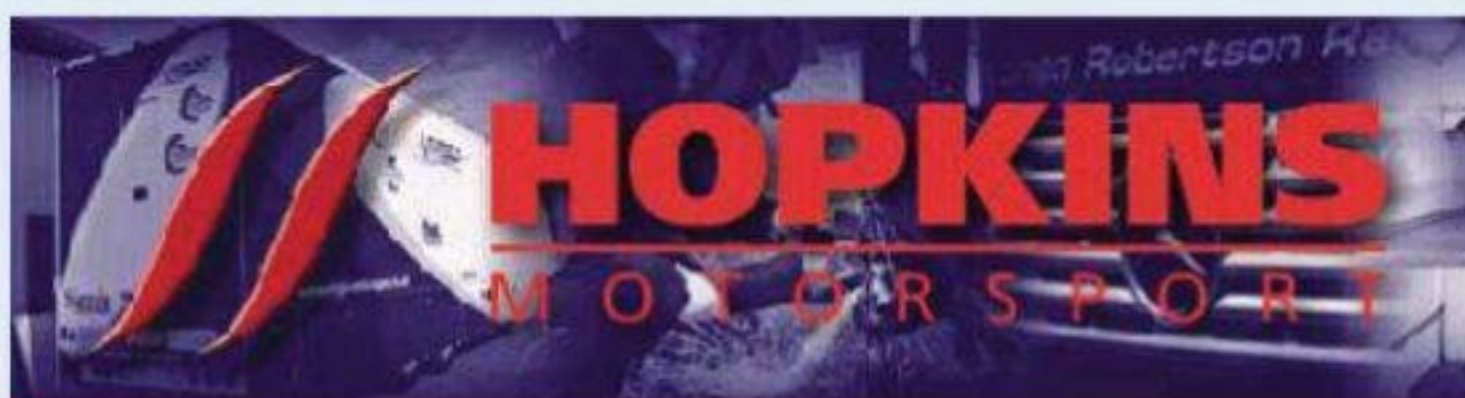
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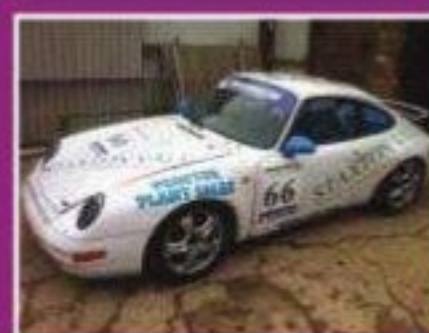
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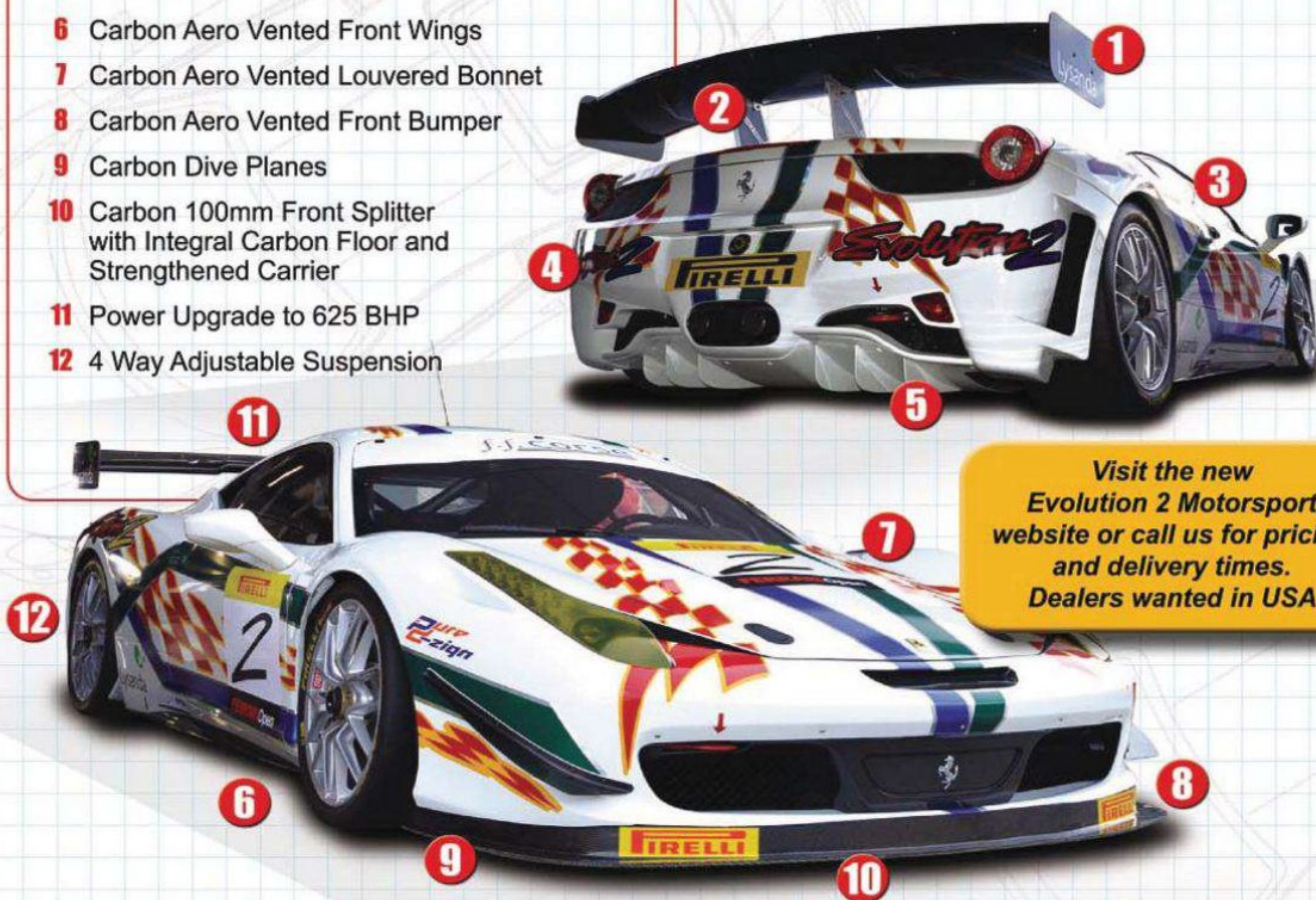
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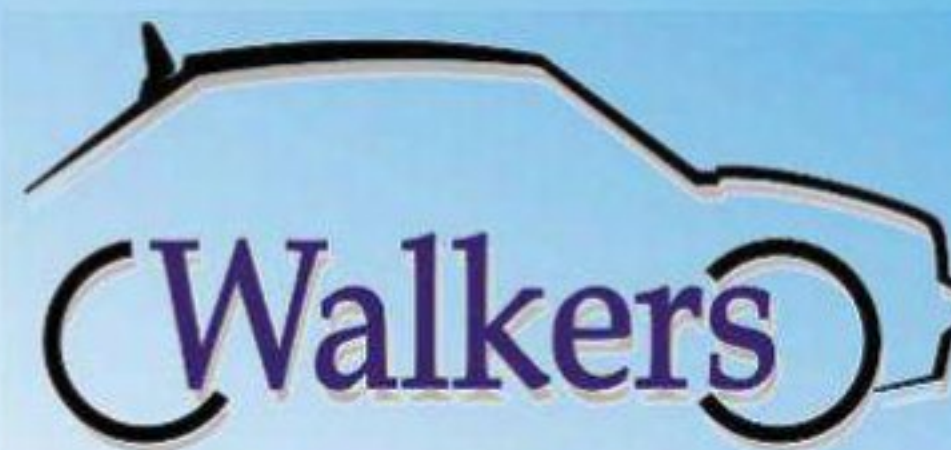
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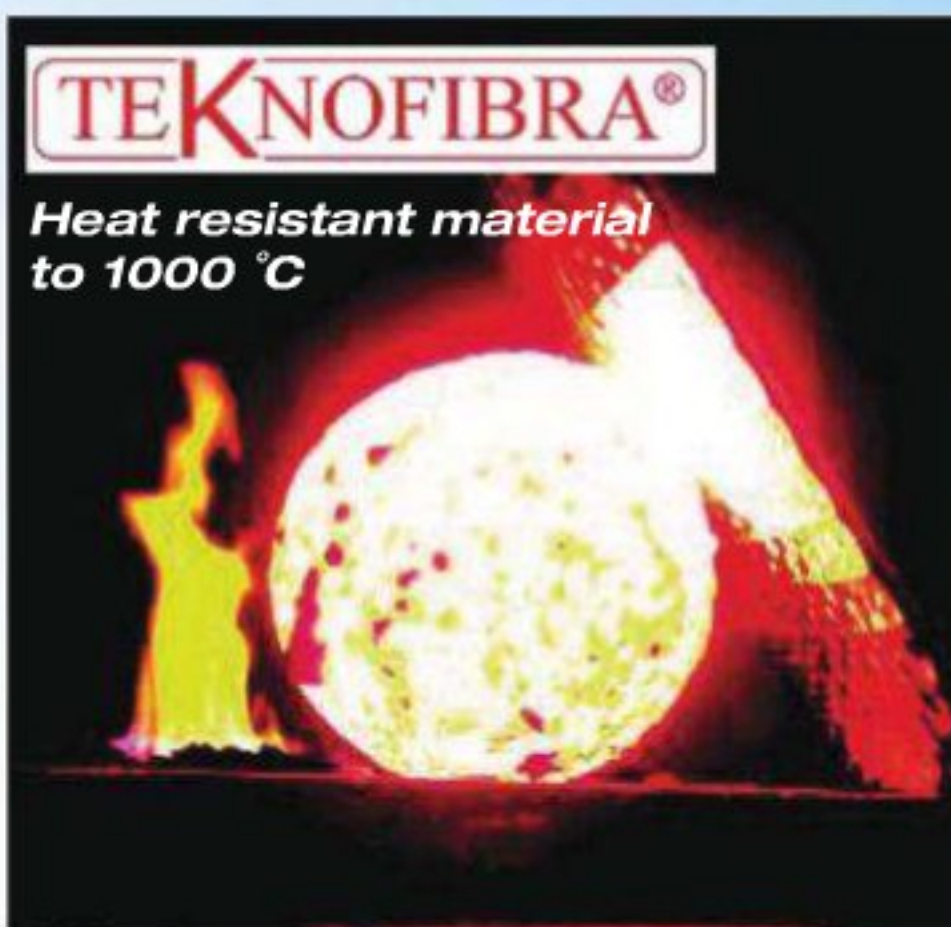


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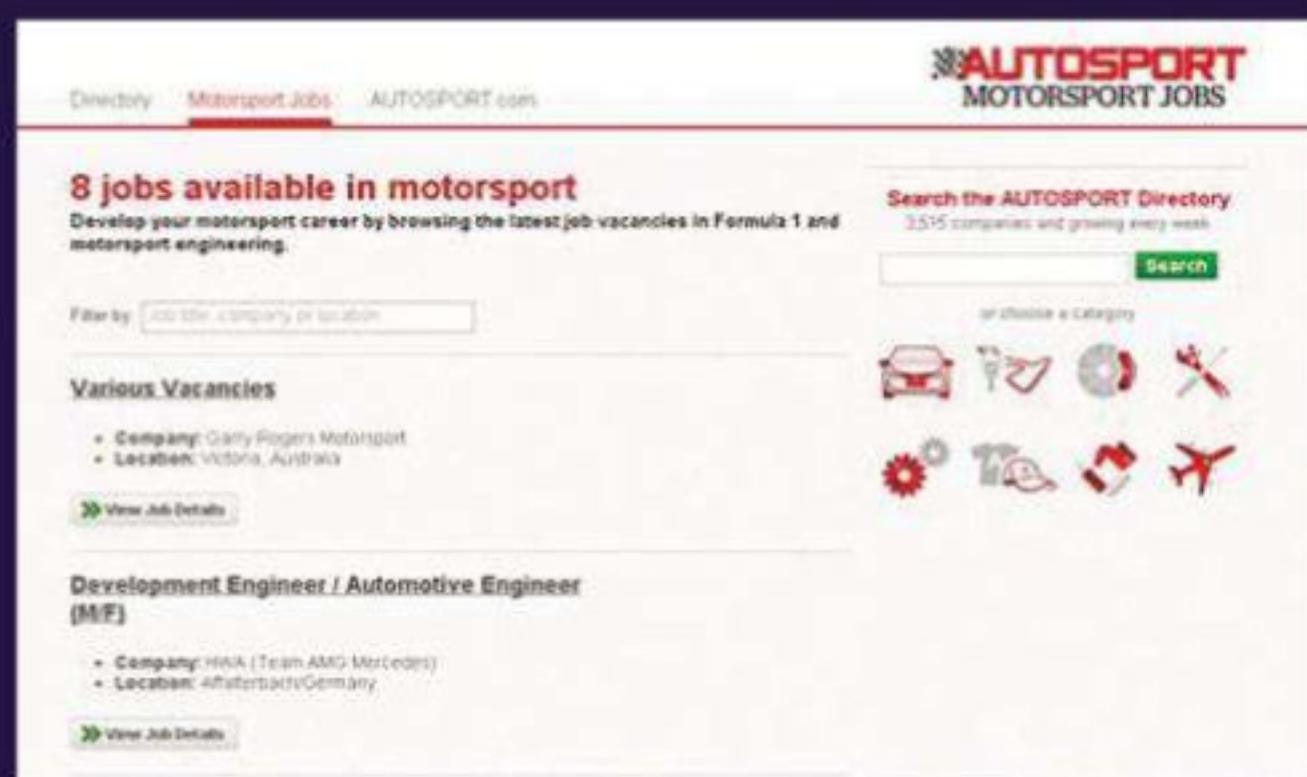
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Closing date: 25 January 2013

And here are the views of some of our satisfied clients:

'Autosport provides a consistently high quality recruitment service that enables GEMS to reach industry professionals for a variety of roles.'

