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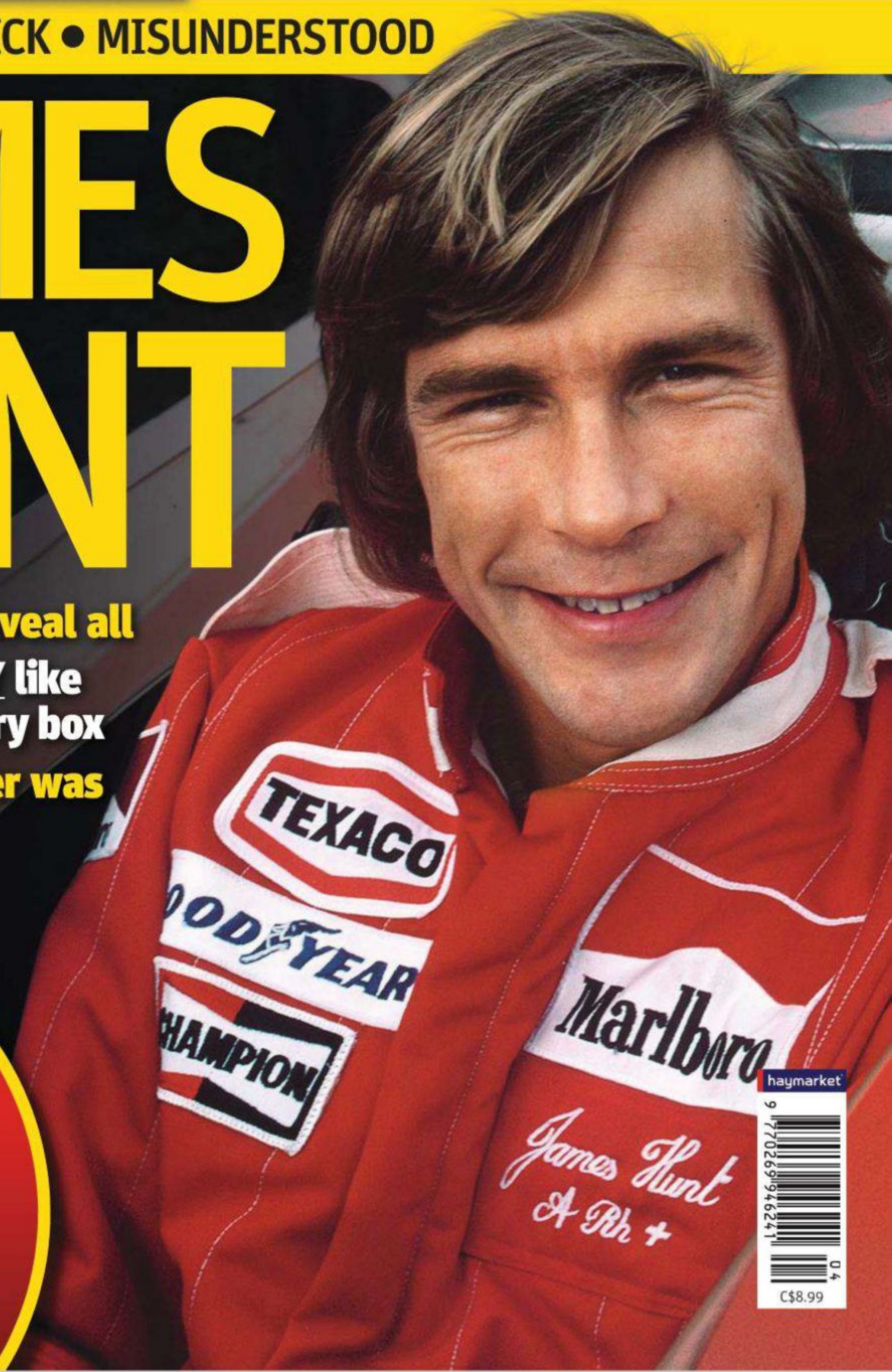
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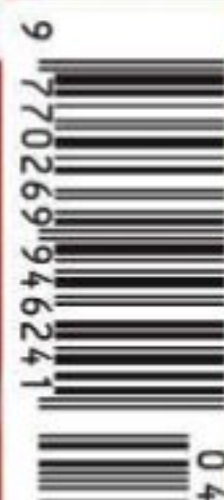
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POLE POSITION

James Hunt: gone too soon – but what a life!



HOW DOES ONE APPRAISE THE ABILITIES of James Hunt? F1 world champion. Outspoken TV commentator. Party animal extraordinaire. Young-driver mentor. Crasher. Puncher. Winner.

Throughout his relatively short F1 career, he was driven by inner turmoil. Whether at the champagne-fuelled environs of Hesketh, or the regimented confines of McLaren, his relentless nervous energy created a Coriolis effect around him, a delicious spiral of drama that even Hollywood has picked up on – albeit four decades after his greatest success.

In this special issue, Paul Fearnley, Mark Hughes and Mike Doodson have delved deep into his Hesketh, McLaren and BBC eras respectively, and Gary Watkins has uncovered a comeback attempt that few people know about.

Dull moments seemed an alien concept to James, and the stories are as riotous as they are intriguing. The great tragedy of his story, of course, is that he passed away far too soon, and isn't around to reflect on his career with us. Hunt's candle might not have burned for long but – by Jingo! – did it ever burn

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MONTE CARLO RALLY

Super Sebs square up in season opener

WRC top names Sebastien Loeb and Ogier went head to head in last week's Monte Carlo Rally, with Ogier's all-new VW Polo stealing an early march on Loeb's Citroen DS3. It wasn't long, though, before the champion retook his customary slot at the front to seal his seventh win. Full report, [p48](#).

Pic: McKlein.de



How defeat has helped Ferrari

Lessons have been learned at Maranello after 2012 title bid came up short. By JONATHAN NOBLE



Ferrari says it has reacted swiftly to the lessons of last year in a move it deems essential for its 2013 world championship hopes.

Although the team is taking nothing for granted about its prospects for this year, team insiders have told AUTOSPORT that a behind-the-scenes push to address its weaknesses has resulted in it being able to head into this season with some degree of confidence.

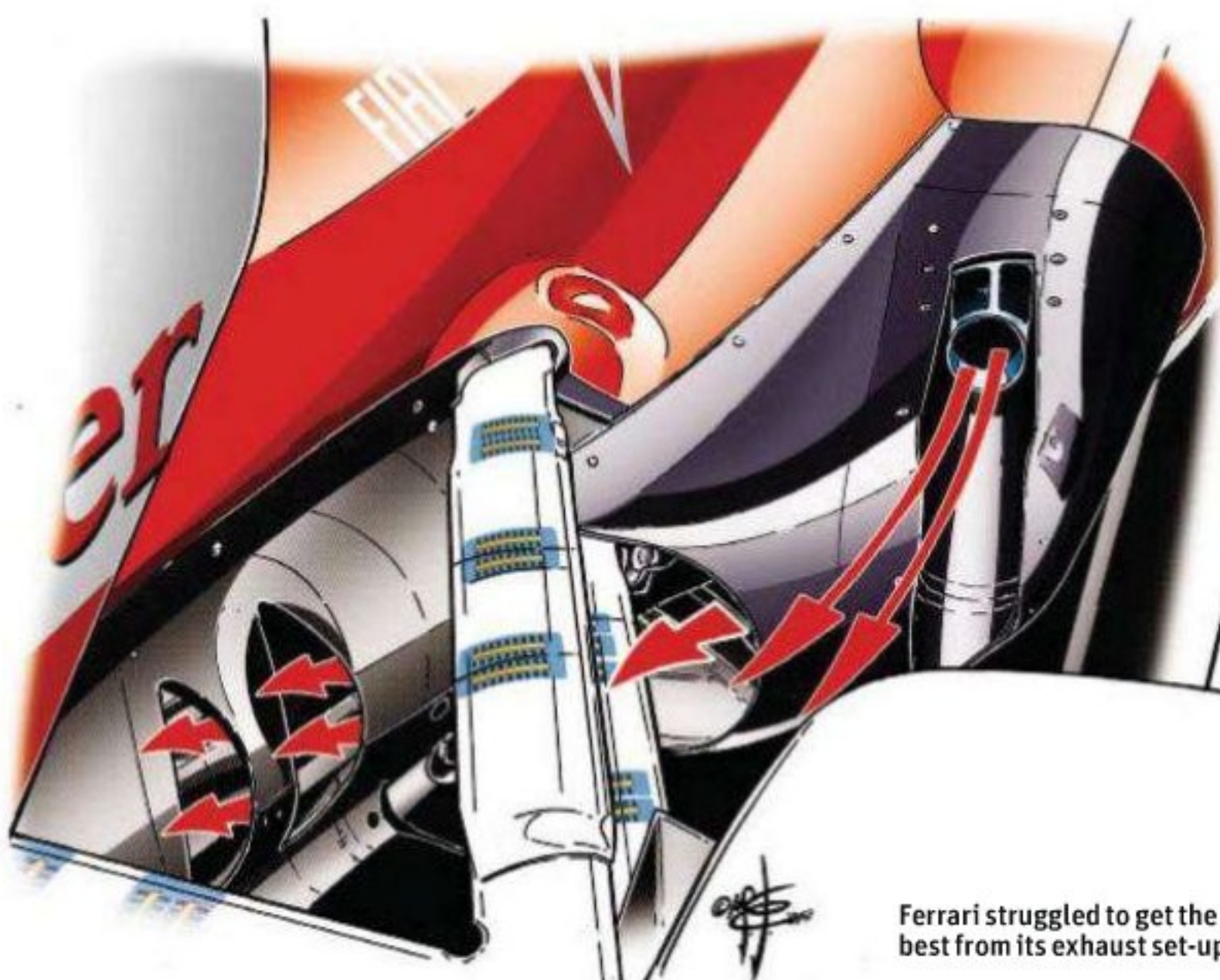
Team principal Stefano Domenicali said at its Wrooom media event last week: "If you live with frustration, you live with defeat, and this is something we cannot have on our shoulders. Defeat has to make you grow, and that is how we are approaching 2013."

Here are the three key areas that Ferrari has tried to address since last season...

SIMULATION TOOLS

Ferrari's troubled pre-season testing programme last year was mostly put down to difficulties with the exhaust layout on the F2012.

Analysis of what went wrong showed that Ferrari had gone in the right direction, as its original downwashed exhaust proved the



Ferrari struggled to get the best from its exhaust set-up

best solution for the rules.

However, the quality of its simulation tools meant it only found out about the impact its design was having on aerodynamic instability and rear tyre temperatures after the car had hit the track. A rethink was needed.

Realising where its methodology was lacking, Ferrari bosses gave the

green light to ramp up investment in its CFD/computer simulation tools — known to be an area where rivals McLaren and Red Bull excel.

As well as facility improvements, the signing of Pedro de la Rosa to help development of simulation tools is viewed as vital in helping the team understand where outfits like McLaren are at in this area.



Alonso hit the slopes last week

WINDTUNNEL FACTORS

Beyond the exhaust difficulties, one of the most public issues Ferrari faced in 2012 was that new parts brought to the track did not deliver the step forward in performance that the team had been expecting.

Ferrari found itself getting confused by too much inconsistent information being fed into the system, which resulted in updates often being taken off the cars after Friday testing. It suspected the track/data correlation of its Maranello windtunnel was not up to scratch. A mid-season decision to use the Toyota facility may have given it a

WHERE FERRARI FEELS IT LOST THE TITLE IN 2012

CANADA: STRATEGY

Ferrari and Alonso maximised their opportunities almost everywhere in 2012, but its error in Canada – when it ploughed on with a one-stop strategy rather than covering Lewis Hamilton or Sebastian Vettel – still hurts. A potential second place slipped through its grasp as Alonso dropped to fifth.



BELGIUM: LUCK

Although the jury remains out on whether Alonso's first corner exit in Japan was bad luck or an error, there is little doubt that he was the victim of someone else's mistake in Belgium. A potential podium finish was taken away by a moment of madness from Romain Grosjean just seconds into the race.

ITALY: RELIABILITY

The Italian GP was one of two race weekends (German GP being the other) where Ferrari arguably had the quickest car. But Fernando Alonso's chances of pole position at Monza – which could have been converted to victory – were wrecked by a rear anti-roll bar failure in Q3 that left him down in 10th on the grid.



Alonso battled a poor car in 2012

better baseline facility, but it was also another stream of data to further confuse the picture.

There were times during 2012 when it was getting four different answers: one from CFD/simulation work, one from the Maranello windtunnel, one from the Toyota facility and the other from actual on-track work.

For this season, the team has elected to concentrate solely on the Toyota facility for its 2013 car while the Maranello windtunnel is revamped.

BETTER USE OF STAFF

Ferrari is convinced that the weaknesses exposed last season were not the result of the wrong staff, but of not getting the best out of its current personnel.

While there have been additions to the aerodynamic department – most notably the arrival of Loic Bigois and Ben Agathangelou – there is pretty much continuity elsewhere in the team.

And evidence from its operational performance at races last year showed there was little wrong; strategy-wise and reliability-wise it was only left ruing one-off slip ups.

Ferrari couldn't match Red Bull



Pitstop-wise, its own data suggests its crew ended the year fastest overall in terms of average pitstop time; and second to Red Bull in terms of least time lost in the pitlane overall. However, Ferrari did not have the advantage of being at one end of the pitlane – a benefit given to the previous season's constructors' champion.

Its push to improve the quality of the work its staff can produce has helped it push on with plans for a new factory in Maranello to bring its efforts under one roof. The facility should be finished within two years.

"Defeat has to make you grow. That's how we're approaching 2013"
Stefano Domenicali

AUTOSPORT SAYS...

JONATHAN NOBLE
GROUP F1 EDITOR

@NobleF1



Under Stefano Domenicali, Ferrari has never allowed itself to believe that it has ever got the job done. He knows only too well how quickly Formula 1 can bite if you take your eyes off the ball for a split second.

But spending time with Ferrari last week up the mountains of Madonna di Campiglio, you could sense that there is a feeling of satisfaction about the progress that has been made since this time last year – when Ferrari hit trouble from the off in Jerez.

There is a greater sense of realism about what needs to be done; an acceptance that it has to make investments and focus in areas of the business where perhaps traditionally it felt F1 should not be heading. Why feel the need to invest millions in state-of-the-art simulation expertise when you have a fully functioning 'real' test track right on your doorstep?

Ferrari is moving with the times faster now; helping shift the shape of its team to fit in with the demands of the current regulations. And in doing so, it has created a hunger in the team personnel to clip Red Bull's wings.

Domenicali knows that success is still not guaranteed; but the fact it is concentrating on the future – rather than dwelling on the hurt of Spa last year or the yellow flag shenanigans after Brazil – means that Fernando Alonso and Felipe Massa will have reason to feel more confident about what is underneath them when they head out of the Jerez garage next month.



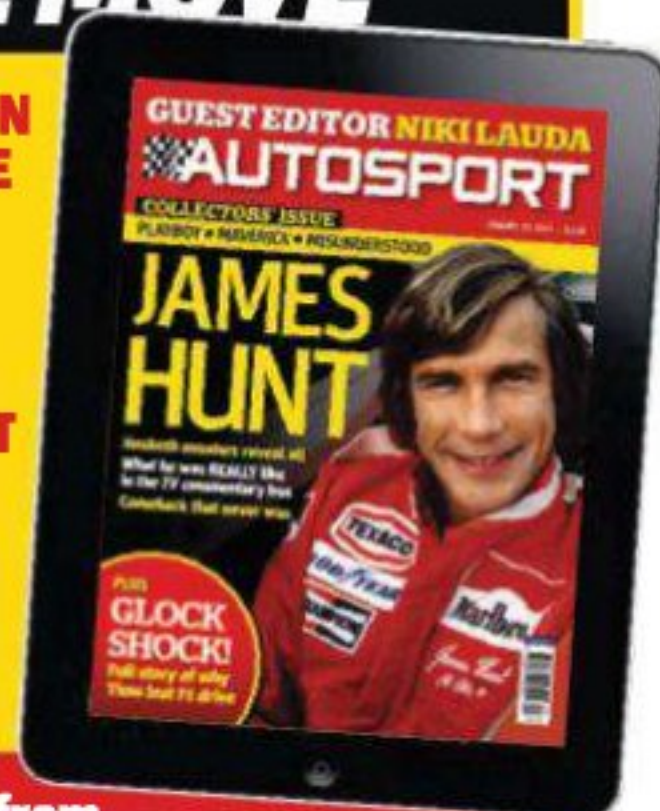
All smiles at the Wrooom event

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The mental approach that saved Massa's Ferrari drive

Ferrari was considering dropping Felipe Massa mid-season, but an acceptance of not trying to beat Fernando Alonso got him back to his best

Massa had to think hard in the summer

Ferrari chiefs are convinced that a new approach adopted by Felipe Massa in the second half of 2012 leaves him capable of producing the form of his life this year.