Richard Hull, GEMS Performance Electronics Sales & Marketing

"We received an unexpectedly large amount of responses in only a few days. We would definitely consider Autosport for any future recruitment needs."

Jose Santos, Race Engineer Matech Concepts

"At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts."

Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."

Steve Hallam, Director of Competition, Michael Waltrip Racing

"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals"

Jody Firth, Team WFR

"We received an unexpectedly large amount of responses in only a few days. We would definitely consider Autosport for any future recruitment needs."

Jose Santos, Race Engineer Matech Concepts



Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

A number of vacancies have arisen to join the Mercedes AMG PETRONAS Formula One Team. If you would like more information about one of our roles then please see the 'join the team' area of our website www.mercedes-amg-f1.com

PRINCIPAL AERODYNAMICIST

REF: SW471/0701

Reporting to the Head of Aerodynamics you will lead the aerodynamic development of alternate year's cars. This is a senior role requiring a minimum of 8 years of experience in top level motorsport aerodynamics.

CFD AERODYNAMICIST

REF: SW472/0701

We are looking for a driven and innovative CFD Aerodynamicist to develop aerodynamic components at the highest level. You will be involved in the entire design cycle and utilise state of the art CFD codes and computers to find on-track performance.

WIND TUNNEL TECHNICIAN

REF: SW435/0701

Reporting to the Wind Tunnel Operations Manager as part of our highly skilled team, operating the wind tunnel, executing model changes and generating new ideas to improve the quality and productivity of the facility.

ELECTRONICS SUPPORT ENGINEER

REF: SW451/0701

Responsible for the preparation, configuration and calibration of the on-car electronic and control systems at race and test events, this vital role reports to the Trackside Electronics Leader in the Race team.

COMPOSITE DESIGN ENGINEER

REF: SW419/0701

We are looking for someone to take full ownership and responsibility of a variety of composite design projects using contemporary working practices and reporting to the Head of Composites.

COMPOSITE PROCESS ENGINEER

REF: SW420/0701

The successful candidate will work closely with the Composite Design and Stress Engineers to produce detailed manufacturing instructions for production and reports to the Senior Composite Process Engineer.

Qualities that we are looking for in all candidates are:

- Flexibility in hours and approach
- Ability to communicate effectively at all levels
- Methodical with good organisation skills
- Ability to work under minimal supervision, to strict deadlines
- "Can do" and "team player" attitude

In return for your work and commitment, we offer a competitive package including bonus, 25 days holiday, subsidised restaurant and on-site gym facilities.

If you wish to apply for a position please see our website and then forward your CV and letter of application with current remuneration details/salary expectations, quoting the job title/reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

Closing date: Thursday 31st January 2013.

NO AGENCIES PLEASE.

CATERHAM

F1 TEAM

CNC MACHINISTS/PATTERN MAKERS CF1/CNC/138/13

To support our growing manufacturing departments we are actively seeking CNC machinists from the Automotive and Aerospace sectors.

Preferably apprenticeship served, to work with epoxy tooling materials on our 5 axis routers, previous pattern making skills an advantage as well as offline programming experience.

We are also looking to recruit for our metal working machine shop, experience of Fanuc and Heidenhain controls with a similar Aerospace Automotive background working with titanium's and other exotic materials to tight deadlines, with the ability to understand and read technical drawings and work to exacting standards.

VEHICLE DYNAMICS ENGINEER CF1/VDENG/139/13

Position available for an experienced Vehicle Dynamics Engineer. The successful candidate will need to demonstrate a thorough understanding of vehicle dynamics principles and their application within F1 racing. They should have experience and knowledge in ride and handling, suspension kinematics and compliance, influence of aerodynamics and tyre characteristics.

The applicant should have experience in the development of in-house vehicle simulation software, including vehicle model development and correlation to test and on-track data. The successful candidate will have significant experience using multi-body dynamics software, Matlab/Simulink and ATLAS. Previous experience in the support of suspension rig testing, HIL and on-track vehicle development would be advantageous. Previous Formula 1 experience required.

Qualification Required

MSc level, or similar, in engineering with specific motorsport and vehicle dynamics focus.

COMPOSITES PATTERN TECHNICIANS CF1/CPAT/140/13

Due to expansion, Caterham F1 is looking for full-time Composites Pattern Technicians to join their F1 effort.

Reporting to the Head of Composites Production, the successful candidate will provide pattern making, finishing and blocking-up support to the Composites Department. The ability to work well within a team, whilst also requiring minimal supervision is a necessity, along with a flexible approach to working hours.

The successful candidates will be expected to produce high quality components to tight deadlines, working from supplied drawings and work instructions.

Previous F1 experience is preferred.

CAM ENGINEER CF1/CAM/142/13

Caterham F1 Team has a position available for a Cam Engineer with experience in all aspects of offline 3 and 5 Axis programming.

Previous experience in toolpathing to machine patterns and moulds in epoxy materials and composite components is required. Users of Open Mind Hypermill and Vericut software are an advantage, although full training will be provided where required for the right calibre of candidate.

Shift work will be required

EXECUTIVE ASSISTANT CF1/EXA/143/13

A multi lingual Executive Assistant is required to support our F1 Team Principal. Providing an efficient and responsive administrative service, the individual must be fluent in French and English both in written and verbal communications. Undertaking many PA type functions, the Executive Assistant must be prepared to travel extensively and be available to work at weekends and evenings. Demonstrable experience is required as too is the ability to multi skill and travel.

COMPOSITE ASSEMBLY SHIFT LEADER CF1/CASL/144/13

Producing composite components to exacting standards, the Shift Leader will be responsible for ensuring quality, speed and strict adherence to production operation schedules. Responsible for ensuring your team adopt correct working practices and maintaining professionalism are key to this role. Demonstrable experience in a Composite role is essential along with previous Team Leading experience would be advantageous.

AERODYNAMICS GROUP LEADER/SENIOR AERODYNAMICIST/AERODYNAMICIST CF1/AER/145/13

Positions are available for Intermediate and Senior Engineers, including Group Leader and Senior Aerodynamicist, according to experience and skill level.

Working in, or leading, one of our Aerodynamic development groups, you will be responsible for the aerodynamic development of an area of the race car. Driving the whole process from concept through design, test, analysis and report, you will have the resources of the model design department, the CFD department and our customer wind tunnel facility (at Grove in Oxfordshire) to aid in this task.

The Group leader will have a proven track record in F1 Aerodynamic development. They will feel comfortable defining the Aerodynamic concept and direction of development for an area of the car, and then putting in place a development program to achieve this goal. They will demonstrate the ability to lead a team of engineers, prioritising and managing the resources at their disposal.

Requirements:

- All applicants will possess a good degree in Aerodynamics, Aeronautical, Automotive or similar engineering discipline.
- High level of competence in Aerodynamics and Fluid Mechanics.
- Experience of automotive (preferably F1) wind tunnel testing and CFD a distinct advantage.
- Good level of fluency using CAD, preferably Catia V5 beneficial.

MODEL-MAKERS CF1/MM/145/13

We currently have vacancies for the following positions in our new Modelshop facility:

- Weekend Nights (Fri-Sun)
- Week Nights (Mon-Thurs)
- Week Days (Mon-Fri)
- Trainee positions

The successful candidates will be responsible for manufacturing high quality and dimensionally accurate components and assemblies for Wind-tunnel testing using a number of engineering disciplines. The role will also include supporting the wind-tunnel sessions and carrying out model changes to a high standard in an efficient manner.

Essential skills and qualifications:

- Time served apprenticeship or similar experience in an engineering discipline.
- Previous experience in F1 or similar engineering environment.
- Must be able to work to high standards and tight lead-times.
- A desire to want to make a positive difference to a small close knit team.
- Highly motivated with a "can do" attitude to problem solving

If you wish to be considered for these posts, please email hr@caterhamf1.com quoting the reference number, attaching an up to date CV and indicating your salary expectations.

Closing date for applications: 17th January 2013

Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Touring Car Trophy will kick off at Thruxton

Super Touring gets green light HSCC to host iconic touring cars at four big historic events in 2013

» **SUPER TOURING CARS** will get their own series of races at top historic meetings this year, run by the Historic Sports Car Club.

The Touring Car Trophy, for Group 2, Group A and Super Touring machines, ran at the Silverstone Classic last year. Organisers deemed it a success and the initiative will appear at four events in 2013.

The first outing will be at the Thruxton Easter Revival (March 30-31), followed by the Historic Superprix at Brands Hatch (July 13-14), Silverstone Classic (July 26-28) and Oulton Park Gold Cup (August 25-26).

Cars will run to period

specification and be limited to six tyres per event. There will be eight classes, plus an invitation category to allow period cars that do not comply with the rules, but are historically significant, to be considered.

HSCC chief executive officer Grahame White said: "We took them under our wing at the Classic and we realised the cars had lots of potential and are exciting."

"They're different and a lot of people have great memories of the BTCC, so we decided to put them on at bigger meetings to show them off."

Although the early Thruxton date and proximity of the Brands and Silverstone events may affect entries, White believes grids will be strong.

"A few cars have changed hands and there are one or two new drivers coming so I'd like to think we can get over 20 cars," he added.

White also believes the historic racing scene should be willing to include more recent machinery as time goes on. "I think we've got to be open-minded," he said. "The cars we've been racing for years won't go on forever and we've got to consider slightly newer cars. This is an experiment, which could succeed."

BTCC engineer Jonny Westbrook, one of the prime movers behind the series, confirmed the HSCC was his first choice. "The HSCC is the premier racing club in the UK and they were the first people to step in and help us, so they were the natural choice," he said. "It's completely different to what they'd done before but Grahame and Alan [Jones, competition secretary] have done so much to make it work."

Westbrook believes the four circuits will allow the cars to be seen at their best: "We wanted to get on big tracks and these cars deserve to be on big meetings. All four are great circuits and meetings, and the reaction to the Gold Cup has been phenomenal."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com



THE TOURING CAR TROPHY,

which made its debut at last summer's Silverstone Classic, was a real highlight of the event.

Not only did a large grid recall what many regard as the heyday of British Touring Cars, the wheel-to-wheel battling was also some of the finest you'll see.

Although Rick Pearson's Nissan Primera was too much for Frank Wrathall's older Vauxhall Cavalier in the dry, there was intense battling for the minor places in both races, with Group A Ford RS500s and BMW M3s fighting Neil Smith's Super 2000 Alfa Romeo 156 all the way.

After such a resounding success, it was little surprise that the main man behind the initiative, Jonny Westbrook (who spends many of his weekends engineering Wrathall's Toyota Avensis in the modern BTCC), wanted to grow his idea into a series.

Dates at four of the UK's biggest historic events should provide a real sensual treat for fans in 2013, even if some of the cars may not be considered 'pure' historic.

Speaking of 2013, Radical Sportscars will launch its latest series - the novice-focused SR1 Cup - this year, adopting the Academy creed that has served Caterham so well for the past two decades. AUTOSPORT sportscar aficionado and VW Golf club racer Gary Watkins investigates this latest offering on [page 106](#).

But before we hurtle head first into a new season (starting with this week's AUTOSPORT International Show in Birmingham), we have our final dispatch from 2012, as Ian Sowman recalls Boxing Day's race meeting at Mallory Park. Enjoy!

Extra contact details

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Silverstone Classic races were a hit in 2012

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BRDC FORMULA 4

SNEAK PEAK AT NEW F4

These are the first pictures of the car that drivers will race in the new BRDC Formula 4 Championship in 2013. The Ralph Firman-built MSV F4-013 will be publicly unveiled today (Thursday) at the AUTOSPORT International show

McLaren Academy

McLaren to run driver workshop

McLAREN APPLIED TECHNOLOGIES, an engineering offshoot of the Formula 1 team, has launched a new scheme for young racing drivers.

The Performance Academy, which will be hosted at the McLaren Technology Centre in Woking, will provide a tailored programme of support to 20 selected MSA licence holders between the ages of 13 and 16.

The programme, which will run on February 21-22, will focus on pre-race preparation, in-race performance, and post-race review and recovery.

It will include a series of educational workshops and physical training sessions led by a team of experts that includes members of the McLaren F1 team. Participants will also receive a



McLaren HQ will host two-day driver workshop

follow-on session and monthly feedback throughout the year.

MAT Human Performance Programme manager Clayton Green said: "We're proud to be launching the Performance Academy as a means of informing, training and inspiring the next generation of champions."

"Through ongoing work with UK Sport and Team GB, MAT has developed innovative ways of measuring and improving performance, and this expertise will be brought to bear in the development of these young drivers."

British Formula Ford

Radical to enter Formula Ford 200

RADICAL SPORTSCARS WILL enter a new team in this year's winged Formula Ford EcoBoost 200 Championship.

The squad will run a Mygale for James Abbott, the son of Radical founder Phil.

Abbott Jr tested an example at the Formula Ford sampler day at Silverstone before Christmas.

Abbott Jr, who competed in Radical's one-make series and the F3 Cup last season, said: "I work full time on the preparation of Radical's sportscars and I fully expect to be preparing the Formula Ford and working on it between races."

"I don't expect there will be many drivers on the grid with as much knowledge of their car - particularly

as I have also been involved in product testing at Radical and tyre testing with Dunlop - and I hope it will be an advantage for me."

Formula Renault BARC squad SWB plans to enter two cars in British Formula Ford this year. Simon Baldry's squad hopes to run a pair of new Sinters, designed and built by Fluid Motorsport boss Lindsay Allen.



Abbott Jr tried winged car at Silverstone

IN BRIEF

PORSCHE SCHOLAR

Daniel Lloyd will remain with Team Parker Racing

Lloyd will stay with Parker



for his return to the Carrera Cup GB this season. Lloyd, 20, who is also part of the 2013 KX Akademy, which will help fund his drive, finished sixth with the squad in his debut season last year, which included a single win at Thruxton.

FORMULA FORD 1600

racer Daniel Headlam will switch to the new BRDC Formula 4 Championship for 2013. The 20-year-old will drive alongside Formula Renault BARC Winter Series racer Jake Hughes at Lanar Racing.

TRACK ATTACK RACE

Club (nee the Red Dragon Race and Track Club) will run a series for French cars in 2013, alongside the Nippon Challenge and MR2 Series. The French Trophy will be open to Citroens, Peugeots and Renaults.

WANT2RACE IS HOLDING

a new contest offering the chance for aspiring racers to win a fully-funded drive in the final round of this year's Ginetta GT5 Challenge. Registered drivers will post qualifying times at their local kart circuits, with the

best selected to compete in shootouts at Blyton Park in a Ginetta G40.

G40 drive is up for grabs



Historics

Historic Formula 1 suspended as poor grids make it unviable

THE ORGANISER OF THE FIA'S Historic Formula 1 Championship for three-litre F1 cars of 1966-85 has announced that it will not run it in 2013.

Dan Collins, chairman of the TGP Ltd, which has promoted it since 1995, said on January 1 that the series would be 'rested' after 19 seasons. "It's been inevitable for a while, because grids were dwindling," he said.

Inaugurated as Thoroughbred Grand Prix, carrying FIA Cup status, it drew fields of 40-plus cars at its height, but last season's HF1 fields shrank to single figures and a weak grid for the British

Grand Prix support race at Silverstone made a big loss.

Organisers have partly blamed the higher costs associated with running an FIA championship for the problems.

These costs do not apply to the similar GP Masters category run by Masters Historic Racing, often at blue-ribbon events. GP Masters grids also shrank in 2012, leading to speculation that the series may be amalgamated.

"Having had discussions ourselves, we have suggested that John Hughes [FIA Historic Motor Sport Commission president] comes to an agreement with

Ron Maydon [Masters boss]," said Collins.

"I don't see any immediate chance of restoring HF1, but there is a possibility we could re-emerge in 2014 as TGP, perhaps with a series of four stand-alone races at special events or venues."

Silverstone HF1 grid was too small



British GT

Mazda ace to British GT in Ferrari

MULTIPLE MAZDA MX5 CHAMPION Tom Roche is moving up to the British GT Championship this year.

Roche took his third MX5 Mk1 title in 2012 with his own Blendini Motorsport squad. His 19 wins also earned him AUTOSPORT's Golden Helmet for most race victories in the British Isles last season.

He now plans to team up with 2012 British GT4 racer Dominic Evans in a Ferrari 430 run by Blendini.

"I was asked if we would be interested in running a British GT car and at the same time being one of the drivers," said Roche, who has not ruled out also running



Roche has bossed MX5 racing in recent years

a Ginetta G50 in the GT4 class.

"British GT has several new teams for 2013 and some exciting cars. It will be a new challenge, but one we are looking forward to."

Although several GT dates clash with MX5 rounds, Blendini will continue to run Mazdas and Roche may do occasional races himself.

Porsche Carrera Cup GB

Di Resta to Porsches with Celtic

SCOTTISH MINI RACER STEFAN di Resta will step up into the Porsche Carrera Cup GB this season with Scottish team Celtic Speed.

Di Resta, younger brother of Force India Formula 1 ace Paul, will drive alongside fellow Scot Rory Butcher, who won races with Celtic Speed in last year's Carrera Cup GB.

Celtic Speed senior race engineer Paul Leach said: "We're planning to give Rory the best possible chance to challenge for the overall title and we are very excited about Stefan

signing with us for 2013.

"Now we are keen to talk to drivers about our third and final seat."

The team is planning to relocate to the Midlands shortly and expand into the Porsche Supercup in 2014.

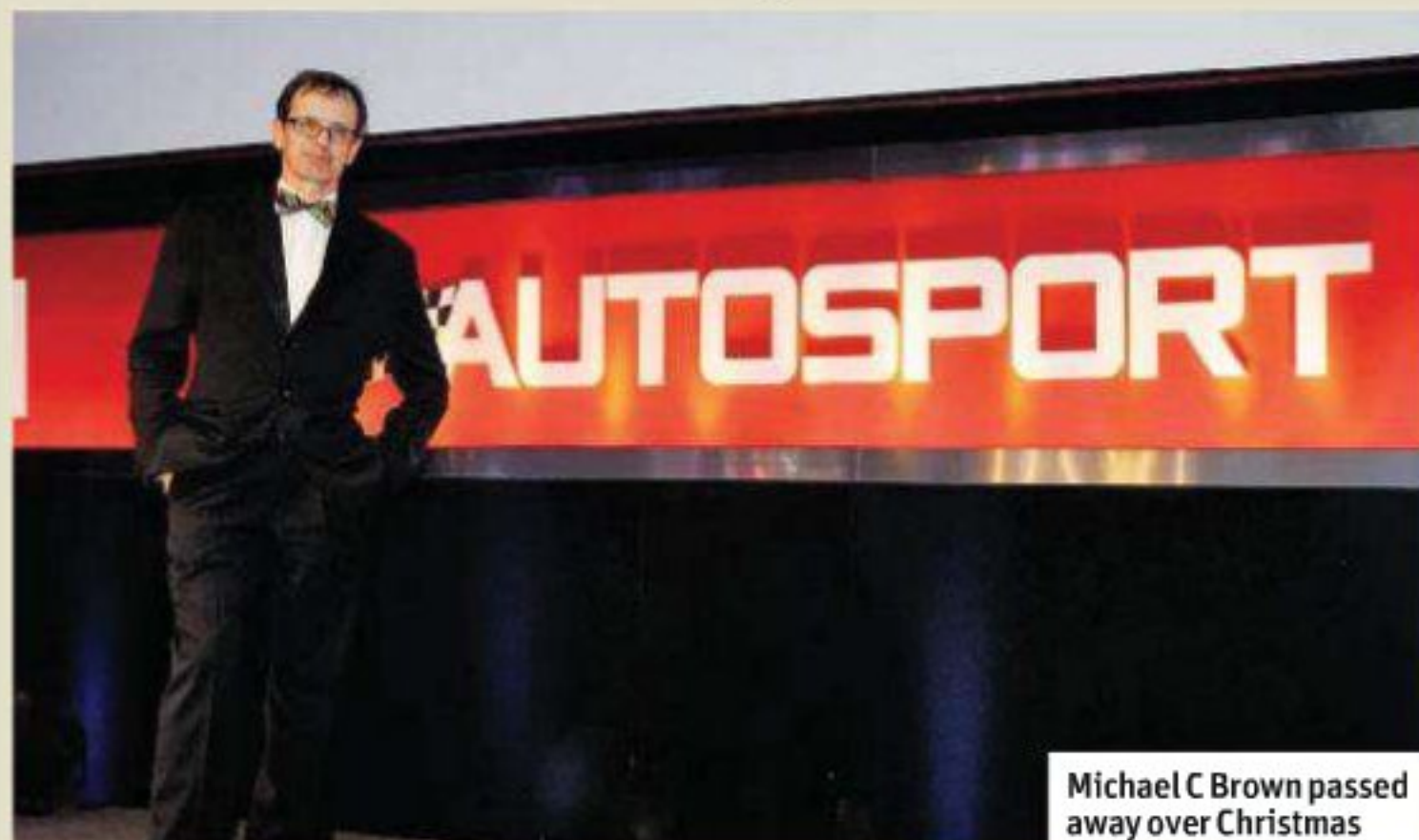


Butcher was fifth in 2012 with Celtic Speed

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Michael C Brown passed away over Christmas

The news of former AUTOSPORT photographer Michael C Brown's passing on Boxing Day - far too early at 55 - numbed me through New Year. Michael was a wonderful colleague. His infectious sense of humour, ready smile and love of racing, from FF1600 at Brands Hatch to its pinnacles, were matched by extraordinary creative talent behind the lens.

We worked together in the 1980s and those assignments were always joyful. The most was an incident-filled trip to drive Audi's stunning IMSA GTO 90 quattro at Misano Adriatico's Autodromo Santamonica, in '89. Most unfortunately, our principal tester Tiff Needell was unavailable, so I got the gig...

Things turned against us as Michael and I reached Heathrow airport after a long day in the office. Fog over northern Italy, a common occurrence, had delayed the inbound flight. Gloomy updates looked likely to preclude our leaving the UK, let alone an unmissable driving opportunity. I was edgy, anxious, but MCB and a small beer or two kept me focused.

When, against expectation, our flight was called we jetted south in the winter darkness. It was back on! But the captain's announcement that our destination was fogbound restarted the emotional

rollercoaster. Landing at another aeroporto - further away - lengthened the odds considerably.