Tweaks to the Brazilian's set-up and a better understanding of Pirelli's tyres allowed Massa to make progress from a disastrous start to the 2012 season. But it was a wholesale rethink last summer about how he dealt with Ferrari that made the real difference.

"It was about understanding

myself and believing that I can do it," said Massa, during revealing interviews with the media at last week's Wrooom event in Italy.

"Even if 90 per cent of the people do not want to believe in me anymore, it is important that you believe in yourself."

A high level source within the Ferrari team said: "It was 100 per cent about his mental approach; about understanding his role. It was nothing to do with the car or set-up."

CRISIS POINT IN 2012

Massa was close to losing his place on the F1 grid at times last year. A lacklustre start to the campaign, where he scored just two points in the opening five races compared to team-mate Fernando Alonso's 61, left Ferrari chiefs on the verge of dropping the Brazilian and slotting a replacement in.

In fact, such was Massa's unhappiness at the pressures and struggles he was facing, that he nearly quit the sport himself. But

an upturn in form from the Monaco Grand Prix changed everything.

Ferrari team principal Stefano Domenicali was adamant the Brazilian should retain his place to see out the season, and also be given more time to prove himself worthy of a seat in 2013.

AUTOSPORT has learned that Domenicali and Massa sat down before F1's summer break for a lengthy chat to discuss matters. During this conversation one of the key messages Domenicali gave Massa was that he should stop putting himself under such pressure to prove himself against Fernando Alonso. He laid out the situation to his driver and told him that if he could keep rediscovering his form then he would be kept on at Ferrari for 2013.

MASSA GETS HIMSELF SORTED

Sources suggest that Massa was losing out because he was getting so desperate to beat Alonso, rather

2012: A SEASON OF TWO HALVES FOR MASSA

RACES 1-10 (AUSTRALIA TO GERMANY)

Pos	Driver (Team)	Points
1	Alonso (Ferrari)	154
2	Webber (Red Bull)	120
3	Vettel (Red Bull)	110
4	Raikkonen (Lotus)	98
5	Hamilton (McLaren)	92
14	Massa (Ferrari)	23

Felipe Massa started last season with a lowly two points from the first five races, but he ended it as one of the strongest drivers on the F1 grid.

Here we show how points scored in the first half of 2012 compare to those scored in the second, displaying how Massa's year went from disaster to strength.

RACES 11-20 (HUNGARY TO BRAZIL)

Pos	Driver (Team)	Points
1	Vettel (Red Bull)	171
2	Alonso (Ferrari)	124
3	Raikkonen (Lotus)	109
4	Massa (Ferrari)	99
5	Hamilton (McLaren)	98
6	Webber (Red Bull)	59

MASSA'S FERRARI TEAM-MATES

A look at how Felipe Massa has matched up to the three world champions he has been partnered with during his Ferrari career



MICHAEL SCHUMACHER (2006)

RACES TOGETHER: 18

QUALIFYING

MASSA 4 SCHUMACHER 14



POINTS

MASSA 80 SCHUMACHER 121



WINS

MASSA 2 SCHUMACHER 7



KIMI RAIKKONEN (2007 - 2009)

RACES TOGETHER: 44

QUALIFYING

MASSA 25 RAIKKONEN 19



POINTS

MASSA 213 RAIKKONEN 195



WINS

MASSA 9 RAIKKONEN 8



FERNANDO ALONSO (2010 - 2012)

RACES TOGETHER: 58

QUALIFYING

MASSA 11 ALONSO 47



POINTS

MASSA 384 ALONSO 787



WINS

MASSA 0 ALONSO 9



"It was completely about the mental approach to his role. It was nothing to do with the car or his set-up"

Ferrari source

than simply focusing on doing the best job he could and accepting that sometimes he was going to get beaten by a driver of the calibre of his Spanish team-mate.

Having spent the summer break sorting things out in his head, which included detailed chats with his family as well as seeing a sports psychologist, Massa returned for the second half of the campaign a new man.

Sources say that Massa's acceptance of his role and responsibilities at Ferrari allowed him to flourish. His performances were enough to not only secure himself another contract at Ferrari but also outqualify Alonso at times.



Domenicali (l) got Massa back on track

Domenicali believes that his decision to give Massa more time to sort himself out has been justified.

"I believe the most difficult moment of Felipe's career is behind him," he said. "I was under a lot of

pressure since the beginning of the season to do a change, and I thought for the benefit of the team it was important to wait and take a decision at the right moment. I am convinced that we have taken right decision."

BEST FORM FOR 2013

Massa did not hold back in declaring his optimism for the coming season at last week's Wrooom media event at Madonna di Campiglio in Italy.

And while he heads into the campaign with only a one-year contract, the progress he made in sorting out his mental approach in 2012 should make him better able to deal with any challenges.

A stronger Massa could put Ferrari in difficulties in terms of managing the situation with Alonso, but Domenicali is far from worried.

"I consider it is a strength for us," he said. "If you look with another angle last year in the first half of the season we were not able to maximise the points and that cost us a lot."

"To count on a Felipe that has finished the championship in such a way [as he did in 2012], I believe is a good motivation point for Fernando this year."

Glock exit vital for Marussia's future

Replacing ex-Toyota racer with a pay driver for this season gives a budget swing of around £8 million to backmarker team



Glock accepted he had to step aside

Marussia had no other option but to agree a parting of ways with lead driver Timo Glock earlier this week if it was to safeguard its future in Formula 1.

Amid a backdrop of increasingly tough economic times, Marussia was forced to concede that the only way to overcome a potential shortfall in its budget for 2013 was to end its monetary commitment to Glock and instead take a paying driver.

According to senior team figures, the swing in its bottom-line for 2013 – from paying Glock around £2 million to taking on a pay-driver with backing of around £6m – was enough to keep its books in shape and ensure its survival in grand prix racing.

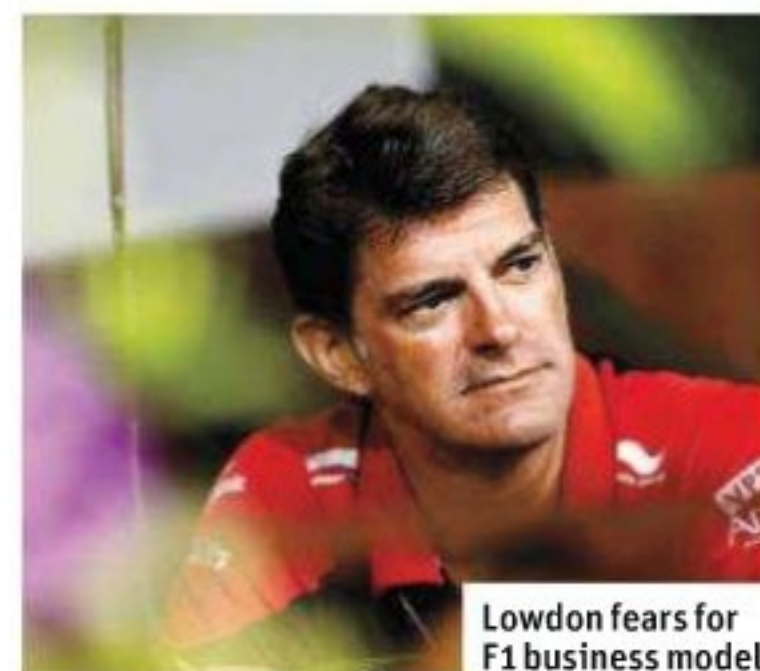
But the decision to end Glock's time at the outfit was a tough one to make, and has once again led to questions about the ongoing viability

of the current F1 business model for the teams.

NO-RISK FINANCIAL APPROACH

Even since Marussia entered F1, it had tried to be as prudent as possible. Despite believing the luxury of paying for an experienced driver like Glock was essential for moving forward, it has tried not to waste money where possible.

Last year that manifested itself in



Lowdon fears for F1 business model

GLOCK'S F1 CAREER

RACES: 91
BEST FINISH: 2ND

2004

Makes four starts with Jordan, taking points on his debut in Canada when the Williams and Toyota cars are disqualified.

2007

After racing in Champ Car and GP2 in 2005-6, Glock signs as BMW F1 test driver and wins the GP2 title with iSport in '07.

2008

Takes two podiums for Toyota, and is famously passed by Lewis Hamilton at the end of the Brazilian GP as the Brit wins title.

2009

Strategy costs Toyota victory in Bahrain. Glock misses last two races of year after suffering injuries in Suzuka crash.

2010

Following Toyota's exit from F1, Glock signs for new team Virgin Racing, despite interest from teams further up the grid.

2011

Signs a new three-year deal which should keep him with the Virgin/Marussia outfit until the end of the 2014 season.



"It was a difficult decision but the right one. Threats to the F1 business model should be taken seriously"

Graeme Lowdon, Marussia

the team not running KERS – even though it was well aware that in doing so it was giving away performance to its closest opposition (Caterham).

For 2013 the issue is more complicated, though, because Marussia is the only one of the 11 teams that does not yet have a commercial deal in place with Bernie Ecclestone for a share of F1's commercial revenues.

Up until this year, Marussia was guaranteed a minimum of \$10 million as part of a sweetener that all three of 2010's new teams

were given for joining F1.

Under terms agreed with Ecclestone, any team that was not 'Column 1' (for finishing in the top ten twice in three years) or 'Column 2' (for finishing in the top ten the previous year) would be classified as 'Column 3', and receive \$10m per year.

That is why Marussia's last-gasp disappointment in the 2012 constructors' championship when Caterham pipped it to 10th did not directly lead to any big financial loss. It simply went from a potential \$10m 'Column 2' team to earning a \$10m 'Column 3' payment.

However, for 2013, there is no guarantee of any income for Marussia at present, which has made a big difference to its financial plans.

Realistic about its sponsorship potential, the team came to the conclusion that its finances did not

DTM SWITCH BECKONS



Glock gets used to BMW DTM cockpit

Timo Glock returned to the cockpit of a BMW for the first time since his spell as the team's Formula 1 test driver this week when he sampled the Munich firm's M3 DTM model in a test at Valencia. BMW has one space left in its eight-car DTM line-up, and if Glock switches to the series he will follow in the footsteps of Jean Alesi, Mika Hakkinen, Heinz-Harald Frentzen, Ralf Schumacher and David Coulthard – all of whom have raced there after F1 in recent years.



Caterham battle didn't affect budget

add up without losing the commitment to Glock and finding an extra revenue stream from a pay-driver.

Sporting director Graeme Lowdon admitted that it was a tough but necessary call to part with Glock, and he praised the German for accepting the situation rather than sticking to his guns and demanding to be paid his wages.

"It was a difficult decision but the right decision for the team – and also one made together with Timo," he told AUTOSPORT. "He has been a team player from the start."

SWIFT DECISION ON REPLACEMENT

Marussia is eager to sort out Glock's replacement as soon as possible, and ideally before the first test at Jerez on February 5.

News of Glock's departure has led to a rush of interest from drivers

with budgets. The team is now considering a long list of contenders which is believed to include Vitaly Petrov, Bruno Senna, Sebastien Buemi, Heikki Kovalainen, Kamui Kobayashi and Luiz Razia.

But while it moves to stabilise its own future, Lowdon concedes that his team's situation – of being forced to lose a highly-rated driver in favour of one with more financial backing – should act as a warning about the state of F1.

"F1 is the pinnacle of world motorsport, and the commercial model should also be world class," he said. "There are threats to the current model and they need to be taken seriously."

"It is not immune to the same challenges our sponsors and partners are facing, and it is a competitive world we do our business in. I think F1 cannot afford to be complacent."

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THIS WEEK IN F1

LATE LAUNCH FOR NEW WILLIAMS



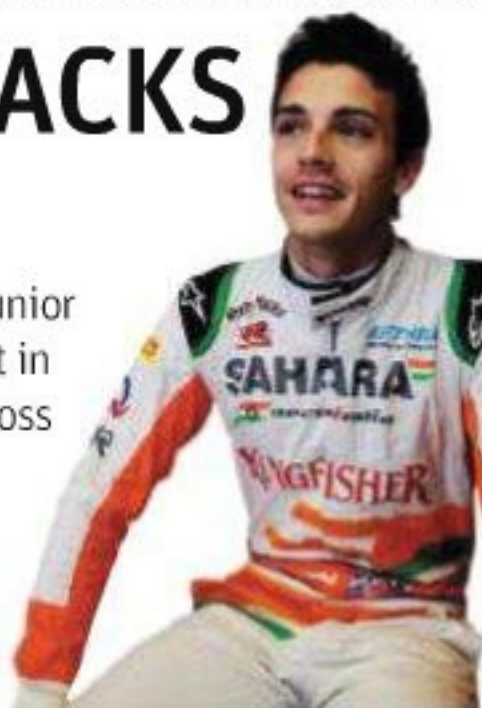
2013 F1 LAUNCH SCHEDULE

January 31	McLaren
February 1	Ferrari, Force India
February 2	Sauber
February 3	Red Bull
February 4	Mercedes, Toro Rosso
February 5	Caterham
February 19	Williams
TBC	Lotus, Marussia

Williams has revealed that its 2013 car will not break cover in time for the first pre-season test at Jerez next month. The team will run last year's car in its 2013 livery at the opening test, before the FW35 hits the track at Barcelona on February 19.

FERRARI BACKS BIANCHI

Ferrari is working to land its junior driver Jules Bianchi a race seat in F1 for this year. Ferrari team boss Stefano Domenicali said: "We are trying to find a solution so he can grow and show his worth." Bianchi was Force India's test driver in 2012.



NEW F1 DOCTOR

The FIA has appointed Dr Ian Roberts as Formula 1's new medical rescue co-ordinator. The former chief medical officer for Silverstone and the British Grand Prix replaces Gary Hartstein, whose contract was not renewed at the end of 2012.



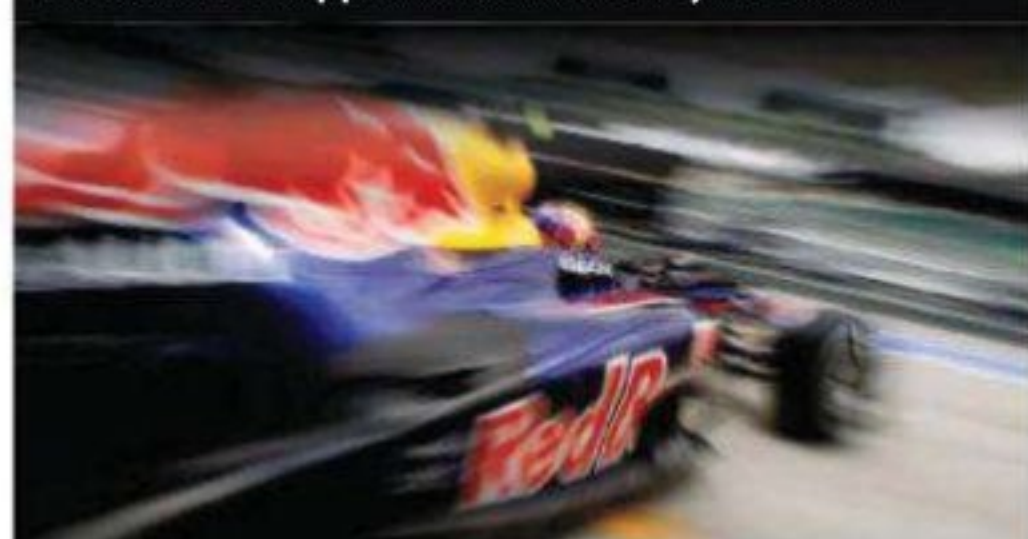
WOLFF LEAVES WILLIAMS FOR MERCEDES ROLE

Toto Wolff has left his role as executive director at Williams to take up a similar position with Mercedes. The Austrian, who along with Niki Lauda will become a shareholder in the squad, takes control of all of Mercedes-Benz's motorsport activities. He will retain his ownership stake in Williams.