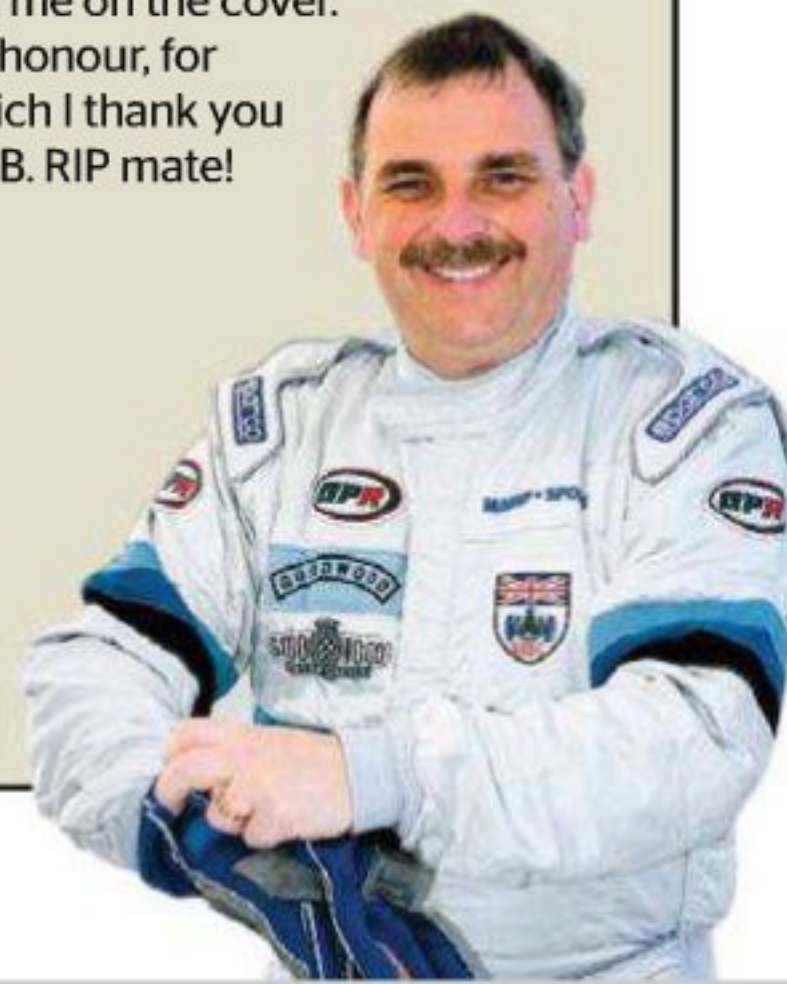
Around midnight, a minibus offered one last hope. There followed the most terrifying two hours of my life as a lunatic drove flat out, with almost zero visibility, into the unknown. Michael looked pale and I was shaking when we alighted outside some unknown town's railway station and dragged our bags of cameras and racegear to the adjacent hotel.

Four hours later, shattered, we were on a train to Misano, still some way distant. And we were in more trouble, because we'd bought the cheapest tickets, not valid on this fast service. The conductor must have taken pity on us, for we had no Italian and virtually no lire. The last, scraped together of small coinage, hired us a taxi to the track. I could barely see I was so tired, but Walter Rohrl's briefing was about to start!

The 720bhp four-wheel-drive machine - Hans-Joachim Stuck and Rohrl's race car - was a monster, but could also be driven benignly. I'll never forget Michael crouched beside me for the in-car shots, and I treated him to savage full-squirt acceleration up the gearbox. His images were glorious and also got me on the cover.

An honour, for which I thank you MCB. RIP mate!

“His infectious sense of humour, ready smile and love of racing were matched by talent behind the lens”





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→ Saloons **Nick Williamson x2****“It was a bittersweet race
for the Spencer clan”**

Rob won, but son Joe went out at the start

**REPORTS
SPORTS EXTRA**Spencer worked
hard to win twice

BARC MALLORY PARK, DECEMBER 26

Spencer's Locosaki at the double

ROB SPENCER

completed a hard-fought double victory in the Plum Pudding Sports Car races on Boxing Day, taking the lead from 1989 British Hillclimb champion Ray Rowan with less than three laps to go in race two.

Spencer (Stuart Taylor Locosaki) had romped home in the opening contest, after taking the lead from David Porter's Porsche GT3 at Shaw's Corner on the second lap.

It was a bittersweet race for the Spencer clan, with son Joe eliminated before the startline after colliding with the stalled Locost of Craig Lees.

The battle for second was only resolved at the

final corner. The gap between Porter and Rowan (also in a GT3) varied amid heavy traffic, and it was a backmarker (Chris Hart) that helped to settle it, delaying Porter on the way out of the hairpin and allowing Rowan to pounce through Devil's Elbow.

Trevor Clarke was fourth in only the second outing of 2012 for his Westfield, while ex-Ginetta champion Matt Nicoll-Jones was fifth in his road-going Mazda MX5.

The reversed grid for the second race provided plenty of fun, with John Wilson (Toyota MR2) pulling away after passing Jeremy Shipley's MX5 early on. Despite lapping almost 10s slower than the victory

contenders, he clung on until lap six, when Rowan went by at the hairpin.

Spencer tracked Rowan through the sizeable field, taking second on lap seven and then rapidly narrowing his advantage. Again traffic played a part, but Rowan's Porsche – quicker than the bike-engined car along the straights – kept Spencer at bay until lap 13. Slower cars loomed as the leaders approached Gerard's, and Spencer nosed ahead on the inside line, the traffic working in his favour and allowing him to seal the position by Lake Esses.

Porter took third from Andy Coombs on the final tour, but finished almost a lap down. Nevertheless, fourth was a magnificent effort from Coombs, racing his Mk1 MX5 against mighty opposition – albeit with treacherous conditions working in his favour. Clarke and Mark Litherland (MX5) completed the top six.

Nick Williamson made it four straight wins in Plum Pudding Saloon Car races, adding two more to his



Williamson's Escort took another double

2011 successes. The Ford Escort Cosworth driver took the lead at the first corner of the first race, and had his advantage increased when second-placed man Tim Watson (Ford Fiesta XR2) had a half-spin in front of the rest of the pack at Gerard's.

Andy Harvey (Honda Integra) grabbed third from Lee Sullivan's Mini Cooper R56 on the fifth lap.

Williamson made a steady start to the reversed-grid race, allowing ex-Mighty Mini man Adrian Tuckley's new XR2 (which retired mid-race) to lead the first three laps before Harvey

charged through.

Watson ran second to Harvey for much of the race but faded late on, with Williamson inevitably grabbing the lead at the start of lap 10.

Sullivan threatened Harvey for second late on, but couldn't get through.

On his first visit to Mallory, Saxmax champion Owen Hunter twice won the small capacity class in his Saxo, taking the fight to more potent machinery.

He even had his sights set on the overall lead in race two, before a spin in the early stages scuppered his hopes.

● Ian Sowman

SPORTS CARS (17 LAPS) 1 Rob Spencer (Stuart Taylor Locosaki); 2 Ray Rowan (Porsche GT3) +18.258s; 3 David Porter (Porsche GT3); 4 Trevor Clarke (Westfield); 5 Matt Nicoll-Jones (Mazda MX5); 6 Mark Litherland (Mazda MX5).

Class winners Rowan; Clarke. **Fastest lap** Spencer 52.067s (93.34mph).

RACE 2 (15 LAPS) 1 Spencer; 2 Rowan +4.151s; 3 Porter; 4 Andy Coombs (Mazda MX5); 5 Clarke; 6 Litherland. **CW** Rowan; Clarke. **FL** Spencer 54.889s (88.54mph).

SALOON CARS (17 LAPS) 1 Nick

Williamson (Ford Escort Cosworth); 2 Tim Watson (Ford Fiesta XR2) +28.871s; 3 Andy Harvey (Honda Integra); 4 Lee Sullivan (Mini Cooper R56); 5 Andy Thompson (SEAT Leon); 6 Rich Hockley (Honda Civic). **CW** Sullivan; Owen Hunter (Citroen Saxo). **FL** Williamson 54.144s (89.76mph).

RACE 2 (16 LAPS) 1 Williamson; 2 Harvey +0.878s; 3 Sullivan; 4 Stuart Day (Ford Escort Cosworth); 5 Watson; 6 Tony Hart (Renault 5 GT Turbo). **CW** Sullivan; Hunter. **FL** Williamson 54.100s (89.83mph).

THE RADICAL ACADEMY

Radical Sportscars has launched another car for a new novice race series in 2013. GARY WATKINS went to Bedford to take a look at the SR1 Cup



New SR1 is bottom rung on Radical racing ladder

Sixteen hundred and counting. Radical Sports Cars can claim to be the most prolific constructor of racing cars in Britain, if not the world, over the past 15 years, and the Peterborough-based company shows no sign of slowing down just yet. Two new cars will be on display at the AUTOSPORT International Show in Birmingham this week and one of them is already boosting that prodigious production total.

The previously-unseen RXC coupe will take centre stage on Radical's stand at the National Exhibition Centre, but it's a car launched last year that is already rolling out of the factory in numbers. The SR1 takes its place at the opposite end of the constructor's product range and is aimed at bringing new customers into the Radical fold.

The new SR1 Cup, which kicks off at Brands Hatch in June, is the new first rung on the Radical ladder, which now once again extends into the international arena with the launch of the RXC. This one-make series – open only to novices – also has the altruistic aim of bringing new people into our sport.

Radical co-founder and technical director Phil Abbott talks about the SR1 Cup breaking down the barriers, psychological or otherwise, that stand



Ian Flux (left) and Andy Wallace are helping to develop the cars

in the way of wannabe racers.

"This is about opening doors," says Abbott, who points to a pool of Radical drivers who never make the step from track days to race days. "There are a lot of people who don't know anyone who goes racing and don't really know how to get into it."

Purchasers of an SR1 open-top sports-prototype (Radical prefers the term sports-racer) not only get a turnkey

racing car, but, as Abbott says, "they have their hand held" through their first season of racing.

The £37,500-plus-VAT SR1 Cup package includes everything required to get a race licence (bar a medical), two track days and tuition, an against-the-clock 'How Fast' day at Bedford Autodrome and two training seminars. Entry fees for the four-weekend, eight-race series, a racesuit and a set of tyres are part of the deal.

The idea is not new, of course, as Abbott is happy to acknowledge. Caterham pioneered the novice-friendly route into racing with its Scholarship, now known as the Academy, back in 1995, but Radical doesn't regard a series that has so far brought 700 people into the sport as a direct competitor.

"The Caterham Academy is brilliant, but it's not everyone's cup of tea," claims Abbott. "A lot of people who drive Porsches or Ferraris on the road would not want to race a Caterham. The SR1 Cup is for those who want to drive a genuine racing car, so it's quite distinct."

Because the new Cup is aimed at complete rookies, or those still eligible to run a novice cross (which means they have started fewer than six races), Radical opted to build a new car rather than using one of its existing models.

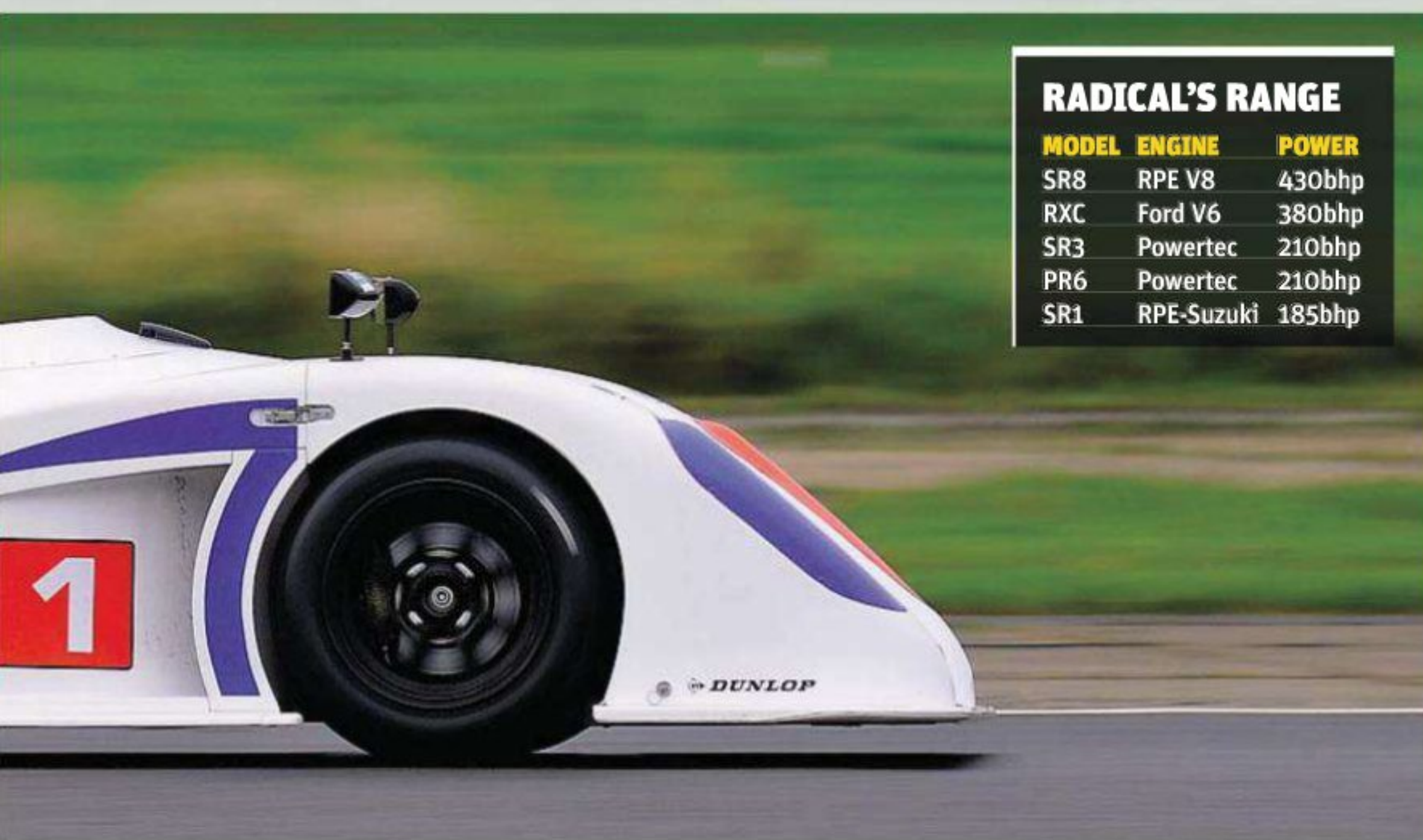
Radical is prolific



MSVR will run series

RADICAL'S RANGE

MODEL	ENGINE	POWER
SR8	RPE V8	430bhp
RXC	Ford V6	380bhp
SR3	Powertec	210bhp
PR6	Powertec	210bhp
SR1	RPE-Suzuki	185bhp



"We didn't want the fastest thing out there," explains Abbott. "We were looking for something that was forgiving and easy to drive."

The two-seater (crucial for tuition) SR1 is based on the chassis from the old SR4 model and uses suspension common to all Radical's smaller cars. The new body produces less downforce than a PR6 or an SR3, and power comes from a restricted version of Radical Performance Engines' 1340cc Suzuki-based powerplant, producing 185bhp.

The car runs on treaded all-weather Dunlop racing tyres rather than slicks. The aim was to produce a user-friendly car that requires little servicing.

"Less revs means more longevity," says Abbott. "The engine comes with a 60-hour warranty, but we know of units that have done more than 200 hours."

"The suspension is all proven parts, so an SR1 should run and run and run. The car will need two sets of tyres for the season, some fuel and not a lot else."

Owners will be able to place their car with a professional race team, something forbidden in the Caterham Academy. Radical is working with a number of approved teams to keep costs down.

"The car shouldn't require more than a thousand quid's worth of support per weekend," says Abbott.

"There are lots of people out there who don't know anyone who races and don't know how to get into it."

Phil Abbott hopes SR1 Cup will open doors

Radical's latest idea is proving popular. Since the SR1 Cup was announced last July, 18 cars have been sold (including one to decorated Olympian cyclist Sir Chris Hoy), setting the series on course for a capacity 24-car grid. A mix of ages will be represented in that field, according to Abbott.

"We are expecting a broad spectrum of people," he says. "We will have some teenagers, as well as business people in their forties and fifties."

Radical is also offering SR1 customers a plan for year two of their careers, just as Academy drivers can move up to Caterham Roadsport. For 2014, a class will be created in the Radical Clubman's Cup for SR1s, running on slicks and with engine power boosted to 210bhp. The upgrades should cost less than £5000.

The SR1 Cup works out significantly more expensive than the Caterham Academy, although the Caterham does come in kit form. Yet, as Abbott points out, the SR1 has its own attractions – and you get a much faster car for the extra £16,000.

FORGIVE ME, I'M A NOVICE

Radical's aim when it conceived the SR1 was to produce a forgiving car into which a novice could jump and quickly get up to speed. I'm a novice when it comes to rear-wheel-drive cars, but I didn't get 'on it' in my 10 or so laps behind the wheel. The car did instill confidence, however. Which, paradoxically, was probably why I didn't get fully up to speed when the clock was running.

The SR1 felt like a big go-kart when I climbed behind the wheel at a 'How Fast' event at Bedford Autodrome's West Circuit. It did as Radical boss Phil Abbott has suggested, and did what I was expecting it to do. More or less.

I managed to spin under braking (lack of confidence with the sequential box) and again under acceleration (too much confidence with the right foot). That curtailed my practice run, because I frazzled the starter motor when I failed to de-clutch quickly enough.

Racing cars with superbike powertrains don't like going backwards, but Abbott isn't worried about a grid full of novices destroying starters *en masse*. "Everyone gets used to it," he says. "If we sold five or six starters a year because of that problem, I would be surprised."

Suitably chastened, I concentrated on keeping the car pointing forwards when it came to my timed laps. There was the little matter of outpacing my colleague from *Motorsport News* (successfully achieved), but I left Bedford wishing I had pushed harder, and had even more fun...



Watkins gets some tuition from Flux

YOUR SAY

What you think of the motorsport news of the past week



Head to Barcelona for a dose of pre-season F1 fever

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. ANALYSIS: FIGHT FOR F1 SEATS NEARS END
2. BRAWN: AERO CHANGES CAUSED SLUMP
3. RED BULL SAYS LATE UPGRADE HURT WEBBER
4. HILL: HAMILTON CAN BECOME A LEADER
5. LAUDA STEPS DOWN FROM AIR BERLIN ROLE

Blow away those winter blues

Can I add something to your bucket list (January 3)? The pre-season Formula 1 tests are a brilliant way to blow away the winter blues.

I go to Barcelona because the track is so close to the city centre. You get a whole day (or four!) of track action, warm weather and you see all the new car/driver combinations. Circuit entry is around €15 per day. Why wait for Melbourne?

James Bolton, Teddington

AUTOSPORT+

TOP STORY ONLINE

WHAT'S NEW IN F1 FOR 2013

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.

CORRECTIONS AND CLARIFICATIONS

- The Plum Pudding meeting at Mallory Park (p105) has resulted in two changes to our Golden Helmet Top 100 table (January 3, p79). Owen Hunter (Citroen Saxo) moves into 58th place (nine wins; seven overall, two class), while Rob Spencer (Stuart Taylor Locosaki and Caterham) moves into 59th (nine wins; four overall; five class).
- Peter Collins was not at Damon Hill's christening (January 3, p22) – he had died two years earlier.

EDITORIAL CONTACT mail@autosport.com

Suzi Perry's appointment

as the new presenter of the BBC's F1 coverage comes at the right time for a sport that is clearly changing.

Suzi has had a long involvement with motorsport through her work on MotoGP and the step up to F1 is a just reward for her enduring professionalism.

Polly Green

Thaxted, Essex

Excellent Graham Hill

special (January 3), but one thing always niggles me, and it's that people think less of him because he had less

natural talent than others.

But Hill out-worked everyone before or since to win the 'triple crown' – and that is more praiseworthy than relying on what you were given at birth.

Robin Horton

By email

The splendid shot of

Graham Hill's Lotus midway through Casino Square (January 3, p21) took me back to that exact spot on the Monte Carlo sidewalk.

As a teenage photographer covering my first grand prix I was amazed to find we were

allowed to crouch at the apex with our toes on the kerb edge, panning with a 28mm lens to capture 'steering wheel to roll bar' close-up action portraits.

Protected by the magical powers of our 'press' armband, we worked away. At least the hard kerb deterred corner-cutting.

Crazy that we did it. Crazy that we were allowed to do it. Very different times indeed.

David Windsor

Goudhurst, Kent

May I just say thank you for Mark Hughes' piece about

Kazuyoshi Hoshino (December 20-27, p19).

I have championed his cause for many a year and would argue with anyone who cared to that he was Japan's finest driver, for pretty much the reasons that Mark gave.

Given the right car at the right time, he would certainly have been a winner in F1 and could have been a contender for world champion.

It was good to see this in print at long last; I'd love to think that he subscribes to AUTOSPORT and read it.

Bob Allen

Woking, Surrey

THE LATEST GEAR

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



GOODWOOD FoS 20-YEAR BOOK

£45
<http://shop.goodwood.com>

Goodwood Festival of Speed fans were probably hoping for some sort of lavish

production celebrating the first 20 years of the motorsport's successful summer garden party. Well, your prayers have been answered – it's here. And it's a 360-page super-tome that's been put together with the same passion and attention to

detail as the event itself. Images of all the best cars, drivers and riders from each of the 20 events are here, in year order, along with period shots of race and rally aces in action. The book's real hook, however, is the collection of 20 visual

appendices highlighting specific themes and traditions. All the official posters, the full line-up of Soapbox racers and shots of all the Central Features on the lawn in front of Goodwood House make this book even more special.



RETRO LOGO HOODIES

£39.99
autosport.com/shop

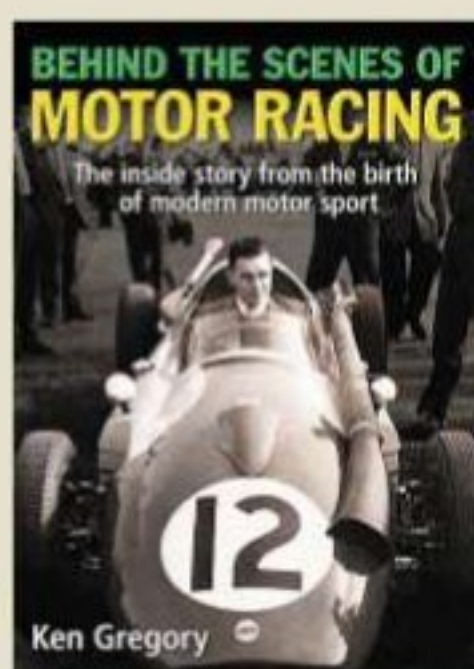
These retro hoodies feature screen-printed logos from many of the iconic brands of yesteryear. Quality is good – you get a drawstring neck, ribbed cuffs and hem and a marsupial pocket – and you can choose between blue, brown, charcoal, green, grey, navy and red. Check website for logo options.



LOTUS E20 1:43 MODEL

£54.99
autosport.com/shop

One of the latest-release Minichamps 1:43-scale diecast models sure to fly off the shelf this winter is the Kimi Raikkonen Lotus-Renault E20 from last year's Bahrain Grand Prix. This particular replica, which is limited to just 2274 pieces worldwide, celebrates Kimi's first podium finish of 2012.