NEW ENGINEER FOR WEBBER

Mark Webber's race engineer Ciaran Pilbeam has left Red Bull, where Kimi Raikkonen's ex-Lotus engineer Simon Rennie will replace him. Pilbeam moves in the opposite direction to join Lotus.



FORCE INDIA IN NO HURRY ON DRIVER

Force India is not going to name its second driver at the launch of its 2013 car on February 1. Deputy team principal Bob Fernley said the timeframe for announcing Paul di Resta's team-mate was "probably before the first test", which starts at Jerez on February 5.

GUIDO FORTI 1940-2013

Ex-Formula 1 team boss Guido Forti died recently, aged 72. The Italian's Forti Corse team moved up to F1 for the 1995 season after success in Italian Formula 3 and Formula 3000, but folded in mid-1996.



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MARK HUGHES GRAND PRIX EDITOR

The uncertainty over driver line-ups at Force India and Marussia, and the part-sale of Mercedes, are symptomatic of a sport that needs to rethink its financial structure – and fast

We head towards Formula 1's car launches with Force India, Caterham and now – with the news of Timo Glock's departure – Marussia still to confirm their driver line-ups. This, together with the news that, in selling a stake of its F1 team to Toto Wolff and Niki Lauda, Mercedes has at least partly undone its purchase of the Brawn team, suggests the financial landscape of the sport is changing fast.

Drivers bringing budgets are now playing a major part in determining the line-ups outside the top few teams. Who joins Force India: Adrian Sutil with his backers, or Bruno Senna with his? Or will it be both, leaving the salaried Paul di Resta out in the cold? The salaried Glock still had two years of his Marussia contract to run, but by mutual consent they have parted and he'll be replaced by a driver via whom the income flows into the team rather than out from it.

If a team is unable to meet the payment commitments it has made with one of its highest-salaried employees, then the contract essentially becomes frustrated and

the employee is free to walk.

Typically in such cases, the contract was made when times were financially better and the expectation was that the salary would not overburden the company.

Extend that principle outwards and it applies to F1 as a whole. When its commercial owners reckoned on taking 40 per cent of the sport's income for themselves, the sport could ostensibly afford it. A few years down the line, with the economy still in the doldrums, with cost-cutting measures nowhere near as ruthless as they needed to be and with an outside factor imposing a big new cost in the form of the V6 engine formula, that big chunk of income leaving the sport now looks particularly inappropriate. If, further down the line, the money the sport's owners are paying themselves begins to strangle the very source of that income, it gets very obviously counter-productive. It's akin to a director still taking his millions from an ailing company.

The evidence is suggesting that the sport's financial model is no longer working. It's understandable

that Bernie Ecclestone, as commercial chief, was so anti the turbo engines that FIA president Jean Todt was insistent on introducing. But given that the new formula is happening and that there are many good reasons why it should, it has placed even more urgent emphasis on both the income and cost sides of the sport. On the one hand, more of the considerable income F1 generates needs to remain in the sport and not disappear into the arms of outside investors with no interest in it. On the other, cost control surely needs to be more radical yet.

Some years ago, when Max Mosley announced a provocatively extreme proposal of artificial technical advantages for any teams competing under a cost cap, it led to mutiny and his being deposed from his FIA presidency. It was in trying to combine the need for radical cost control with his own political aims regarding his power base with the teams that he fell foul. He had so hacked the team owners off that they miraculously – albeit briefly – worked in unity against him as their common enemy. But, as we said at the time here, that does not mean the aim itself was wrong. It was absolutely right.

The way of achieving it needed to be worked on and, although great strides have been made by means of engine, gearbox and testing limitations, costs are still at around 70 per cent of the peak years. The originally-stated ambition of teams' group FOTA in 2009 to reduce costs to 'around the level of the early 1990s' (which were more like 20 per cent of the peak years) has fallen far, far short.

Much remains to be done. ☒



Force India and Marussia: two teams looking for cash

“The financial landscape of Formula 1 is changing fast”



WTCC

MUNNICH MACHINES

Munnich Motorsport has unveiled the livery in which its three World Touring Car SEAT Leons will race. Markus Winkelhock, Marc Basseng and team boss Rene Munnich will drive, as revealed by AUTOSPORT (November 8).

BTCC

Turkington 'has been missed'

Plato, Neal and Shedden can't wait to get back into battle with returning former champion. By KEVIN TURNER

British Touring Car champions Jason Plato, Matt Neal and Gordon Shedden believe the return of Colin Turkington will be a boost for the series this year.

Turkington, 30, has not raced in the BTCC since taking the 2009 title with WSR, but confirmed last week he will return for the coming season.

He will join Rob Collard and Nick Foster in WSR's team of new NGTC BMW 125i M Sports.

Two-time champion Plato, who finished second to Turkington in the 2009 standings, said: "He's one of the good guys and it's great to have him back. He's a world-class driver and the more of those we have the better."

Although WSR will be a year

behind main rivals MG and Honda in the development of its NGTC machine, Plato believes Turkington will be able to run at the front.

"There'll be a bit of pain to go through with NGTC, but [WSR boss] Dick Bennetts and his guys are good people and it won't take them long to get a handle on it," added Plato.

"The last time I raced against Colin he was at the top of his game and I've no reason to think he's fallen off the wagon. I want him to be at the sharp end because it'll make it more interesting."

Three-time champion Neal also welcomed Turkington's comeback. "I think it's brilliant," he said. "It's another champion and he's got the top credentials."

HOW THE CHAMPIONS COMPARE

	Wins	Titles
Plato	74	2 (2001, '10)
Neal	48	3 (2005, '06, '11)
Shedden	29	1 (2012)
Turkington	19	1 (2009)

"WSR has also got Kevin Berry [who worked with Plato at MG in 2012] and he knows the pitfalls and tricks of NGTC. I'm sure the car will be pretty quick."

Reigning champion Gordon Shedden added: "Colin's someone who races hard and clean and it's good to have him back."

"WSR has been around for a long time and I'm sure they'll be right there. It's going to be as competitive as ever."



Turkington joins Foster (r) and Collard (l) at WSR

IN BRIEF



CAMARO SET FOR SUPERSTARS

The Chevrolet Camaro will make its debut in Superstars this year in the hands of Solaris Motorsport driver Francesco Sini. Solaris

hopes to have a second car ready for the final stages of the season.

STONER SAYS V8 DEAL NOT DONE

Casey Stoner has denied that his deal to race for Triple 8 in the V8 Supercars Development Series has been signed. "Haven't decided what I'm doing yet, of course V8 Supercars is on the cards," the two-time MotoGP champion said.

VAN GISBERGEN RETURNS

Shane van Gisbergen, who quit his V8 Supercar seat with Stone Brothers Racing last

year, will race in New Zealand V8 SuperTourers this year. The 23-year-old Kiwi will race a Corkery Motorsport Ford Falcon.

V8 MERCEDES HAS SHAKEDOWN

The Mercedes E63 AMG that will compete in V8 Supercars this year has its shakedown test at an undisclosed venue last week. Erebus Racing, which has bought out Stone Brothers Racing and rebranded the team, ran the car.

EVANS MOVES UP TO GP2

GP3 champion Mitch Evans will remain with

Arden for his graduation to GP2 this year. Meanwhile Racing Engineering has retained Fabio Leimer alongside new signing Julian Leal while Rene Binder will stay with GP Lazarus.



Evans moves up



Heidfeld raced for Rebellion in 2012

WEC/ALMS

Heidfeld set for full LMP1 campaign

NICK HEIDFELD WILL CONTEST A full season with the Rebellion Racing LMP1 squad in 2013.

AUTOSPORT has learned that the 35-year-old German, who competed in three World Endurance Championship races at the wheel of a Rebellion Lola-Toyota B12/60 last year, has been retained by the team. An announcement of the ex-Formula 1 driver's programme with the team is expected imminently.

Rebellion team manager Bart

Hayden said: "We can't confirm our driver line-up right now, but there are a series of announcements coming up."

Rebellion is understood to have completed its line-up for its LMP1 programmes in the WEC and the American Le Mans Series. So far it has only announced that Neel Jani and Andrea Belicchi will stay on board and that European Le Mans Series champion Mathias Beche is joining.

Nicolas Prost will stay for a fifth season and it is understood that the

sixth seat will go to Chinese driver Congfu Cheng, who made a one-off appearance for Rebellion at last year's Shanghai WEC finale.

How the drivers will be split between the WEC and the ALMS has yet to be revealed. It is likely that Jani and possibly Heidfeld will contest mixed programmes across the two series.

Rebellion is expected to run just one car in the WEC, although it will field an additional Lola-Toyota in the first three races up to and including Le Mans.

AUTOSPORT SAYS...

KEVIN TURNER
FEATURES EDITOR

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It would be harsh to say the BTCC needed Colin Turkington back, given the good number of entries that are already set for 2013. But it is fair to suggest the field has been a little thin on star quality since former champions Fabrizio Giovanardi and James Thompson left.

With Turkington back and Gordon Shedden having made the step up to title-winner last year, there will now be four champions on the '13 grid, with seven crowns between them. Not since '09 have four past or present champs started a BTCC race.

Encouragingly, they are spread over three proven teams as well. It's hard to see WSR not doing a great job with its new NGTC project, even if a title challenge may be a bit of a stretch given the BMW team is starting a year behind, respectively, the Triple 8 and Team Dynamics-run MG and Honda teams.

Turkington's presence will also be a good gauge of just how far Rob Collard has come as a driver. "We shouldn't underestimate the job Rob's been doing," said Matt Neal recently and it's certainly true Collard is tough to beat in rear-wheel-drive BMWs. Just ask Tom Onslow-Cole...

Throw in Motorbase's NGTC Focus in '08 runner-up Mat Jackson's hands, plus challenges from Eurotech, Speedworks and Rob Austin Racing, and there is a good chance the arguments over turbo boost and equalisation will be overshadowed by the on-track battles in 2013.



BTCC last had four champs in '09

NASCAR

Vaulkhard aiming for NASCAR programme

FORMER BRITISH AND WORLD Touring Car driver Harry Vaulkhard is aiming to secure a drive in NASCAR this year.

Vaulkhard, 27, drove a K&N Pro Series Toyota Camry for MacDonald Motorsports at South Boston Speedway on Monday after his planned Nationwide Series test, scheduled for last Thursday at Charlotte, was snowed off.

"I've always loved NASCAR and have really enjoyed the bit of short-oval racing I've done in the UK over the past few years," Vaulkhard told AUTOSPORT.

"It's possible to build a career in the states, which is what I'm aiming to do and we've been to Roush Fenway in the past days to try and learn more about how things work in this sport.

"I've not turned my back on Europe or touring cars, but it's definitely my priority to get a deal sorted for the US for this year."

● Alx Danielsson, the Formula Renault 3.5 champion of 2006, tested Creation-Cope Racing's Nationwide Chevrolet at Roebing Road on Monday, and was set to drive one of the team's ARCA machines at Florence Speedway as AUTOSPORT closed for press.



Troberg (l) has signed Wirdheim

STCC

Wirdheim's STCC deal

FORMER INTERNATIONAL F3000 champion Bjorn Wirdheim will return to European motorsport this year in the revamped Scandinavian Touring Car Championship.

The 32-year-old Swede has spent the past seven years racing in Japan in Formula Nippon and Super GT, but is returning to join Picko Troberg Racing.

The team has yet to announce which marque it will represent in the series, which has merged with its former rival championship TTA and is adopting its silhouette rules package.

Wirdheim, an ex-Jaguar Formula 1 test driver, will dovetail his STCC programme with his commitments in Super GT, where he will race a Mercedes in the GT300 class this year. This means he will miss the Tierp event on September 7, which clashed with Super GT's Fuji round.

REMEMBER WHEN...

APRIL 21, 2002



...Colin Turkington made his BTCC debut? The '09 champ's break came with the WSR-run Team Atomic Kitten in '02. Driving an MG ZS at Oulton Park, he qualified inside the top 10 for both races, but failed to score a point.



DTM

STARRY MERCEDES

Mercedes will run this livery on one of its C-Coupes in the DTM this year. No decision has been made yet on which driver or team will run the yellow and blue machine, and the livery will not be seen at this week's Valencia test.

INDYCAR

Karthikeyan aims for IndyCar

Indian wants long-term single-seater future as Formula 1 hopes continue to dwindle. By EDD STRAW

Narain Karthikeyan is set to move to the IndyCar Series this year if his fading hope of a Formula 1 role does not come off.

The 36-year-old Indian has an outside chance of staying in F1 as a third driver, but believes that US single-seater racing is the best alternative. He has approached a number of teams about a possible drive, although no deal is yet in place. The Ganassi, Andretti, Rahal, Herta and Coyne squads are among the outfits he is believed to have had preliminary talks with. Any deal depends on the commercial package that the team and driver can arrange.

AUTOSPORT understands that Karthikeyan is able to bring a partial budget to a team thanks to long-term backer Tata. But he is not in a position to buy his way in outright.

His popularity in India should however make him very attractive to potential backers and the series.

"Up until now, the focus has been on F1 but now the time is right to look seriously at alternatives," Karthikeyan told AUTOSPORT. "I want to continue to race single-seaters and outside of F1, IndyCar is the best option."

Narain wants
IndyCar future



"There are possibilities in IndyCar, but nothing is set. It needs to be a chance with the right team to get the kind of results that I expect. In F1 I never raced a competitive car. I need the chance to show my potential. That way, there is the possibility of a long-term future. I know that there aren't dozens of paid IndyCar drives, but it's a big series and it's growing, so there is the chance to race professionally after the first year. We're still just talking for now."

He is hoping to line-up an IndyCar test as soon as possible to boost his hopes of landing a seat for the coming season. This will also allow him to evaluate the Dallara DW12 and potential teams.

Despite claiming just one points finish in his F1 career, Karthikeyan's CV in other categories is strong. He

has won races in British F3, A1GP, Superleague Formula and the Dallara-Nissan World Series, and should be competitive in IndyCar.

"After spending the last two years struggling with HRT in F1, I want the chance to do something properly," said Karthikeyan. "Getting a test would be a good first step and a chance to adapt to the car and see where we are."

"The important thing is to be able to prepare properly. I know that it will not be easy in IndyCar, so I want to be able to give myself the best chance to understand the car before the season starts."

Karthikeyan has raced in the United States before, competing in the NASCAR Truck Series in 2010. His best finishes were a pair of 13th places at Martinsville and Talladega.

TK-S raced CORE's
LMPC car in 2012



ALMS

Kimber-Smith to race ALMS Porsche

THREE-TIME LE MANS 24 HOURS CLASS winner Tom Kimber-Smith will race a Porsche in the American Le Mans Series' GT category this year.

The 28-year-old Briton will drive a Porsche 911 GT3-RSR for the CORE Autosport team with which he contested three races in the LMPC one-make

prototype class last season. His co-driver will be Porsche factory driver Patrick Long.

Kimber-Smith said: "This came together quickly, but when the team explained its plans, it was a no-brainer to say yes. The only question mark was our lack of Porsche experience, but with Patrick coming on board, I know I can learn a lot."

Core has yet to finalise a debut race for its Porsche, which will definitely miss the season-opening Sebring 12 Hours.

Kimber-Smith, who scored LMP2 wins at Le Mans in 2011-12, will return to the category for this year's race. He has yet to reveal the identity of the team, but will drive the same car at Sebring.

EUROPEAN F3

Stanaway set for F3 return

LOTUS JUNIOR DRIVER RICHIE

Stanaway is likely to make his racing return in the European Formula 3 Championship this year.

The Gravity Sport-backed Kiwi broke his back in a Formula Renault 3.5 crash at Spa last June, ending his rookie season in the category. He returned to the wheel of a single-seater just before Christmas, testing for the organisers of the Toyota Racing Series in New Zealand, and is now waiting for confirmation of his 2013 programme from Gravity.

"It looks like European F3 is the likely option," the former German F3 champion told AUTOSPORT. "To be honest I'm just happy as long as I'm racing something, so whatever comes about I'll be grateful."