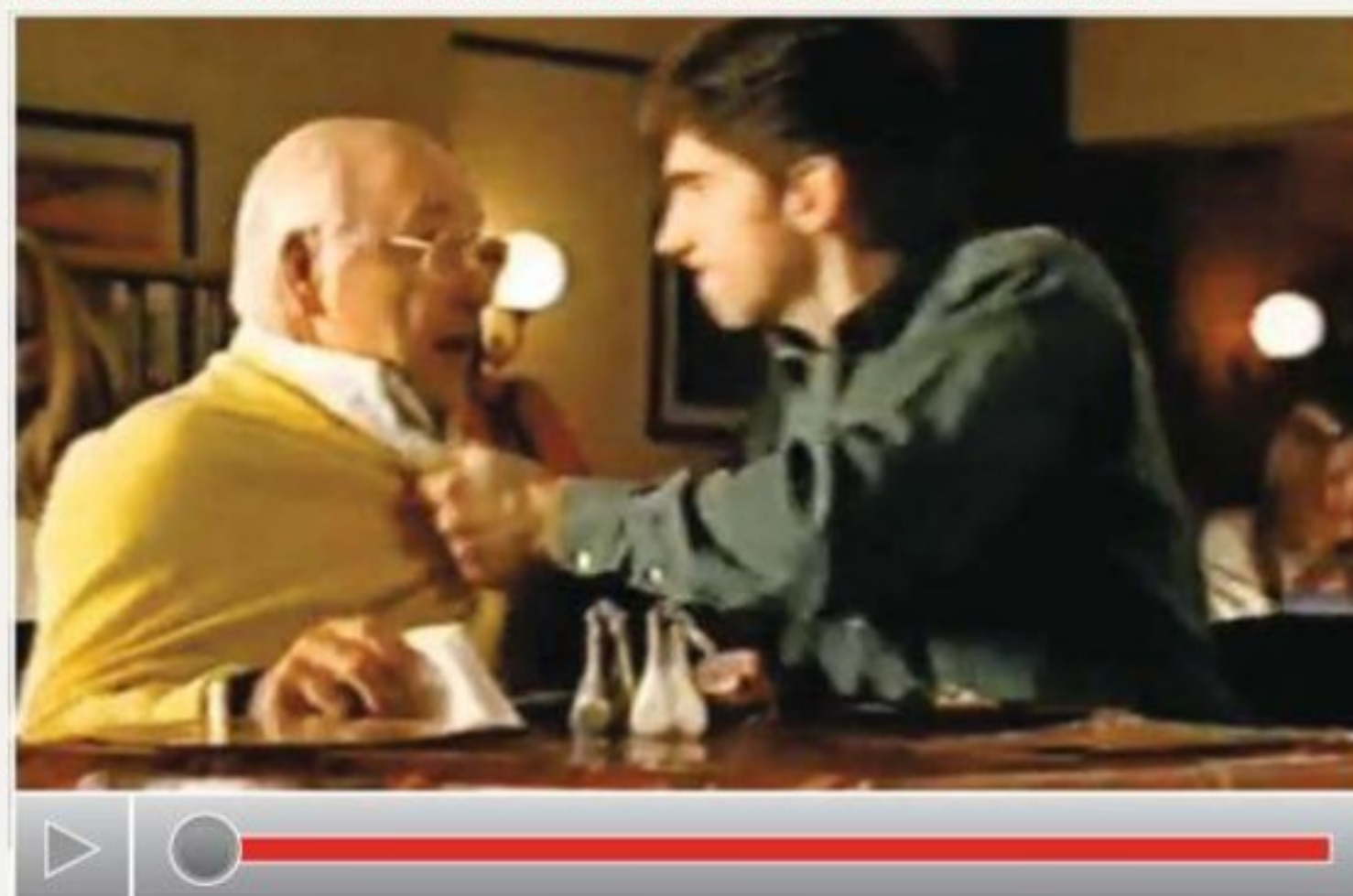
MOTORSPORT iBOOK

£6.99 (iPhone, iPad)
Available on iTunes

Described as 'a tale of sporting chivalry, heroism and humour, but also of tragedy through the loss of so many of the author's friends and colleagues', this is a fascinating account of a bygone era by former racer, constructor and driver manager Ken Gregory. Search for 'Behind the scenes of motor racing'.

HOT ON THE WEB THIS WEEK

YOUTUBE: MURRAY AND DAMON FALL OUT IN PIZZA HUT

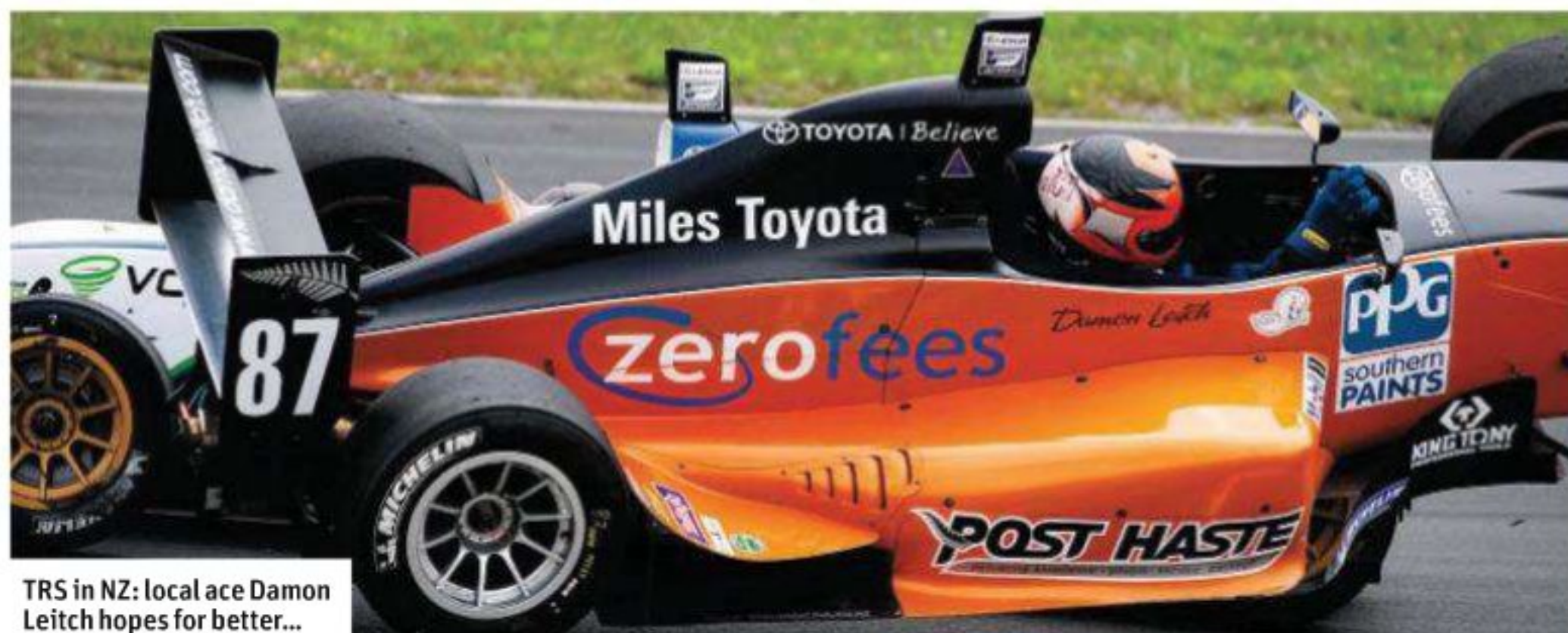


SEARCH FOR: Damon Hill Murray Walker Pizza Hut Ad (0:30)

Mainstream TV adverts with a motorsport theme are few and far between. Purists might argue that's a good thing, but we reckon this 1997 Pizza Hut ad featuring world champion Damon Hill and Mr Pants-On-Fire was – and still is – a classic.

WHAT'S ON...

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



TRS in NZ: local ace Damon Leitch hopes for better...

TOYOTA RACING SERIES

Round 1/5

Teretonga, New Zealand
January 12-13

toyotaracing.co.nz

Some of the world's top young guns kick off an intensive series.

ANDROS TROPHY

Round 4/7

Isola 2000, France
January 11-12

tropheeandros.com

DAKAR RALLY

January 5-20

dakar.com

Week two of the Dakar adventure begins in Arica in Chile and heads into Argentina, reaching Fiambala by Wednesday evening before finishing the following Sunday.

DUBAI 24 HOURS

Dubai, UAE

January 11-12
24hdubai.com

AUTOSPORT SOAPBOX



Club motorsport is better than it gets credit for, says BEN ANDERSON

Club racers are often seen as the second-class citizens of our sport, but in reality many of them are its unsung heroes.

Naturally, amateur motorsport is not as glamorous, or rich, or as well exposed to the mass media as Formula 1 and the other higher echelons of motor racing. Therefore, fewer people are likely to know about it and go to see an event (despite it being far cheaper to do so), making for meagre crowds at club meetings.

'So what?' I hear you cry. 'That's no different to non-league football.' Fair point. But just because the Conference South isn't as glamorous and hyped as the Premier League doesn't mean the players can't play football, or put on a good show.

If you only follow F1 for the celebrity of its teams and drivers, then perhaps the quality of the action will matter little to you. But consider that Formula 1 still employs gimmicks such as DRS to artificially spice up a show that has been drained of excitement by the fruitful relationship between aerodynamics and lap time.

Club racing often provides some of the finest wheel-to-wheel fighting you'll ever see on a circuit thanks to the simplicity of the technology. Formula Ford, Formula Vee, Minis and Caterhams (to name but four categories) will regularly deliver



Club events can provide great racing

slipstreaming thrillers, with results usually in doubt until the final few corners. The problem is, nobody knows about them because they're not on TV. Fractions of a second are utterly critical in F1, but the top four or five are rarely covered by less than a couple of seconds at the end of a grand prix. This is a frequent occurrence in certain forms of club racing.

I'm not saying club racers are better than (or even as good as) professional drivers. I think the modern technology and downforce on F1 cars actually masks the heroics performed by Sebastian Vettel

et al to the extent that their skills are not obvious to the casual observer. And it's clear many international racers possess levels of feel, reaction and control that are beyond the majority.

But the flipside of the same coin is that the gap is not always as big as you may think. Sure there are plenty of amateurs without the time, knowledge, or inclination to improve, who will potter around and crash hilariously every so often. But there are also plenty who are highly dedicated and very good at what they do because they, like F1 drivers, have become specialists in their

chosen field, whether that's historics or Sports 2000, Locost or VW Golfs.

Aptitude is important, but motorsport – like most other sports – is about attitude, learning, fitness and practice, and most club racers don't have the time, money or opportunity needed to craft themselves into superstar professionals.

It would be churlish to suggest there are scores of undiscovered world champions out there, but it's fair to say many of them are better at what they do than you may think. It would be nice if more people recognised that.

Television

THURSDAY JANUARY 10

0000-0030, 0730-0800 [Eurosport](#)
Dakar Rally: Day five
1200-1335 [Motors TV LIVE](#)
Dubai 24 Hours: Qualifying
1400-1600 [Motors TV LIVE](#)
Dubai 24 Hours: Night practice
1845-1915 [Eurosport LIVE](#)
Dakar Rally: Day six
1900-1930 [Sky Sports F1](#)
Legends: Murray Walker
1930-2000 [Sky Sports F1](#)
Legends: Jack Brabham
2130-2200 [Sky Sports F1](#)
Sauber: Power-Serg
2205-0010 [Motors TV](#)
Dubai 24 Hours: Qualifying highlights
2300-2330 [Eurosport](#)
Dakar Rally: Day six

FRIDAY JANUARY 11

0030-0100, 0730-0800 [Eurosport](#)
Dakar Rally: Day six
0410-0600 [Motors TV](#)
Dubai 24 Hours: Qualifying highlights
0930-1205, 1330-1605, 2000-2205
[Motors TV LIVE](#)
Dubai 24 Hours
1845-1915 [Eurosport 2 LIVE](#)
Dakar Rally: Day seven
1900-2000 [Sky Sports F1](#)
Legends: Mika Hakkinen
2130-2200 [Sky Sports F1](#)
Mercedes: Brawn's Report
2215-2245 [Eurosport](#)
Dakar Rally: Day seven

SATURDAY JANUARY 12

0000-0030 [Eurosport](#)
Dakar Rally: Day seven

0700-1050 [Motors TV LIVE](#)

Dubai 24 Hours
1730-1800, 2330-0000 [Sky Sports F1](#)
Ferrari: Fight for the title
1815-1845 [Eurosport 2 LIVE](#)
Dakar Rally: Day eight
1900-1930 [Sky Sports F1](#)
Legends: Alan Jones
1930-2000 [Sky Sports F1](#)
Legends: Jody Scheckter
2000-2305 [Motors TV](#)
Dubai 24 Hours: highlights
2200-2230 [Eurosport](#)
Dakar Rally: Day eight

SUNDAY JANUARY 13

0030-0100 [Eurosport](#)
Dakar Rally: Day eight
1100-1200 [Sky Sports F1](#)
Legends: Sir Stirling Moss
1240-1545 [Motors TV](#)
Dubai 24 Hours: highlights
1830-1900, 2330-0000 [Sky Sports F1](#)
Red Bull: The Triple Double
1900-2000 [Sky Sports F1](#)
Legends: Nigel Mansell
2300-2330 [Eurosport](#)
Dakar Rally: Rest day

MONDAY JANUARY 14

0315-0600 [Motors TV](#)
Dubai 24 Hours: highlights
1800-1830 [Eurosport LIVE](#)
Dakar Rally: Day nine
1900-2000 [Sky Sports F1](#)
Legends: John Surtees
2130-2200 [Sky Sports F1](#)
Lotus: Comeback Kings
2200-2230 [Eurosport](#)
Dakar Rally: Day nine

Online

AUTOSPORT+

Coming up in our premium web content this week



Is Kovalainen on his way out of F1?