Gravity promised to back Stanaway for 2013 while he was recovering from his injuries, but decided towards the end of last year not to send him back to FR3.5.

"Gravity doesn't think it's the best way forward for me coming back from injury,"



Stanaway's last F3 race: Macau 2011

he said. "I've lost a lot of career momentum through the injury, so I think it's important that whatever I race, I know 100 per cent that I am capable of winning at that level. 2013 is about gaining that momentum back and F3 would be a good place to do that."

AUTOSPORT understands that Volkswagen teams Ma-con Motorsport, Van Amersfoort Racing and Signature (which is yet to confirm its category return) have all

held discussions with Gravity about fielding a car for Stanaway.

● Prema Powerteam has completed its European F3 line-up by signing Lucas Auer and Eddie Cheever – son of the former grand prix driver of the same name – to partner Alex Lynn and Raffaele Marciello. Red Bull Junior driver Tom Blomqvist's seat with EuroInternational has also been confirmed.

IN BRIEF



Melker moves

MELKER MAKES TECH 1 SWITCH

Champion Formula Renault 3.5 team Tech 1 Racing has signed GP2 refugee Nigel Melker for the coming season. GP3 graduate Matias Laine, meanwhile, has joined rival team P1 Motorsport alongside Will Stevens.

OCEAN CONFIRMS GP2 EXIT

Race-winning outfit Ocean Racing Technology has closed its GP2 team due to financial difficulties. Tiago Monteiro's team will be replaced by German squad Hilmer Motorsport, which has been created by Franz Hilmer, boss of F1 component supplier Formtech.

RISI RETURNS TO ALMS

Risi Competizione is returning to the American Le Mans Series after a one-year hiatus. Team boss Giuseppe Risi said he was motivated to return with a solo Ferrari 458 Italia by the US sportscar merger. Drivers have yet to be announced.

NO WEC PROGRAMME FOR JRM

The British JRM Racing squad has opted against continuing in the World Endurance Championship with its HPD ARX-03a in order to focus its efforts on the Le Mans 24 Hours. JRM finished third in last year's WEC Endurance Trophy for LMP1 teams.

PRIAULX'S DAYTONA DEAL

Three-time World Touring Car champion Andy Priaulx will make his Daytona 24 Hours debut this weekend. The DTM BMW driver will race a GT class BMW M3 run by Turner Motorsports, which he will share with BMW factory drivers Maxime Martin, Bill Auberlen, Michael Marsal and Gunter Schaldach.

AUDI CONFIRMS SEBRING ENTRY

Audi has firmed up its plans to contest the Sebring 12 Hours ahead of the start of the WEC. It will field one 2012-spec R18 e-tron quattro and a 2013 model. Audi newcomer Lucas di Grassi will partner Allan McNish and Tom Kristensen while Oliver Jarvis will share with world champions Benoit Treluyer and Marcel Fassler.



Audi won Sebring last year

WEC

Pizzonia in LMP2 talks

FORMER GRAND PRIX DRIVER ANTONIO

Pizzonia is in the frame for a World Endurance Championship drive with the HVM Status GP LMP2 squad.

The 32-year-old Brazilian is in talks with the Anglo-American outfit about filling the final seat in its Lola B12/80 in the eight-race WEC, which includes the Le Mans 24 Hours in June. The negotiations follow a successful P2 debut by Pizzonia for the Conquest Morgan team at last year's ALMS round at Lime Rock.

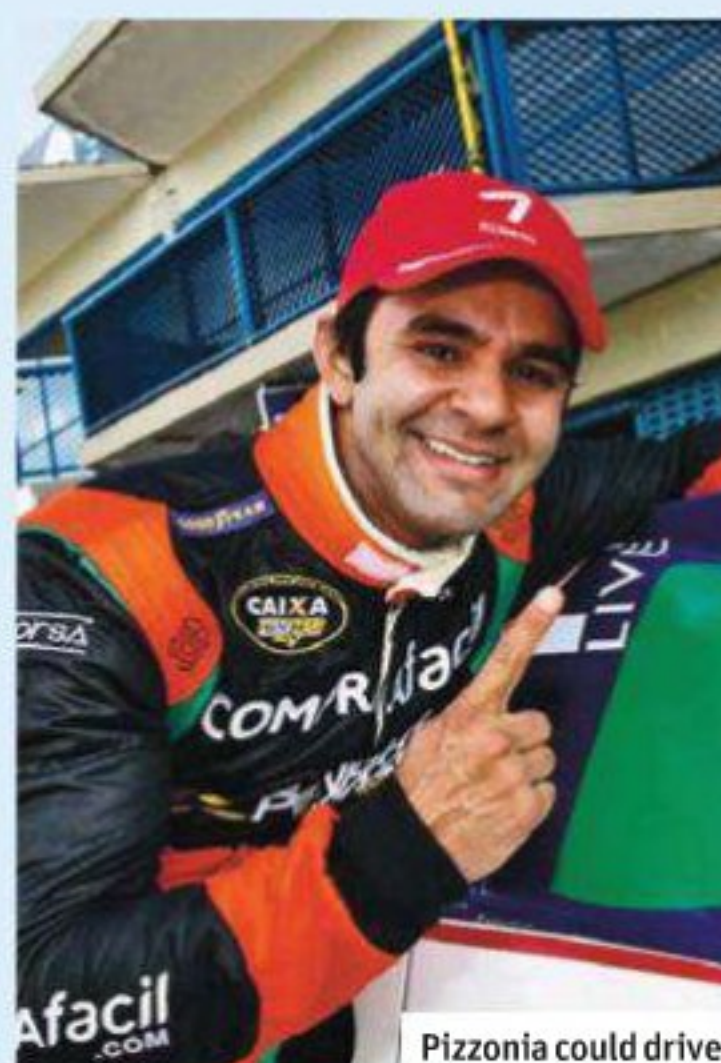
Pizzonia, who does not expect to continue racing in Brazilian V8 Stock Cars, said: "LMP2 is the target at the

moment. I hope to put a deal together and we are in discussions, but nothing is signed right now.

"I'm still in good shape and I really enjoyed driving the Conquest car, so I'd like to get a couple of years' experience in LMP2 and then hopefully move up to P1."

Keith Wiggins, whose HVM squad joined forces with Status last month, said: "We are having a dialogue with Antonio and there is a will on both sides to get a deal done."

➔ **P56 DAYTONA PREVIEW**



Pizzonia could drive

INDYCAR

IndyCar cost war nearing conclusion

THE LONG-RUNNING DISPUTE BETWEEN IndyCar teams and the series over the cost of spare parts took a huge step towards resolution last week when Dallara agreed to modify its contract and reduce the price of its parts for the 2013 season.

The cost of Dallara spares will be reduced by 14 per cent over their original level, with the lower price to be frozen until March next year. Teams had originally picketed for a reduction of 40 per cent, and rejected an offer for

a 20 per cent cut midway through last year. AUTOSPORT understands that the majority of owners have now accepted an even lower saving in order to bring the issue to an end.

Series estimates put the expected savings at around £31,500 annually per full-time entry. Whether the cut will be extended to other suppliers, as has long been the aim of the series, remains unclear. Series representatives were unavailable for comment as AUTOSPORT closed for press.



Dallara will bring down spares prices



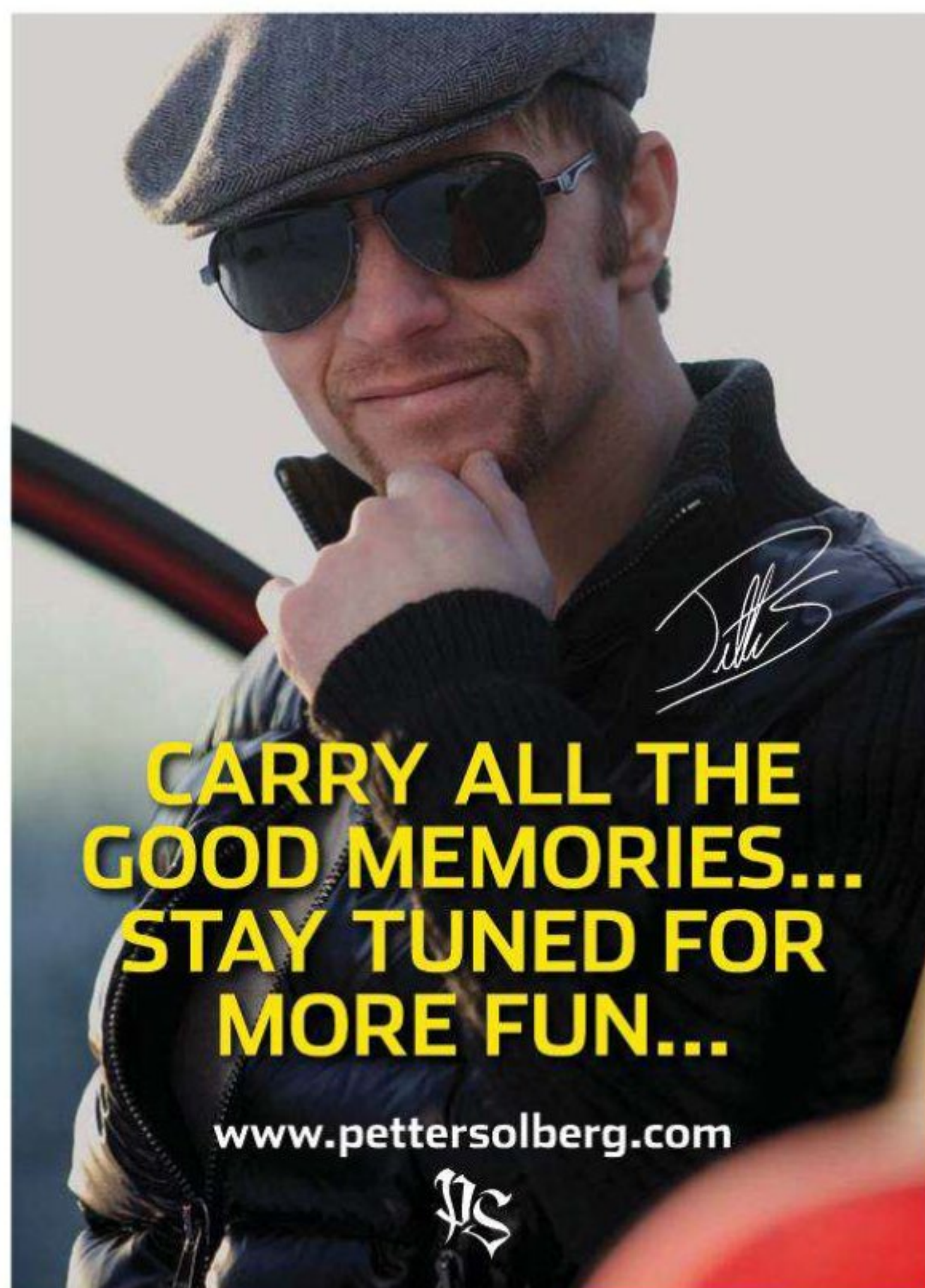
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VW not changing tactics despite second on Monte

WRC

VW 'not title favourite'

German firm insists Monte was not a true test of new Polo. By DAVID EVANS

Volkswagen driver Sebastien Ogier says his second place on the Monte Carlo Rally has eased pressure on both himself and the Polo R WRC in the pair's first World Rally Championship season.

Despite leading the Monte and finishing second to Citroen's Sebastien Loeb – who is only competing on four rounds of the championship – Ogier and his VW team-mate Jari-Matti Latvala remain adamant that the focus for 2013 is on gaining experience rather than titles.

While Ogier took a podium finish on the new car's first time out at the highest level, Latvala ended the rally with disappointment after he crashed out on the final loop of stages in the French Alps.

Ogier said: "I have never been happy to be second and I will never be happy to be second, but this time is different. It's more than a year that we have been working on this project and there were a lot of questions before the start. This is so much



Ogier said P2 was 'like a win'

better than I expected. I would have signed for a lot less than this. To me, it's as good as a win. But it doesn't change the priority for the team."

Volkswagen motorsport director Jost Capito said: "This result doesn't say anything about the competitiveness of the car. Nowhere could you say the engine is powerful enough, or the chassis. How could the chassis work with the tyres? On this rally we were using tyres we never use anywhere else and we were mixing normal tyres with winter tyres and studs. This rally was more

tactical than about the performance of the car. It's about luck and the performance of the driver. What happened here does not change our targets and nor does it raise more expectations for Sweden – which is another very specific event."

Rival team chiefs dismissed VW's claims that the Polo is not yet a potential world-beater.

M-Sport boss Malcolm Wilson said VW's extensive preparations had paid dividends for the firm.

Wilson said: "They have done exactly what I thought they would do. They have the two fastest drivers in the championship so I'm not surprised at all. I think the only things that could catch them out are the uniqueness of the events and the kind of things that only the events can throw at them. I'm under no illusions, they are a threat for the title."

P48 MONTE REPORT

WRC

Timing fiasco leaves Monte teams fuming



No time for errors on the Monte

THE WORLD RALLY CHAMPIONSHIP'S new timing provider Sistemas Integrales de Telecomunicacion was at the centre of a storm during the Monte Carlo Rally after its systems suffered major failures during the opening round of the series.

The identity of the rally leader was unknown for a large part of the first afternoon of competition and the service park was left without split times for much of the event. It was, however, the tracking failures that caused most

concerns among the teams.

M-Sport boss Malcolm Wilson said: "When we lost Juho Hanninen, it was between two manual splits and the boys had to run down the road to find out what happened. We can cope with no splits – although this isn't right – but we need to know what's happened to our cars."

A spokesman from SIT, which has replaced long-time supplier Stage One Technology, said: "We need to improve. Things will be much better in Sweden."

IN BRIEF



Neuville crashed out

WILSON'S OPTIMISM UNDIMMED

M-Sport boss Malcolm Wilson remains upbeat about his team's World Rally Championship chances, despite Thierry Neuville, Evgeny Novikov and Juho Hanninen all crashing their Qatar-backed Fiesta WRCs on the Monte Carlo Rally. "To those who don't believe, wait and see," he said. "Those guys showed great pace on the Monte."

NEW WRC PROMOTER CONFIRMED

The new promoter of the WRC has finally been confirmed after it was revealed that a deal was signed last October. Oliver Ciesla, a representative from the as-yet unnamed partnership between Red Bull Media House and Sportsman Media, said that getting the WRC onto British TV in time for Rally Sweden was a priority.

SOLBERG'S SWEDISH ENTRY

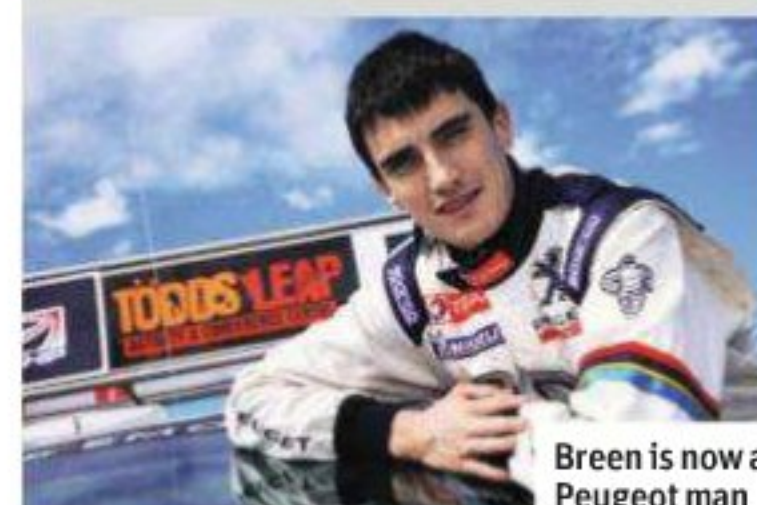
Petter Solberg will tackle the historic category of Rally Sweden following the debut of his Ford Escort MkII on the Finnskogvalsen Rally last weekend. Solberg, who was co-driven by his wife Pernilla, was running as course car but would have won the event convincingly based on his times.