KOVALAINEN'S FORMULA 1 PLIGHT

Despite gaining a lot of praise for his performances at Caterham, Heikki Kovalainen could well be heading out of F1. Adam Cooper speaks to him to find out the latest, and how he feels about his efforts at the back of the grid.

WHY 2013 IS BIG FOR BUTTON

Jenson Button has a good chance in 2013, but that brings its own pressures, argues Edd Straw.



AUTOSPORT ON THE DAKAR RALLY

Follow the toughest rally in the world with AUTOSPORT's two Dakar blogs.



REVVED UP OVER WHAT'S ON THE BOX

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



Stewart (right) met hero Moss

ALTHOUGH HIGHLIGHTS of the Dakar Rally are currently being aired on Eurosport, it's the only game in town for the next couple of weeks, so there's plenty of time to critique the most inappropriately named event on the calendar.

Therefore, now's the opportunity to reflect upon the BBC's two-part series of *Racing Legends* that cropped up on BBC2 during the Christmas period, but can still be found online with a judicious use of a search engine.

In part one, life-long

racing fan Captain Jean-Luc Picard (or Sir Patrick Stewart, if you like) gets to meet his hero Sir Stirling Moss. Starting at the Silverstone Classic, Sir Patrick makes his racing debut – at the age of 72 – undeterred by the fact that “I don't like going very fast”.

After preparing himself with a run through of Stirling's career highs in the company of Tiff Needell, Stewart heads to Moss's Mayfair pad to interview the legend, before embarking on a tour of his early life in the Austin Seven in which he

learned to drive aged six.

Via some fantastic period footage, the story moves to Florence to relive Moss's epic 1955 Mille Miglia victory, where Stewart drives the beautiful Merc 300SL. Moss's verdict? “I crossed myself a few times!”

A driving lesson from Needell is a precursor to the knighted thespian driving the Vanwall in which Moss so nearly won the 1958 world title, but not before the horror of his 1962 Goodwood accident and the regret of missing out on the chance to race for

Ferrari is explored in graphic detail.

Stewart puts it to Moss that the '62 crash in fact saved his life, which Moss bluntly refutes, reckoning he could have raced at the top into his fifties.

Ultimately, this documentary is as much about Stewart as it is Moss. Getting to grips with the sensation of speed, understanding the mentality of loving the thrill of the danger and the risk, culminating in driving that Vanwall at Aintree. If you missed it, make sure you see it now. *Revved Up*

THE WEEK IN PICTURES

Our lensmen pounding the beat, from the Peruvian desert to Austria, via Marylebone

PHOTO FINISH ON JANNER RALLY

Peugeot man Bryan Bouffier never mentioned this off-putting helicopter after being pipped by 0.5s by Jan Kopecky

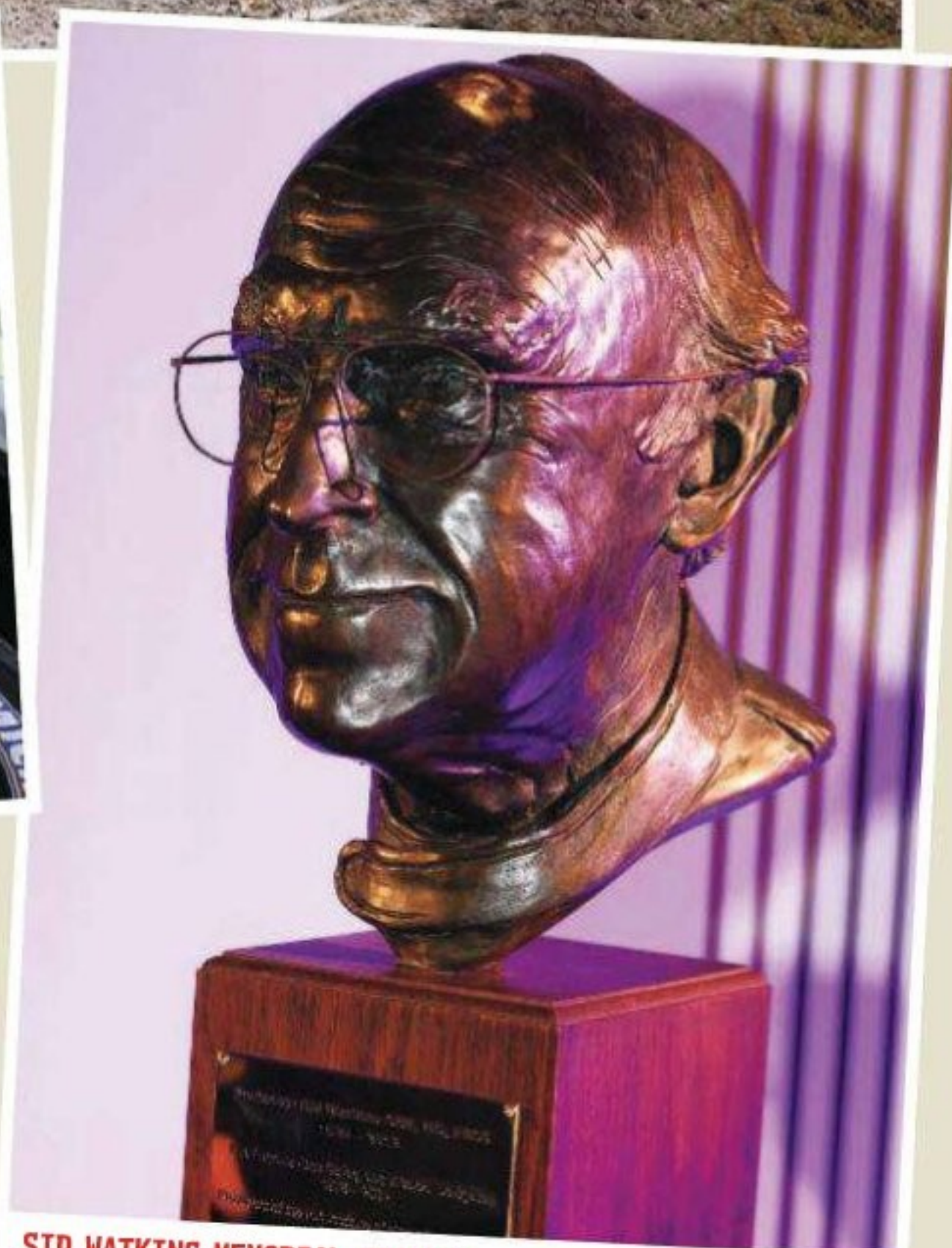


SPECTACULAR MINIS ON THE DAKAR

And the X-raid machine of leader Stephane Peterhansel's not bad either



BEEN THERE,
DUNE THAT
Poland's
Krzysztof
Holowczyc in
Dakar action
with his Mini

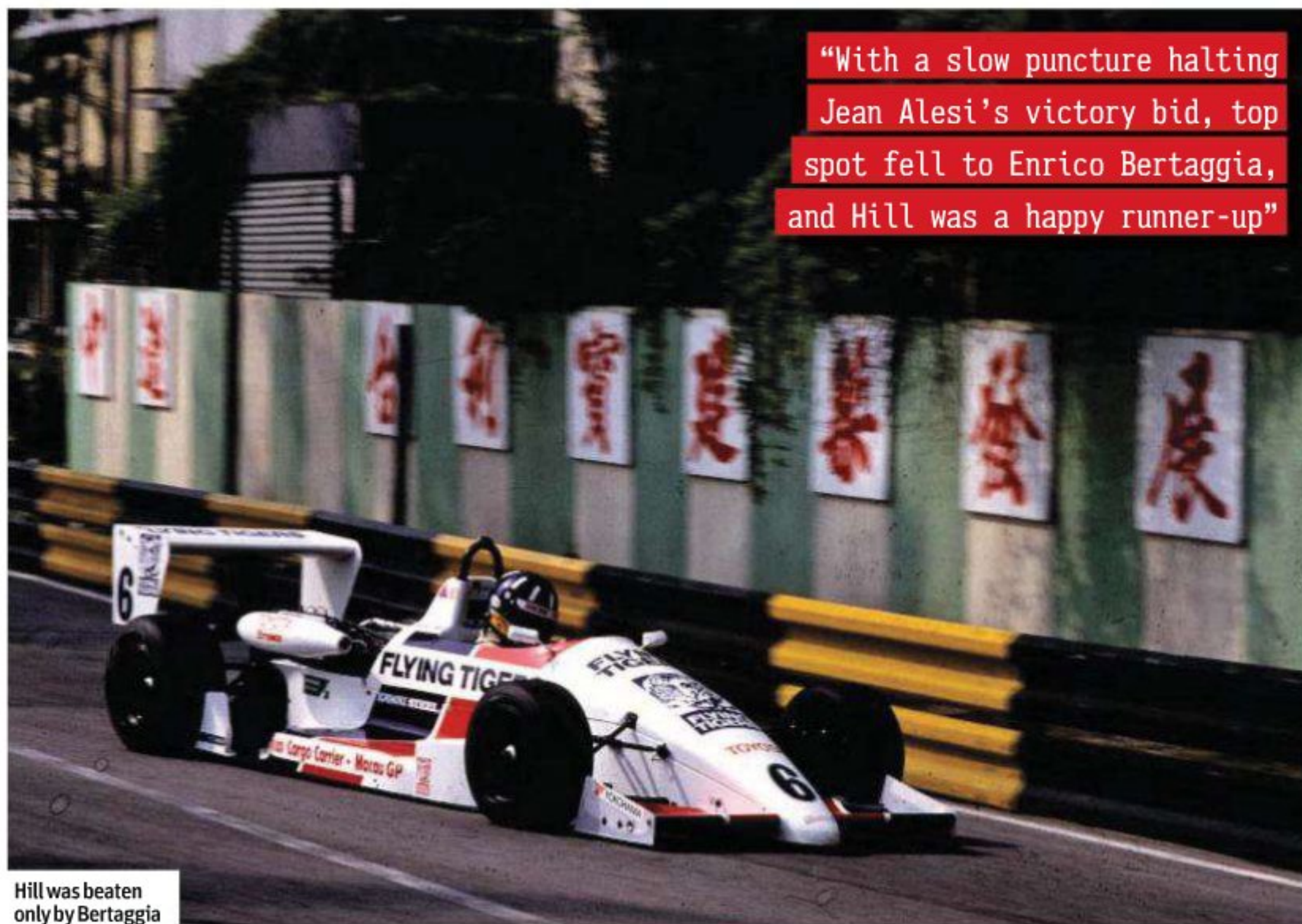


SID WATKINS MEMORIAL SERVICE

A service for the late 'Prof' will be held at 11.30am on January 18 at Marylebone Parish Church, London

FROM THE ARCHIVE

Macau F3 Grand Prix 1988: stealthy drive gets Hill a podium



Hill was beaten only by Bertaggia

"With a slow puncture halting Jean Alesi's victory bid, top spot fell to Enrico Bertaggia, and Hill was a happy runner-up"

ALTHOUGH DAMON HILL'S FORMULA 3 CAREER WAS not a stellar one, there were highlights. Four British series victories through 1987/88 – at Zandvoort, Spa, Thruxton and Silverstone – were the most obvious, but he also scored a podium on the challenging street circuit in Macau.

Hill's record there was not good when he and his Intersport Racing Ralt-Toyota arrived in 1988. Two appearances had resulted in a brace of accident-induced retirements.

To add to the pressure, that year's entry was littered with names that would go on to star at almost all levels of the sport, plus a few who already had impressive CVs. Jean Alesi, JJ Lehto, Eddie Irvine, Frank Biela, Gianni Morbidelli, Stefan Johansson, Frank Biela, Rickard Rydell, Gabriele Tarquini, Karl Wendlinger, Martin Donnelly, Fabrizio Giovanardi... the list goes on.

Nevertheless, qualifying went well for Hill, who lined up on row four for the first of two heats that would decide the Grand Prix. That was ahead of his team-mate Jan Lammers, pretty good going given that the Dutchman had finished on the Macau podium for the previous three years, won Le Mans, and had 21 world championship F1 starts to his name.

The early pacesetters, though, were Lehto and Irvine – at least until the first corner. Irvine made the better start, but poleman Lehto tried to outbrake him and crashed into the wall. With mayhem ensuing, and Frank Kramer crashing further round the lap, the red flags flew.