MONTE ACES BACK IN THE FOLD

Francois Delecour, the winner of the 1994 Monte Carlo Rally, was present at last weekend's event as part of Evgeny Novikov's gravel crew. Former Intercontinental Rally Challenge title-winner Nicolas Vouilloz and WRC podium finisher Toni Gardemeister performed similar roles for, respectively, Sebastien Ogier and Jari-Matti Latvala.

BREEN NETS FACTORY DEAL

Craig Breen was confirmed as a factory Peugeot driver in the European Rally Championship last week. As well as tackling eight rounds – starting with the Liepaja-Ventspils Rally next month – the S2000 World Rally champion will work on the development of the 208 R5 car as part of the Peugeot Rally Academy.



Breen is now a Peugeot man

INSIDE F1 AS YOU'VE NEVER SEEN IT BEFORE

Have you ever wondered what it's like negotiating with Bernie Ecclestone? Or how tough it is to run a modern Formula 1 team? Adam Parr's eye-opening new book *The Art Of War* is your unique opportunity to find out!

**A STUNNING NEW GRAPHIC
NOVEL BY ADAM PARR,
EX-CHAIRMAN OF WILLIAMS F1**

ADAM PARR



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**WITH A
FOREWORD
BY MAX
MOSLEY,
FORMER FIA
PRESIDENT**

This brilliant new graphic novel is a first-hand account of the machinations of the F1 world, told in a unique and engaging way. *The Art Of War* details one of the most tumultuous periods in the sport's history, as seen by a man who knows the sport from the inside. Author Adam Parr worked with the Williams

team from 2006-2012, and is not afraid to share his honest opinions about the colourful characters he met along the way. First edition hardback copies, signed by the author, are limited to 2,000 copies and are available on Amazon while stocks last. **Price £25. Order yours today!**



LEGENDS SPECIAL - JAMES HUNT □ GUEST EDITOR - NIKI LAUDA

AUTOSPORT

HIGH TIMES AT HESKETH □ HOW GOOD WAS HE? □ INSIDE THE COMM BOX





GUEST EDITOR: NIKI LAUDA

Lauda on Hunt

James Hunt was one of five drivers who made an especially strong impression on me over my years driving in F1, along with Nelson Piquet, Gilles Villeneuve, Alain Prost and Ayrton Senna.

I was quite envious of the way that Nelson could separate his professional and private lives. He was able to relax and enjoy life without impacting on his competitiveness, and the same was true of James. With me, though, I went from one stress situation to the next as if it was the only way to live.

James and I were in each other's company a lot back in the F3 days – when we were both broke. I can still picture James going around the circuits in his Ford Transit, complete with his pit crew and tent!

You could say that F3 was all a bit frenetic. At first I didn't worry about shunts but there was one incident in a race at Zolder in 1970, the day after Jochen Rindt died at Monza, that James and I were both involved in. We were in a pack that came over a crest at about 130mph and found an ambulance in the middle of the track doing about 30mph.

James made it by on the right along with a couple of others and went on to win. But one car spun, came back and collected me and I was left in my wreck, broadside, waiting for the next wave to come over the crest. One shot across the nose and I jumped out and made a run for



Hunt and Lauda shared podiums, and the odd joke

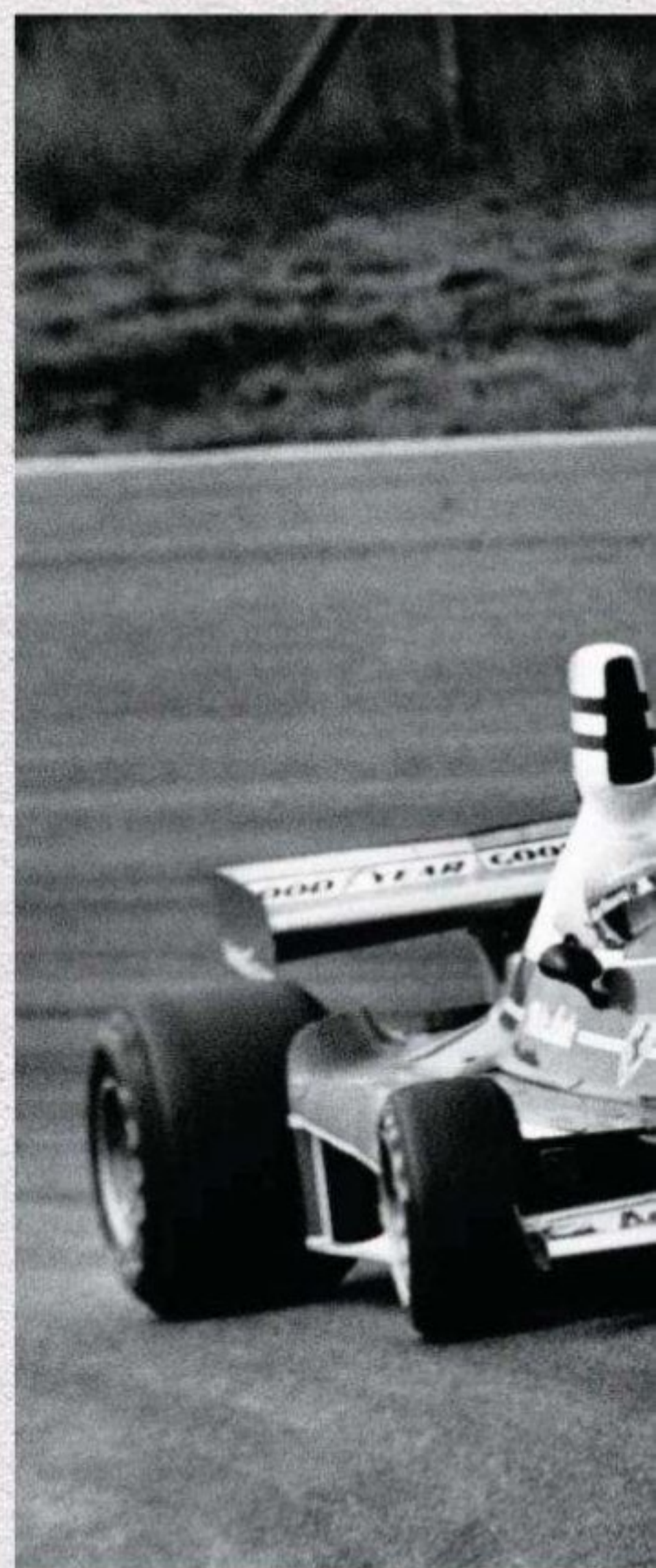
“Despite the fact we were rivals, James was always completely open and an honest-to-God mate. And one hell of a driver. I always regarded him as my toughest opponent”

it. That was the day I started to analyse things. I wanted to be racing, always had, but not as one nutcase in a field of two-dozen nutcases. It was time to move up to F2 – as fast as possible!

James and I even shared a one-bedroom apartment in

London for a while. Things were pretty hectic and there were always a couple of girls around! James played hard and he was game for anything. He absolutely took life as it came.

Despite the fact we were rivals, James was always completely open



Hunt held off Lauda to win the 1975 Dutch GP

and an honest-to-God mate. And one hell of a driver.

In 1976, the season where he snatched the title away from me by a single point at the last race at Fuji – the subject of Ron Howard's new movie – he drove incredibly well and peaked at the end of the season when he couldn't afford any mistakes.

James, of all the drivers, was the one I liked best. I could knock on his hotel room door early in the morning at Watkins Glen and say, 'Today I will win the world championship!' – and know that there was more chance of him laughing than being psyched out. If he even woke up!

I valued him and was really fond of him and I'm sure that knowing him well in his private life helped. He was relaxed, easy and unworried, even if he could get tremendously fired up for competition.

James always did what amused him and I really liked that about



Controversial 1976 British GP didn't spoil Lauda-Hunt friendship



Lauda has helped Ron Howard with his film on the 1976 F1 season

him. There were a lot of politics between Ferrari and McLaren in 1976. There was James's disqualification and then reinstatement in Spain, the disqualification from his Brands Hatch win that set up the close

finish to the championship, the fuel issue at Monza.

There were a lot of conflicting words and opinions voiced but the situation between the teams never made any difference to James and I personally. He was a great driver,

brilliantly talented and one of the hardest men to beat. If I had to lose to anyone, I was glad it was James.

He was tremendous in 1977 as well. If Mario Andretti was the strongest opponent in terms of the Lotus 78, James's driving potential was the greatest and, by and large, he was the best driver of that season. I don't remember him making a single mistake and I always regarded him as my toughest opponent.

Finally, I was impressed with the manner of his retirement, in the middle of 1979. When he felt wrong about Formula 1, for whatever reason, whether it was the car, himself, or both, he had the courage to stop immediately and get on with the rest of his life.

But what is a great shame, of course, is that his life was too short.

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Lord Hesketh, 'Bubbles' Horsley and Nigel Stroud recall a young Hunt



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AUTOSPORT's Mark Hughes on just how great a racer Hunt was



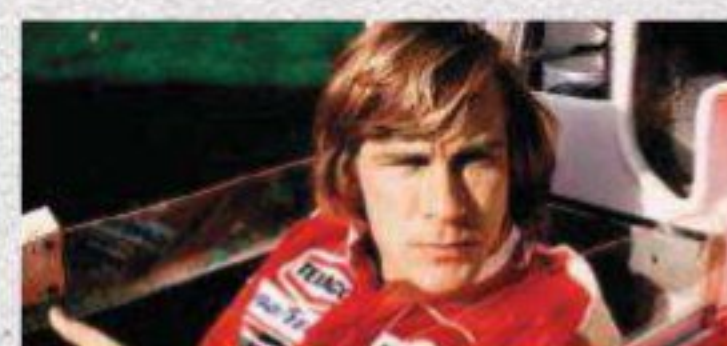
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The ageing McLaren that took James to his last-gasp 1976 success



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We catch up with those who knew and worked with the '70s superstar



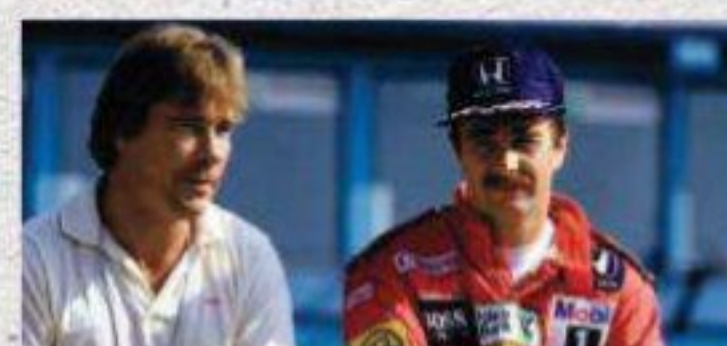
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Hunt's little-known thoughts of a return and his Mercedes DTM test



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After the racing came the commentary, but the games continued...





Victory at Zandvoort in 1975 for Hunt and Hesketh

Hunt at Hesketh

It was Hesketh that gave James Hunt his big break in the sport. Key players Lord Hesketh, Anthony 'Bubbles' Horsley and Nigel Stroud look back on a golden era

Hesketh was Formula 1's 'crazy gang', and brought James Hunt to prominence before he departed – reluctantly – for McLaren in 1976.

The team's reputation for living the high life was thrown into relief by Hunt's results: victories in the 1974 International Trophy and the '75 Dutch Grand Prix showed the team – and driver – was serious.

It all stemmed from a chance meeting between Lord Alexander Hesketh and 'Bubbles' Horsley...

Prologue

Anthony 'Bubbles' Horsley:
We met at a friend's wedding.

Lord Alexander Hesketh:
Charles Lucas's.

BH: I tried to sell Alexander a Bentley but instead ended up buying a Mercedes from him.

LH: 'Bubbles' and his racing friends – Frank Williams, 'Charlie Luke',



Left to right: Hesketh, Hunt, Horsley and Postlethwaite

Jochen Rindt – were looking for somewhere to stay near Silverstone. They stayed with me – and 'corrupted' me.

BH: In 1970 a friend and I drove a Land Rover to Ceylon, via Iran, Afghanistan and Bhutan.

LH: I spent a year with Dean Witter [brokers] in America.

F3 and F2 (1972)

BH: Both of us were bored and we decided to start an F3 team: Hesketh Racing. I bought the chassis' and he bought the

engines. I had raced Dastle midgets on short ovals and been quite successful, so we asked Dastle to design our car.

LH: Why? Clinical insanity. It was built in a barn that had been full of straw and was dusty as a result. We put a wooden cage inside and covered it in polythene. The sweat!

BH: The car was indicative of our attitude: do something different. But it soon became apparent that my racing-driver return wasn't going to work.

LH: He came past the pits going very fast yet lost places every lap. He pitted and said, 'Oh dear, it's all much quicker since I last did it.'

BH: James had just been sacked from the works March F3 team. I knew him from my motor-trading days because I used to do business with Chris Marshall, who owned a



Hunt and Hesketh's F1 debut: 1973 Race of Champions with Surtees



Rise to prominence: US GP 1973 (left); International Trophy '74

HUNT'S STATS

HUNT AND HESKETH IN THE F1 WORLD CHAMPIONSHIP

	MARCH 731	HESKETH 308	TOTAL
STARTS:	9	27	36
WINS:	0	1	1
POLES:	0	0	0
FASTEST LAPS:	2	1	3
PODIUMS:	2	7	9
POINTS:	14	48	62

garage in Barnes and had run James in F3. He was obviously pretty quick – and available. We had no idea of how good he would become.

LH: I knew nothing of him.

BH: I approached him at Chimay in Belgium. He was at a low ebb – deep down, I don't think he ever doubted himself – and when these idiots offered him a drive I think he accepted out of desperation.

LH: He got hired in the lavatory – a khaki World War One tent. Not until Bubbles had signed him did he tell me his nickname: 'Hunt the Shunt'.

BH: F3 was disastrous – we both crashed on the same day at Brands Hatch: he did an end-over-end while I stuck it in the bank.

LH: The Dastle was uncompetitive and we rented a March F2. But for that car, I would not have stayed in racing.

BH: James's March settlement was the loan of an F2 chassis.

LH: That was worth about twelve-and-sixpence! The expensive bit was the BDA engine, which I bought.

BH: We went to Oulton Park and James, in an outdated car, finished third behind the works Marches.

LH: A guy who everybody was being rude about, finishing up the chuffs of Ronnie Peterson and Niki Lauda.

BH: That's when we twigged this was getting a bit serious. We flew to South America, did some races, misbehaved, returned and ordered a Surtees chassis and Hart engines for 1973. A March-BMW was the thing to have.

F2 and F1 (1973)

LH: At the first race the Surtees's front suspension tore out when under no strain.

BH: We had also rented an F1 Surtees for the Race of Champions. A bold step, but that's how we were.

LH: That's another sore point: it was the doggiest TS9B. How James finished third at Brands in a malfunctioning car was extraordinary.

BH: We probably could have won if we'd given him the 'pull-your-finger-out!' sign earlier. We were concentrating on getting to the finish, to be honest. He and I had a big row after that.

LH: I had done a deal for three F1 races with Surtees, but we told

John we didn't want his car anymore. And he sued me. And won! Going to court is comparable to going to Las Vegas.

BH: We felt that March provided a better service and we sat down with Max Mosley at Pau, had an amazing lunch and negotiated the loan of an F1 March chassis. I suspect he saw the 'Good Lord' as a future sponsor; I think he thought we would cock it up.

LH: I remember a long drunken dinner in Pau with Francois Cevert: *foie du canard* and Armagnac. Very civilised. We were only able to do it because James had hit a lamppost in practice.

BH: If you fail, go up a notch. That approach worked in our favour.

LH: We made progress via the occasional terrible decision. Plus the costs of F2 and F1, bar the engines, were pretty much the same.

BH: Vitally, we also left March with Harvey Postlethwaite.

LH: We needed a chief engineer to ensure we didn't get secondary service. We took him to the Carlton Tower Hotel, poured three bottles of wine down his throat ▶



Chasing Ronnie Peterson's works March in Hesketh's year-old F2 car at Oulton Park in 1972

◀◀

and lured him into our wacky world.

BH: We also grabbed Nigel Stroud, who was brilliant at making that March reliable.

Nigel Stroud: March Engineering was a bunfight: a five-car F2 team, one mechanic per car. Hesketh, a nice small outfit, better suited me.

BH: Initially we camped at Bob Sparshott's place in Luton and used our F3 truck, which made us look very amateurish.

LH: It was a Bedford two-axle panel van.

BH: Before Monaco we tested at Goodwood. Surtees was there with its F1 car and James immediately went quicker. He pitted and said it felt gutless. I thought, 'Bloody hell! He's got it. It doesn't frighten him. He's in charge.'

LH: He was in the points in Monaco when the car broke near the end. He had lost something ridiculous like 11lb and realised how fit he needed to be.

NS: Going to Monaco with a pretty cheap car, a modified March, and to see the Lord in his yacht was a bit irksome. But it was good fun. I'm not saying it wasn't.

LH: People who thought racing better than sex were shocked. They made snap judgements about these 'cowboys'. What they didn't realise is that half our antics were designed to irritate them.

NS: Being offered champagne at



Hunt with 'Le Patron' Hesketh. Note Hunt's rather uncorporate patch on right breast of his racesuit

Silverstone at nine in the morning, with practice starting in an hour, wasn't conducive.

HESKETH: "Luca di Montezemolo sat outside my office for two days. Enzo Ferrari offered us engines. Really he wanted Harvey. He liked James too"

BH: Bernie Ecclestone liked us, Max liked us, Ken Tyrrell respected us, and Frank Williams was an old mate. Everybody else loathed us. They thought we didn't show enough respect. They liked us even less when we started being competitive.

LH: James finished fourth at the British GP but could have won. Harvey's first invention – that tall airbox – was damaged in the multiple pile-up and we had to refit the old one, which wasn't as good.

NS: McLaren's mechanics thought we were a bunch of idiots, but when James started doing well they really pulled for us. We might have won Watkins Glen had we put a bit more fuel in. I remember James arriving at March with a tatty F3 car missing a corner. He didn't ooze professionalism. But soon I had a respect for his driving. We never gelled though. The minute he was out of the cockpit, he was gone, chatting up a girl. Before he got in, he was usually throwing up.

BH: Often that was a good sign. We used to wind him up to get the same effect.

F1 (1974)

NS: All along Harvey planned to do his own car and wanted

to learn as much as he could from that March.

LH: He spent a lot of time in the windtunnel at MIRA. But you can't keep buying cars and re-engineering them. You can only do so much that way: tall airbox, fat nose. He wanted to start from scratch.

BH: Alexander never did things by halves. It had also become apparent that you needed to become a constructor to stay in the club. But when you make your own car you treble your workload. We were still pretty thin on the ground...

NS: There were nine of us!

BH: ...and although the car was quick out of the box, it had problems. Although we had a lot of gifted guys, none had built an F1 car from the ground up.

LH: That was our most difficult season.

BH: Yet it started so well. We shipped the car to Brazil to test after running the March in the GP, and went way faster than pole. That was our finest moment. Then we were on pole at the Race of Champions and won the International Trophy thanks to a brilliant drive by James.



Wheeling out the March – still with airbox – for 1973 British Grand Prix at Silverstone



Hunt survived this pressure from Lauda to win the 1975 Dutch Grand Prix

LH: His pass of Peterson, two wheels on the grass at Woodcote, is one of the classic moves.

BH: We thought, 'We are going to blow these guys into the weeds.' Then reality struck.

NS: There's more pressure when you build your own car.

BH: James was developing it by himself and did a pretty good job; he certainly got better at it. He was brave too. Once when testing we saw the whole undertray after he hit the Woodcote bump, yet he made no comment about it. He matured as we matured. His private life was chaotic, but in a crazy way our guys gave structure to his motor racing life. Although we partied hard there was discipline running through the team. We were professionals by now and people started to approach us.

LH: Ferrari's Luca di Montezemolo sat outside my office for two days. I didn't have a clue who he was. We flew to Modena to see Enzo and he offered us the use of his engines. Really he wanted Harvey. He liked James too.

BH: Emerson Fittipaldi expressed an interest, so did Peterson, and there was a lot

of soul-searching before 1975. We made the right decision: to concentrate on James. We were such a good fit.

LH: He and I got on because, in different ways, we were anti-establishment.

F1 (1975)

BH: We were much more competitive. Harvey came up with a brilliant updated car, but a lot of it was due to James. But then the money started to run out. The helicopter went, the plane went, and we had to

become more entrepreneurial after Monaco. We started selling T-shirts, huge numbers of them.

LH: That teddy-bear logo was my idea. I knew it would piss off the establishment. People in the paddock couldn't understand why racegoers empathised with us. It was because we were unsponsored, non-commercial and having a good time. At the International Trophy we received the most appearance money because we were worth 10,000 on the gate. And the biggest dunes at Zandvoort



were covered in Union Jacks and teddy bears.

BH: That Zandvoort win was sweet. We outthought everybody by putting the car on a dry setting. James and I decided to do that because we knew we could only beat Ferrari if we had an advantage.

LH: It was the only time I had a part in the result. The sun was shining to the north-east – the sea was glittering – and I said to Bubbles that there would be no more rain after 15 minutes' time.

BH: James planned to pit early.

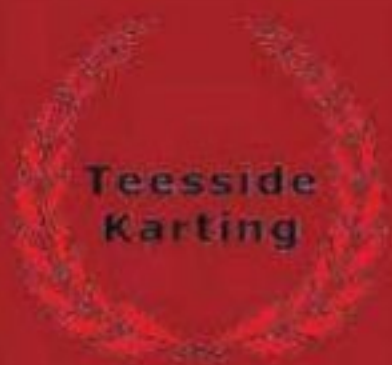
LH: He had done the same at Monaco but we mucked up the pitstop. He invented that kind of strategy. Does he get any credit? No.

BH: He had led briefly in Argentina but fell off. This time there was a mental click. As soon as he realised he had the legs of the Ferraris on the straight, he thought, 'Got 'em! I have this race won. No excuses.' He drove beautifully.

LH: At Zandvoort the Ferraris kept reeling him in, but then he ►



The yacht in Monte Carlo, the champagne... Hesketh invents modern F1 (accidentally)!



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would pull away again. Total water torture.

BH: James came of age. From then on he could win any race. He'd been through his rough times and was the real deal by the time he left us.

LH: He had to leave: I couldn't get the sponsorship. I had meetings with Texaco, Warner Brothers, Marlboro – but our image worked against us. We were the stars of the show and deemed bigger than the sponsors. If you're the star today you can ask for whatever you want.

BH: We used the new 308C car at the last two races as a statement about us moving ahead. We were optimists. It was quick in a straight line but a bit of a pig.

NS: I don't think it was stiff enough.

LH: Had I got sponsorship for 1976 that car would have been scrapped. Harvey had already designed a wing car and we would have been the first with sliding skirts.



Late-1975 launch of the 308C at Hesketh's Easton Neston base

BH: James was very loyal. Right up to the last minute he was saying, 'I'll stay if you get the money.' McLaren were after him by then.

LH: Our budget was small. In 1973, F1 cost me £40k; '74 cost about £250k; and '75, by which time we had a T-car, £360k. Big 'DFV teams' were spending more than a million. But Hesketh Racing was not the whole of my life. After 36 'heart attacks' at Zandvoort I was ready for a break.

HORSLEY: "James had demons, no question. His appetite for life and addictive personality meant he did everything to the full"

Epilogue

BH: James wasn't a Rindt – Jochen had car control you couldn't believe. And Jackie Stewart was smooth and quick in the Jim Clark mould. But in the mid-1970s, with drivers like Lauda, Fittipaldi and Peterson, I don't think there was much between them. James was up there. Very quick, he could dig deep when needed.

LH: There are two kinds of champion: those who have the best car and those who don't. James became a world champion without ever having the best car. That's the dividing line.

BH: Did his private life affect his performance with us? No. He had demons, no question. His appetite for life and, in my opinion, addictive personality meant he did everything to the full. It's what worked for him. But his Battle of Britain image – public schoolboy, blond, good-looking – prevented people from fairly assessing him as a driver. If he had gone to Ferrari I'm sure he would have won more world championships. We're all the richer for knowing him. ☘

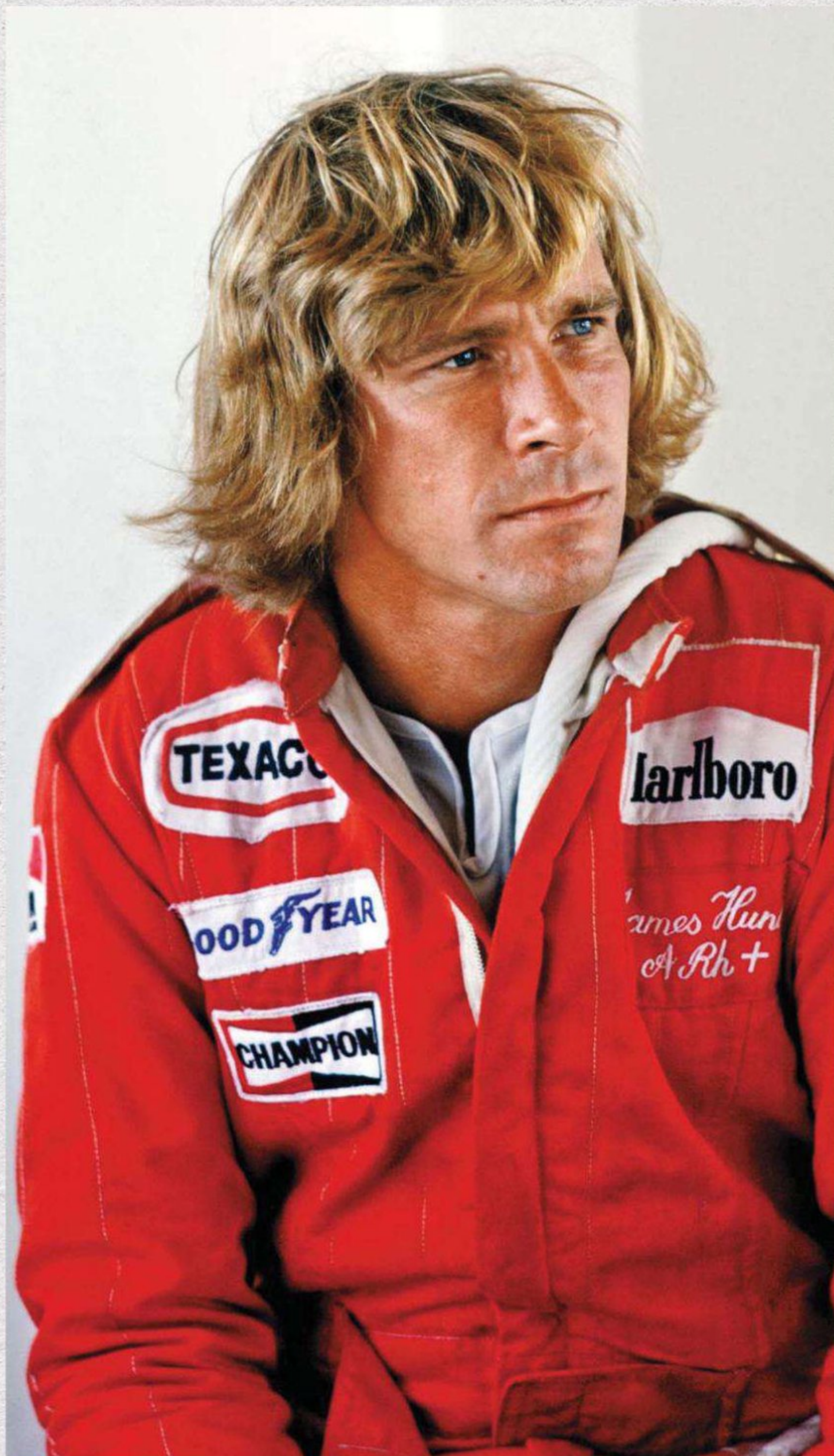


How good was Hunt?

His playboy image and brief career have made it easy to overlook how fast James Hunt was – which was very fast indeed

There was always a drama around James Hunt, a hurricane of colour and controversy and, at its eye, a blond vision of neurosis and hyperactivity. This was Hunt fuelled up in racing mode – a state he believed necessary to do something that, by his own admission, scared him. Anyone working with him had no choice but to fall in with his assertive dynamic. Even Teddy Mayer's super-regimented McLaren found itself marching to Hunt's drum almost immediately he arrived as a late-notice replacement for the departing Emerson Fittipaldi in the winter of 1975-76.

Jochen Mass had spent the previous season as understudy to Fittipaldi – who was already a legendary figure when he arrived at the team – and now, as the McLaren incumbent, the German felt ready to step up, to run as an equal to Hunt. They'd arrived in Formula 1 in the same year, each established themselves as comingmen, each had even taken their first grand prix win in 1975. So it seemed logical to Mass that as team-mates they'd be equals. But that was to reckon without two things: that centre-of-attention drama Hunt brought, and a turn of speed that up until he climbed aboard the McLaren M23 had been underappreciated by a sport often prone to dismiss anyone not buying into its social mores – and James



Hunt: the playboy who brought motor racing to a whole new audience in the 1970s

Ferraris spare James's horses



French GP win for McLaren in 1976

Hunt didn't buy into anyone's.

"Everyone loves an eccentric driver," says Mass, "and you especially love eccentric drivers who deliver. He was a tougher team-mate than Emerson had been. Emerson arrived there as the golden boy, a world champion already, and was left to do the job, so he was almost nonchalant. But James was very demanding within the team. There was more of a performance, a drama, about him. My personality meant I found it very difficult to deal with."

It was Hunt who coined Mass's nickname of 'Hermann the German,' a tag Jochen didn't enjoy, and it's easy to visualise the dominant Englishman within the British team getting everything spinning in his orbit and leaving the introspective Mass looking on. Mass arrived in the garage on one occasion aghast to find Hunt sitting in what had been his own car, with the mechanics working around it. 'Don't worry Hermann,' Hunt shouted, 'I'm making it better!' This was now Hunt's chassis...

But how could the team not respond to him? He was utterly brilliant right from the start of 1976. He'd not driven the car in anger before Interlagos, the opening round, as each of the two Silverstone test sessions had been rained out. With Niki Lauda's Ferrari on a provisional pole and the final minutes of qualifying ticking down, Hunt was in a screaming match with Mayer;



Hunt and Lauda form front row at Paul Ricard in '76, with Depailler and Regazzoni behind



In the Hesketh: can't imagine this cockpit gesture from Button or Hamilton today...

he had asked for the screen to be altered as he was suffering a lot of buffeting in the cockpit and there hadn't been time yet to do it. Mayer told him to stop his whining and just get out there, and it was a furious Hunt who took to the track. The resultant lap was two hundredths faster than Lauda's; Hunt was on pole and the tenor of that extraordinary season had been set. Mass, 1.1s slower, was probably not part of the celebrations.

That superficial conflict Mayer often seemed to engender worked brilliantly well in triggering the

adrenalin Hunt needed to access his best stuff. It was something that John Watson, later Hunt's replacement at McLaren and someone who knew both men very well, could see: "Teddy would have seen the strengths James had were very valuable to the team. Emerson had not been prepared to drive the car as close to the edge as James. Teddy would have recognised that and possibly adopted a devil's-advocate role. Not in winding James up, but in allowing James to wind himself up. There was a funny psychology Teddy and some of the other members had. They knew how to extract James's blue-riband performance. I don't think James was even aware Teddy was doing that."