Irvine again led the restart from Lehto (now in his spare Pacific/Theodore Racing Reynard-Toyota). As Lehto slipped back, Irvine set a lap record and pulled away. Only a tardy Hideki Noda, who baulked Irvine's West Surrey Racing Ralt-Alfa in the closing stages, allowed Alesi to finish within 1.7s of the Northern Irishman.

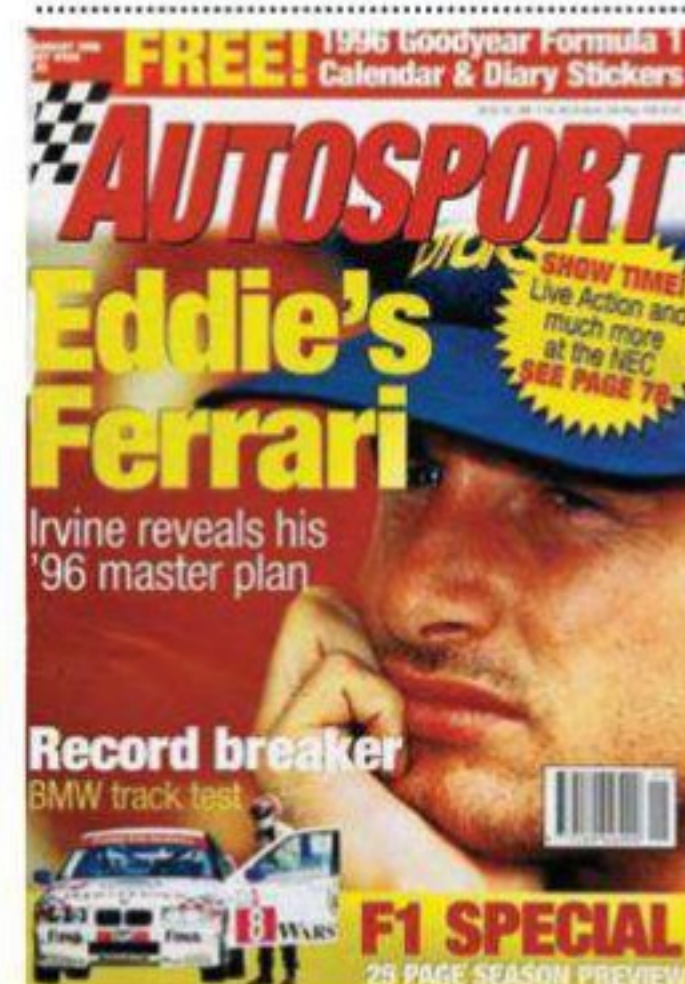
Hill came home a sensible sixth, behind Rydell, Lehto and Enrico Bertaggia. He would start heat two with a 15s deficit to make up on Irvine, though clutch failure for Lehto before the start removed one rival.

Alesi grabbed the lead at the start as Irvine made a crucial error, moving across on Rydell and putting himself out. In the melee, Bertaggia hit the front, chased by Alesi, Rydell, Otto Rensing and Hill.

An inspired Rensing, only ninth in heat one, moved through the field. After some wheelbanging with Bertaggia he took the lead and looked like making up the 9s deficit he had given away to Hill in the first leg. But Damon responded, passed a struggling Alesi as Rydell crashed, and held off Rensing by less than a second on aggregate.

With a slow puncture halting Alesi's victory bid, top spot fell to Italian Bertaggia in his Forti Corse Dallara-Alfa, and Hill became a happy runner-up. "It's nice to go away from this place having finished," said Hill, who unlike in 1986 and '87 had travelled to Macau without his family. "It's just a shame I'm the only member of the Hill clan here this time round."

THIS WEEK IN...



JANUARY 4 1996

BUOYED BY HIS FIRST TEST AS A

Ferrari driver, Eddie Irvine revealed his two-year plan to support Michael Schumacher to AUTOSPORT this week in our 1996 issue.

The Irishman had been a grand prix driver for just two full seasons – both with Jordan – before leaving to partner double world champion Schumacher at the Scuderia. "I'm the number two in the team – I'll not be able to win if [Schumacher] is second – but quite honestly there is no downside," reckoned Irvine.

At the same time, BMW star Steve Soper told AUTOSPORT of his relief, rather than euphoria, at capturing the 1995 All-Japan Touring Car Championship, officially his first touring car crown after technical wranglings led to him being stripped of the 1983 British Saloon Car title.



PIG: LAT ARCHIVE

COMING SOON!

THE AUTOSPORT LEGENDS SERIES RETURNS

A must-read collection of special issues celebrating a quartet of Britain's finest grand prix world champions

JOHN SURTEES



JAMES HUNT



WILSON FITTIPALDI

■ Monaco Grand Prix ■ June 3, 1973 ■ Brabham-Cosworth BT42 ■ Denied a podium finish after fuel problems



Fittipaldi ran third until the Brabham coughed its last

TWO RACES STAND OUT IN my career. One was winning the 1994 Mil Milhas at Interlagos sharing a Porsche 911 with my son Christian. That was a dream. The other, the 1973 Monaco Grand Prix, was not a dream in the same way but it was the best Formula 1 race of my career.

When I raced in Brazil, there were lots of opportunities to drive on street circuits because there were so many of them. So I knew some of the tricks and had a lot of experience. In my first race at Monaco in F3, I was on pole and I was always fast there.

During practice in '73, I was seven or eight tenths quicker than my team-mate Carlos Reutemann.

That year, Goodyear had only one set of qualifying tyres for each team from the beginning of the season and at Brabham, only Carlos had them. But he came into the pits, spoke to Bernie Ecclestone, who then owned the team, and said, 'give the qualifying tyres to Wilson because he is faster'.

Carlos was a really great driver, but sometimes mentally he 'stopped' and he was having a hard weekend.

Around Monaco, the qualifying

"Everyone was taking the normal line, so I put two wheels on the pavement and managed to get through, putting my Brazil racing experience to good use"

tyres were worth a lot of time, so I was fast. This was in the early days of the new era of Brabham under Bernie and we had not had many good results that year. I qualified ninth but made a good start and passed a car – I'm not sure who it was – on the first lap at the hairpin. Everyone was taking the

normal line, so I put two wheels on the pavement and managed to get through, putting my experience from racing in Brazil to good use!

It was a really hard race because one mistake in Monaco and it can be very bad, and the limit is only one inch away. In the end, Jackie Stewart was leading from my

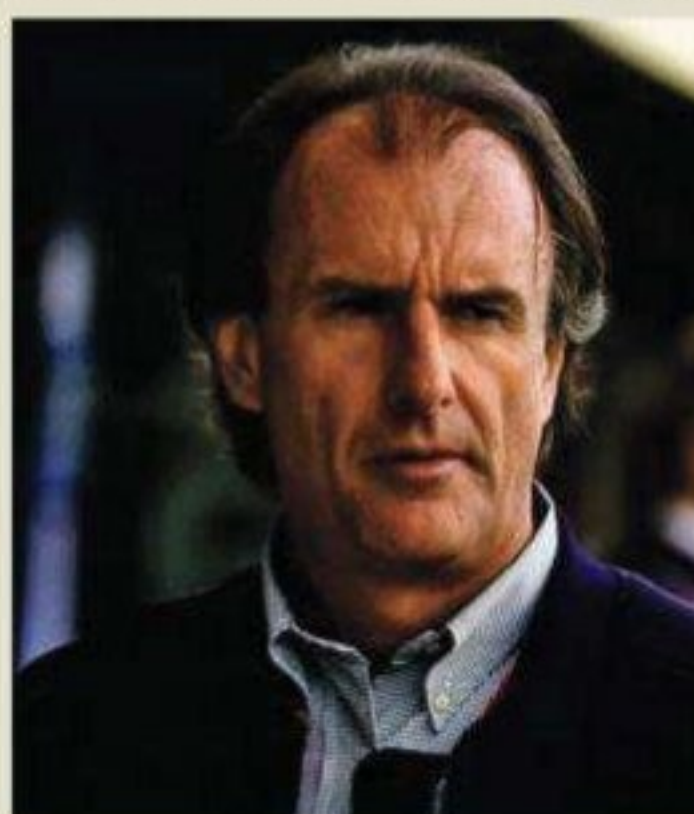
brother, Emerson, and I was third. I looked in my mirror and Ronnie Peterson was about a second-and-a-half behind me so I thought, 'okay, I will take no more risks and finish third'. It would have been a great piece of racing history for two brothers to finish on the podium together and fantastic for Brazil.

But not far from the end of the race, coming through Rascasse and onto the pitstraight, I started to run out of fuel. It was unbelievable.

After the race, Bernie and Gordon Murray were really sorry. They opened up the fuel tank to see what happened and it turned out that there was a problem with the catch tank. Usually, it worked until there was only one or one-and-a-half litres left in the tank. But when I ran out of fuel in Monaco, there was a lot more than that.

So, I didn't finish one of the best races of my career. It was another 25 years before two brothers finished on the podium together – when Michael and Ralf Schumacher did it in the Italian Grand Prix at Monza in 1998. *Wilson Fittipaldi was talking to Edd Straw*

IN PROFILE



WILSON FITTIPALDI IS THREE years older than brother Emerson, but after making a name for himself in Brazil arrived in Europe in 1970. After success in Formula 3 and F2, he raced for Brabham in F1 in 1972 and 1973, taking a best finish of fifth. He then took a year off to start his own team for 1975. After one tough year, he handed over driving duties to Emerson. He made sporadic returns to racing after the team folded, winning the Brazilian sportscar Mil Milhas race twice in a Porsche.

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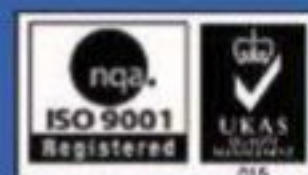
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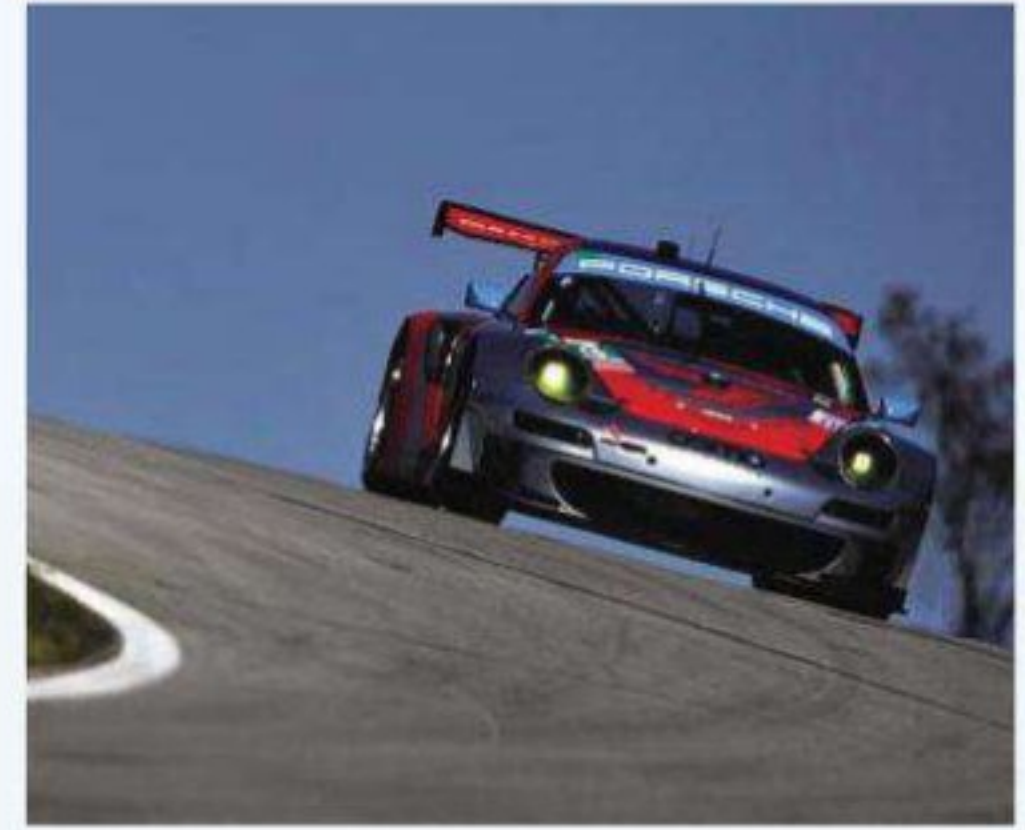
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