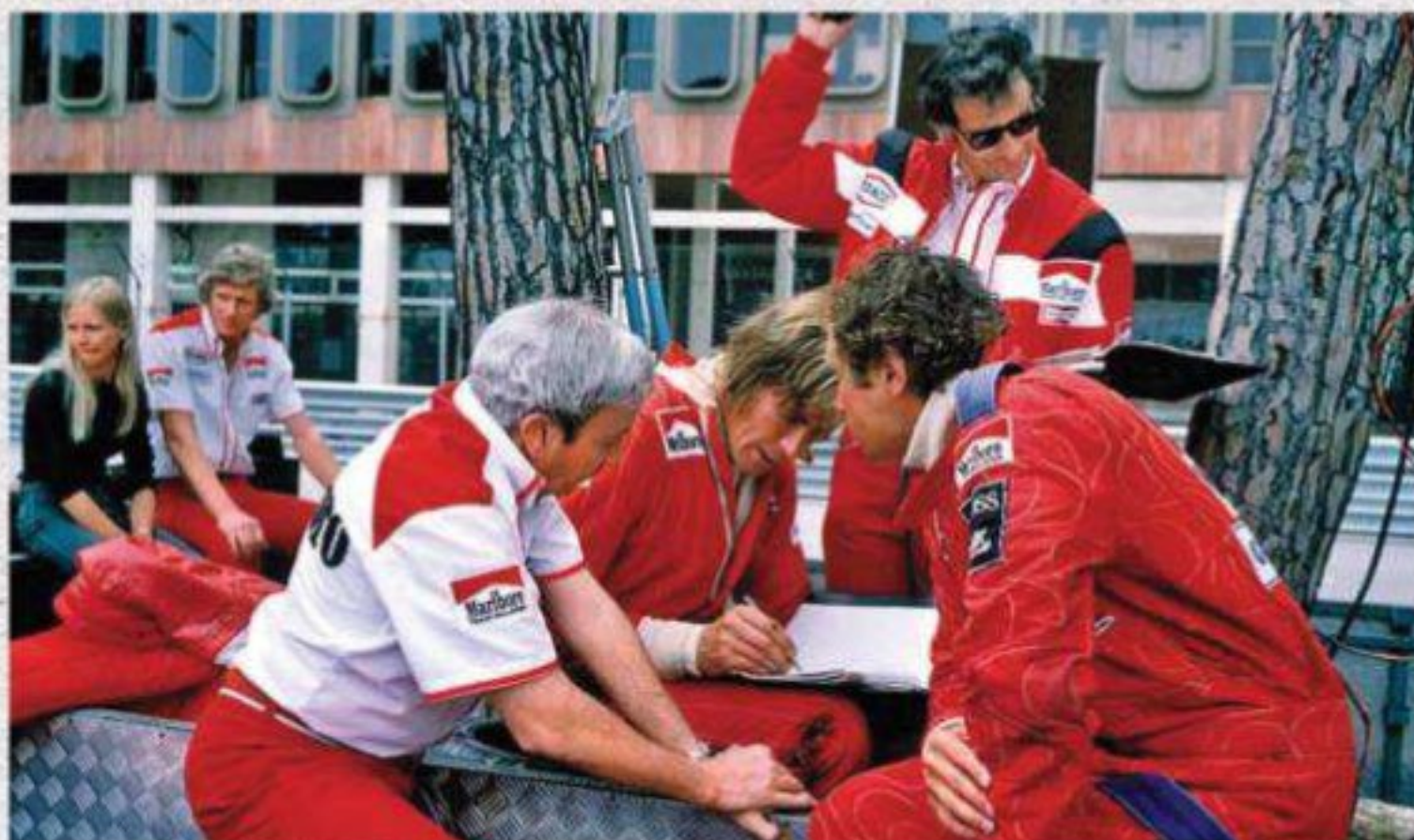
Hunt had always needed to psyche himself up. The state he got himself into was frequently betrayed immediately he got out of the car after an incident: perhaps a marshal might try to physically dissuade him from walking onto the track; several times in his career Hunt pushed or punched an official. In one such episode in Monaco in 1974, the mercurial nature of his temperament — flash-quick to

MASS: "He used to get himself into such a state before a race, a quivering wreck. He'd have almost no idea what he was doing"

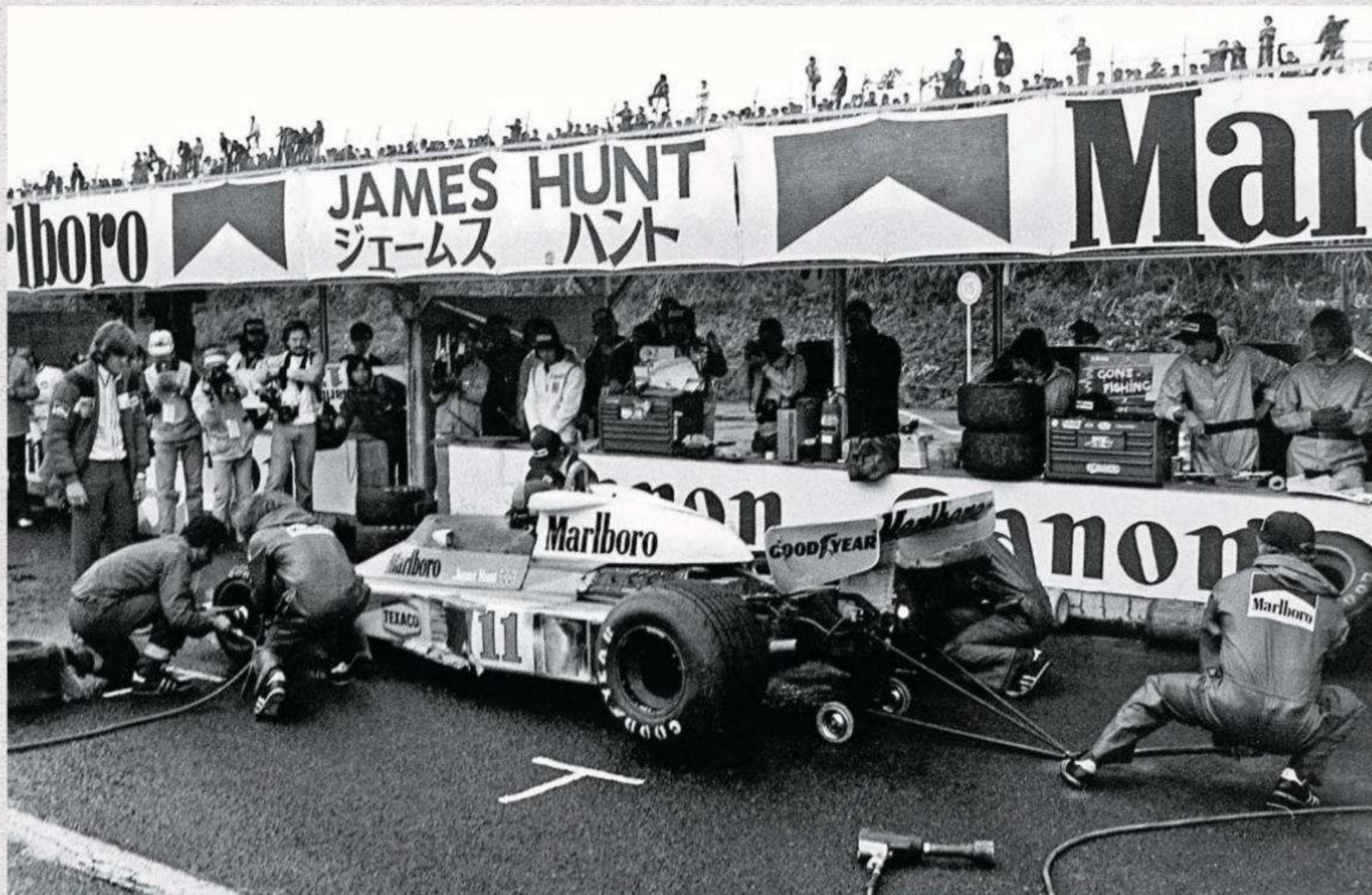
ignite, just as quick to subside — is clearly visible. He's barely finished assaulting the marshal when a consolatory, apologetic gesture emerges. "He used to get himself into such a state before a race," says Mass. "He'd be a quivering wreck. It reminded me of a highly-strung racehorse. He'd have almost no idea what he was doing. At Fuji one year he went to take a pee outside but instead of doing it around the back, he did it out the front, facing the grandstands of people. He was just out of it."

Without winding himself up, it is unlikely he would even have been able to get into the car. But once in the cockpit he was able to direct his very real talent with focus and intelligence. The fear was subjugated to that competitive will — which must have been wearing and surely explains the brevity of his F1 career: a bright new thing in 1973; world champion in '76; a disillusioned retirement partway through '79, by which time the cars he was driving were not competitive and there was no allure of victory to overcome the terror.

In his peak years he would apply his intelligence to block out any reservations about the danger of ▶



Mayer, Hunt and Mass discuss set-up, or is JH jotting down a few females' phone numbers?



Fuji 1976: that pitstop that Hunt thought had cost him his world title

◀◀

what he was doing. It would have been all too easy to have lifted his throttle foot just a little – but then he would still have been subjected to the danger without any prospect of the rewards. So the foot stayed down, the brakes stayed off that fraction of a second longer. He referenced this rare combination of bravery and smarts in his 1976 title-year book with Eoin Young: “I intend to keep going full chat... an accident that starts at 165mph is as bad as one that starts at 170mph.”

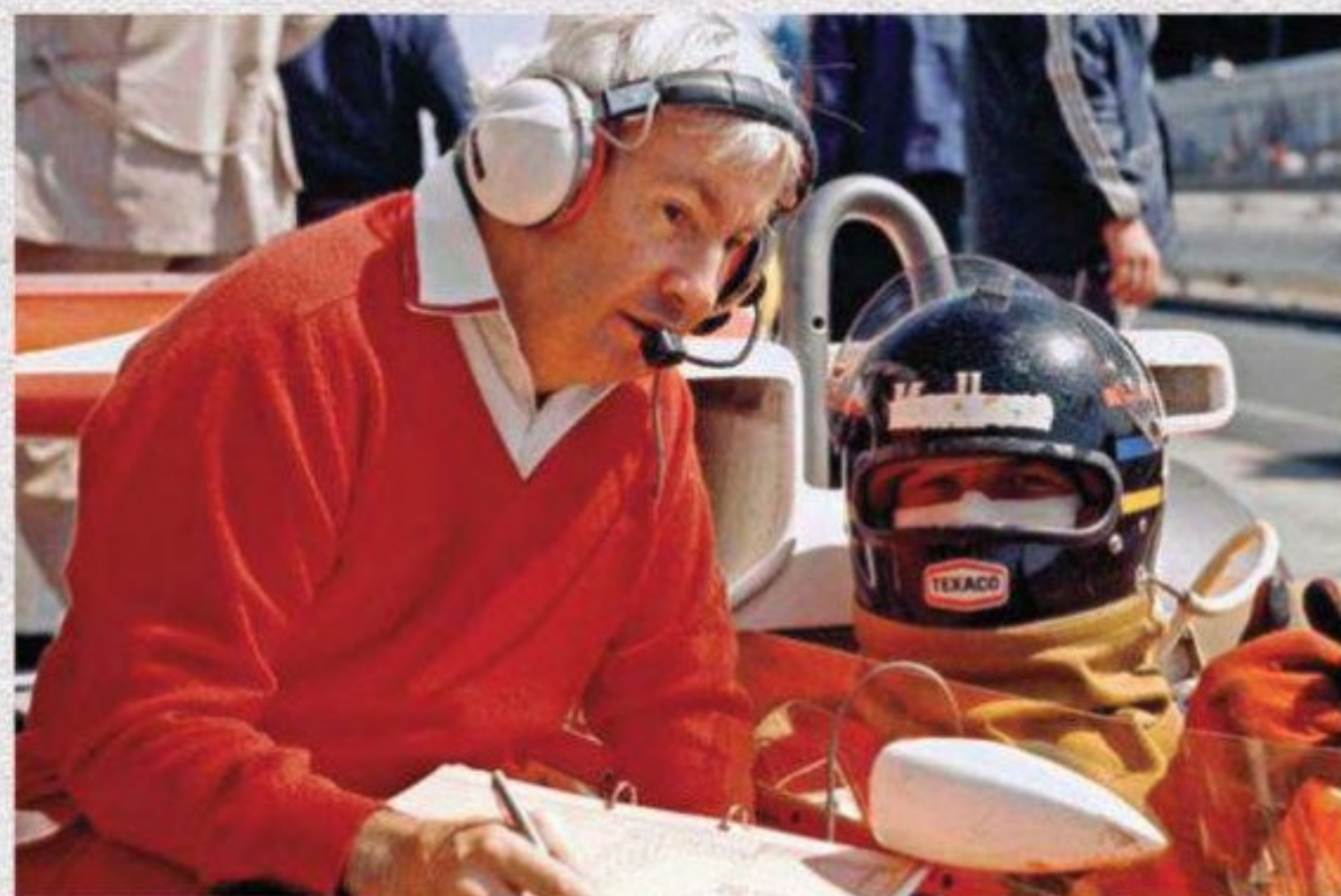
He'd arrived at McLaren after a thoroughly unconventional grounding at Hesketh – a serious engineering core beneath an aristo's whimsical vision of a team, one that encouraged Hunt to be his unconventional self. It was certainly the last team to have included a grand piano in its shipping cargo to a race. They and Hunt had hooked up in F3 when neither had much in the way of reputation: Hunt was quick, but so were lots of others, and he crashed a lot. It was only when they arrived in F1 that he began to mark himself out. Their debut part-season in 1973 with a customer March was pretty sensational, but in the eight

GPs he appeared at that year, two drivers – Roger Williamson and Francois Cevert – were killed. The fear was well-founded.

His driving wasn't in the silky idiom of Jackie Stewart nor the high-wire acrobatics of Ronnie Peterson, but somewhere in between: a hard, hustling and relentless driver, quite at home with a bit of oversteer. Sheer competitive will marked him out.

But how good was he? At this stage, no-one – himself included – was really quite sure. He'd made that March go much faster than the works car of Jean-Pierre Jarier, but the works car didn't have the benefits of the development tweaks Harvey Postlethwaite had made on the Hesketh-run machine. The late Postlethwaite recalled in 1997 that “when I worked at March I was constantly wanting to do my own front wing for the cars, because Marches of that period always understeered and I reckoned I knew why, but Robin Herd [designer] was always resistant to my ideas. So when I got to Hesketh I was able to do the tweaks to the March I'd wanted to do all along.”

Postlethwaite progressed his ideas to a full car for 1974, still loosely March-based: the Hesketh



Two men vital to each other? Mayer had a way of galvanising Hunt to give his best at McLaren

308. On its debut in the Race of Champions at Brands Hatch, Hunt impressively put it on pole against a good field, then went one better by winning Silverstone's International Trophy in a superlative performance. He had to wait until a wet day at Zandvoort in '75 to record his first world championship GP win, his smart call on when to pit for fresh tyres in the changeable conditions and his unflappable resolve under subsequent relentless pressure from Lauda's Ferrari being crucial.

There probably weren't too many others on the grid who could have turned the circumstances of his day into a victory, but still he was uncertain – as he put it – of “whether I was driving an average car brilliantly or driving a brilliant car averagely”. With no known-quantity team-mate for comparison, it wasn't easy to tell.

Those questions were answered with his move to McLaren. He had indeed been driving an average car brilliantly and, once his own questions were answered, a



Reaching the giddy heights of AUTOSPORT columnist, and celebrating a title (right)

WATSON: "Teddy Mayer lit the adrenalin in James, whereas it was Niki who lit Ferrari's fuse. They were the perfect matches for their situations"

new-found confidence seemed to give him access to a yet-higher level. Some of his contemporaries might have looked more gifted on the way up, but it's doubtful any of them could have delivered the way he did in 1976 and '77; virtually always substantially faster than a pretty reasonable team-mate and making the McLaren M23 look more competitive than had Fittipaldi (11 poles and six victories in 20 events, compared to Fittipaldi's two poles and five wins in 28 attempts). Going into those last races of '76, he absolutely had to win in Canada and America to have a hope of staying in touch to the finale, and impressively did exactly that. Only Lauda seemed to be operating at a similar level of consistent excellence.

"I don't think Niki was quite as quick as James over a lap," says Watson, "and I don't know whether he could have dragged every last ounce from the McLaren the way James did. On the other hand I don't think James would have had Niki's motivation and clarity at Ferrari. Teddy Mayer lit the adrenalin in James, whereas Niki was the person who lit Ferrari's fuse. They were each the perfect matches for their

situations at that time."

Once racing was done for the day, Hunt was not one for dwelling on how to go faster. His pursuits invariably involved ladies and alcohol. This is the man who, along with his mate Barry Sheene, was said to have bedded over 30 BA air hostesses during a two-week period in the Tokyo Hilton. As preparation for the 1976 Fuji title decider, it didn't seem to do him much harm.

His penchant for walking around in T-shirt, denim and bare feet, his showbiz associations, all painted him as larger than life, and did much to take F1 from being a sport with a purist-only following to something much more newsworthy. Many purists didn't like that and still don't, and this often seems to colour their judgement about how good a driver he was. But he was of his time: just being himself, he jolted F1 out of its insular world view. The 1970s were a time of individualism in art and culture and he epitomised that better than anyone else in the sport. And for a period of three

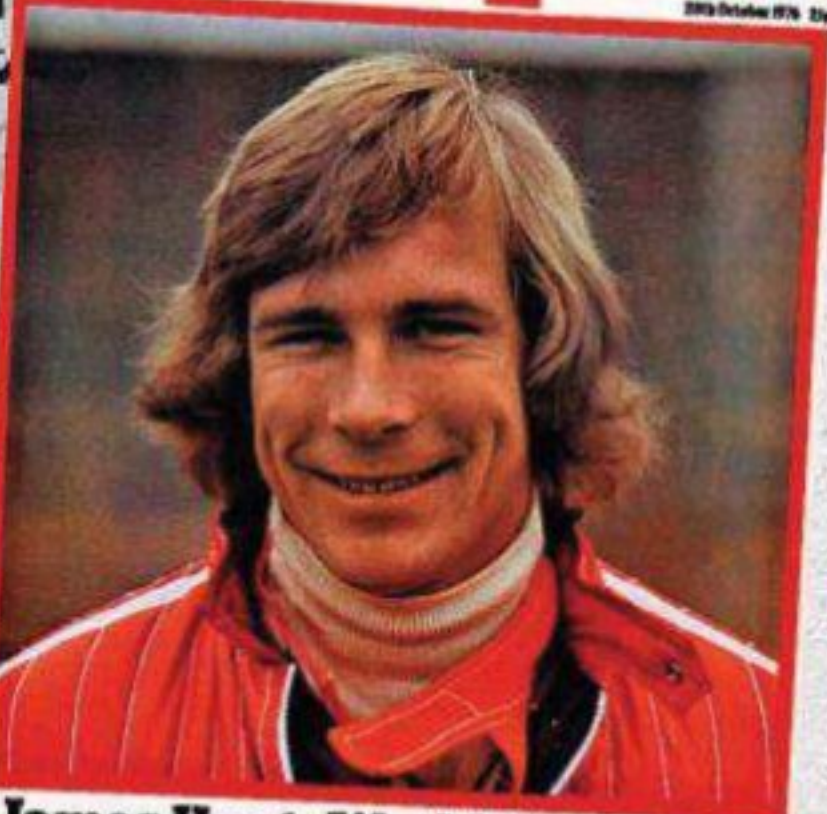
or four years he was a quite brilliant racing driver.

Mayer passed away in 2009, but eight years earlier spoke about his time with Hunt: "As he got success, he became more confident. That improved him as a driver. It also made him behave however he wanted out of the car, as long as he was the star. It made him a wilder person, less conventional than he already was."

"He was able to keep that side of him separate from the racing driver. But being a racing driver did take a lot from him. He'd often disappear around the back of the pits before a race to throw up. When the cars became less competitive, he became less interested. He never was one who would want to spend a lot of time at a test track. But in that period 1976 and '77 I don't think there was a better driver out there. He was certainly quicker than Emerson had been, pushed the car harder, yet very rarely made mistakes."

By 1978 the McLaren M26 was hopelessly outclassed and, although Hunt was invariably

Autosport



James Hunt - World Champion
Keith Holland's 5000 win at Brands Hatch
Jody Scheckter in Japan Spanish Rally



Hunt's McLaren swansong was in Canada '78



Crying at Wolf: Hunt's last grand prix, in Monaco 1979, before he abruptly walked out on the sport

quicker than new-boy team-mate Patrick Tambay he was able to take only one podium. A move to Wolf for '79, back to a single-car team with Postlethwaite, promised much on paper. But the car lagged badly behind and, partway through the season, Hunt simply stopped. A week later Ligier's Patrick Depailler broke his legs hang-gliding and Hunt was all for accepting the team's offer to replace him, but Wolf understandably wanted a big payment for that, so it didn't happen. If it had, he'd likely have been somewhere near the front once more. His replacement at Wolf, Keke Rosberg, was no more competitive in the car than Hunt had been.

By his own admission Hunt didn't fully 'get' motor racing until after he'd retired. When he was doing it, all he saw was his own part in it — very much in keeping with his approach to life in general. That the quality of the machinery was such a dominant part of the equation was a constant frustration to him, something that got in the way. Only later, in his commentary years, did he come to view the technical fight between teams as fascinating too, and that a driver forming a productive partnership with a team and its engineers, each bringing the best out of the other, was actually what made the sport interesting on a much deeper level than he'd previously seen. He could see this from the clarity of retirement, when the adrenalin that always fuelled his competitive appetite was no longer clouding his vision.

But it's fair to say the sport didn't fully get him either — and there was much to get, and sadly so little time left. He wasn't old when he died in his sleep, but he'd certainly lived a life.



Great car: McLaren M23

The M23 was three years old by the time Hunt got hold of it, but it was still capable of winning and played its part in his 1976 title success



INNOVATIVE QUALITIES

Despite its simplicity, the McLaren M23 was one of the outstanding Formula 1 designs of the 1970s, having been introduced to comply with new, deformable-structure regulations. Over a six-year period, it was modified many times, often in the suspension area, to successfully retain its competitiveness.

Its most innovative qualities were introduced some time after launch. It was team manager Alastair Caldwell's

idea that led to the M23 being the first car on the grid to feature a six-speed gearbox. Plastic skirts were also fitted to the car at Dijon in 1974 but quickly wore away. They were tried again two years later but were taken off after they had been protested.

A third of Caldwell's innovations was the compressed-air starter, while the M23 also featured the first use of a detachable steering wheel on a modern grand prix car.

BEST OF TWO WORLDS

Designer Gordon Coppuck recalls that he had to make a decision with the M23 whether to create another 'Coke-bottle' shaped car, such as the M19, or to build a wedge shaped one with side radiators like the M16 Indy car. The result was a combination of the two. "The basic principal of the M16 with a Cosworth DFV engine would be a much lighter package than the M19, so we thought let's make it like that," says Coppuck.

AUTOSPORT INFLUENCE

According to Gordon Coppuck, mechanic Leo Wybrott reckoned it would be good if Jacky Ickx drove an M23 at the Nurburgring in 1973, so he phoned AUTOSPORT to suggest this was going to happen. Ickx received his copy of the magazine and saw, to his surprise, that he was driving for McLaren at the 'Ring. Coppuck: "He travelled to the track and got there the same time as us. With Leo pressuring, Jacky got the spare car. He was spectacular. Peter [Revson] and Denny [Hulme] were our normal drivers and he was quicker than them. Normally, we were a smooth-running team but they were furious. It was decided that we would knock at least 500 revs off Jacky's engine, put him on the hardest tyres in the race and he was not to embarrass our boys any more. He still came third!"



NOT SO COOL

New regulations in 1976 set down specifications for mounting oil containers on the car. Prior to the Spanish GP, small radiators were fitted below the rear wing, aft of the transmission. The latest rules required the wing to be moved forward, which meant that McLaren moved these oil coolers to a new position, just inside the water radiators on the side.

There was doubt over the legality of this and, anyway, the oil overheated in Spain, so the coolers were returned to almost their former position for Belgium. Because the wing had been moved forward, the coolers were now about an inch away from their old placing. This upset the sensitive pressure area under the rear wing and spoilt the airflow with a resultant detrimental effect on the handling. The team struggled until the oil coolers were remounted at the side of the car for the French GP.

"When we put the oil coolers back after Spain we got James to test the car," remembers Coppuck. "The frustration was that he could not tell the difference, but for two races we were not competitive."

HUNT ALSO STARRED IN...



MARCH 713M

Hunt's early career wasn't full of success, but he did take a rare Formula 3 win in the 1971 March at Brands.



CHEVROLET CAMARO

Co-driven by Robert Fearnall, Hunt famously won the 1973 Tour of Britain in the American V8 machine.



MARCH 731

Hesketh and Hunt didn't find success in F2, so stepped up to F1 and became rising stars with this March in 1973.



HESKETH 308

Designed by Harvey Postlethwaite, this car won the 1974 International Trophy and Dutch GP at Zandvoort in '75 in Hunt's hands.



McLAREN M26

M23's replacement was on the pace in late-1977, taking Hunt to three poles and three wins.

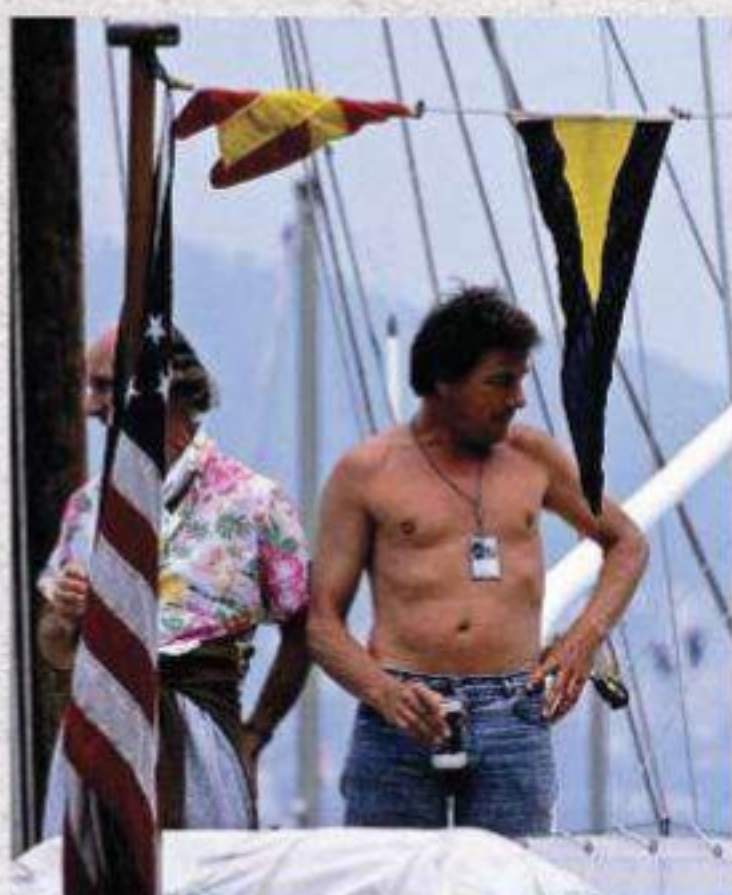
McLAREN M23 STATISTICS

RACES ENTERED:	83
WINS:	16
POLES:	14
FASTEST LAPS:	10
TITLES: 3 (2 DRIVERS', 1 CONSTRUCTORS')	



Memories of James

Many people have memories of James Hunt and some of them are even printable. Here are just a few from those that worked with him



Monaco TV duties? Must be beer o'clock then!

▲ **Mike Doodson**
BBC spotter and journalist

In 1983, when the streets of Monaco were greasy with rain, I dared to ask James, while tottering across the grid bare moments before the off, if he happened to have noted who was on slicks and who on wets.

"Don't be stupid, Doods," he muttered, to which I boldly responded: "Not pissed, surely?" He grinned back and informed me that he'd just had an excellent lunch, adding, "I've never reported this race sober yet, and I have no intention of doing so now."

I think that was the same year the editor of *Wheels* (Australia) magazine and one of his top writers were in the booth with us, all the way from Sydney to research a piece, and James actually persuaded one of them to nip out while the race was still going in order to procure another litre of cheap rosé wine...



Caldwell (right) has enough Hunt anecdotes to fill a book; testing with him was a big challenge

◀ **Alastair Caldwell**

McLaren team manager

Memories of James Hunt? Well, there's a book on that isn't there? Everyone who worked with him could write one and, in fact, I'm doing exactly that!

He was an eccentric, that's for certain. He was pretty easy to manage when we were actually racing, which might surprise some, but he was never motivated to go testing. He knew from Niki Lauda what it took to be the 'complete' racing driver but he just got bored – even though he pretended he didn't. The truth is we should have had another test driver.

Two James moments spring to mind: one of them involved driving back from the Austrian GP in a big old Mercedes saloon with James and his then girlfriend. I was driving and James needed the loo. I told him we didn't have time to stop and to just go out of the sight of James, exposing himself to passers-by, propped up by this poor girl! He couldn't manage it and, after several aborted attempts, went in a bottle in the car.

On another occasion, we were at a circuit – and we had a doctor and his new bride in the garage. The doctor was quite interested in the car so we showed him around. Meanwhile, James had taken a shine to the doctor's young wife and had taken her off to the ambulance parked just outside. Everyone in the garage, except the doctor of course, was aware of this ambulance bobbing up and down not very far away. Classic James!

▶ **Rene Arnoux**

F1 race winner

James Hunt was a fantastic guy. Crazy but so fantastic! Very early in my career, James was driving for McLaren, and there was a race where I think I retired because of a problem with an engine. Right after the race, James said: 'Who is driving the Surtees today?' The journalists said, 'Rene Arnoux.'

'Well,' said James, 'he was very quick with the Surtees.' Maybe I continued in F1 because everybody there was writing [his

ARNOUX: "James said I was very fast in the Surtees. He was very generous"

comments] in the newspaper. Everybody saw my race and looked into the little details. I know it sounds like a very small thing, but it was really important to me. He was very generous.



Arnoux had to retire, but Hunt had spotted a talented driver, and wanted to know who it was



As he clambered into his Hesketh for qualifying at Monaco, Hunt was nursing a serious hangover

▲ Dave 'Beaky' Sims

Hesketh Racing mechanic

At Monaco one year, James had gone out partying. Obviously. Strapping him in the following morning, he said he didn't feel too good. I could see he was retching and he said: 'Make some excuse to delay me going out.'

I took the engine cover off and started fiddling with the plug leads to give him some time to compose himself, but Bubbles Horsley came over and said there was nothing wrong with the car and to get Hunt out there. I said: 'That's it,

SIMS: "I think he was sick in his helmet, but came third in the session"

you've got to go now mate.'

I think he was sick in his helmet. He went out and ended up third quickest in the session, I think. We didn't even touch the car; he just got on it.



Sims tried to buy retching Hunt more time



Hunt would find ways to avoid more testing

▲ Gary Anderson McLaren mechanic and F1 designer

James was someone who seemed to be at loggerheads with himself. He was a very good driver but he didn't seem to really like driving; the less of it he could do the happier he was. When we would go testing he would be the driver [team boss] Teddy Mayer would always take, but there would always be something that would reduce our running: simple things like the ratios would be wrong and impossible to drive with, he wouldn't be feeling well, or the track would be too dirty. Always something that would waste time.

We would usually make some progress if we went testing with Patrick Tambay, but Teddy was always reluctant to accept it.



Form an orderly queue! The sponsor's product brought plenty of entertainment for Hunt...

▲ Mark Scott

McLaren mechanic

When we tested at Silverstone, he would insist on us going to The Green Man for a pint and a big lunch. He would lose a second and a half in the afternoon. It used to drive Alastair Caldwell nuts, but that was James. He was all about raw talent and adrenalin.

► Roy Topp

Wolf Racing mechanic

James was very relaxed and didn't seem very interested. I couldn't see why he had decided to continue. I felt he was basically going through the motions. He seemed more interested in the ladies than the racing cars.



Did Hunt actually like racing? Roy Topp felt he preferred time with the ladies to track time



The day Hunt almost returned

Hunt was hard-up in 1990, so thoughts turned to a comeback. Here's the story of his little-known DTM test with Mercedes

October 1990, and an ex-Formula 1 world champion takes to the track in a DTM Mercedes. It's not, as you might think, Keke Rosberg – still in the middle of his stint with Peugeot in sportscars, remember – but a man who had won the title six years before the Finn. The driver is James Hunt and this is no PR stunt. The 1976 world champion is on the comeback trail.

Not that you would have believed it judging by Hunt's attire that day at the Nurburgring: an old helmet of dubious vintage, a set of Wolf overalls from 1979 and plimsolls with no socks. Yet he was at the 'Ring because he wanted – or rather needed – to race again more than 11 years after his abrupt retirement during the '79 Monaco Grand Prix weekend.

James Simon Wallis Hunt was

broke, flat broke and looking for a way to pay the bills.

A divorce (from Sarah, nee Lomax), poor investments (who remembers the James Hunt Racing Centre at Milton Keynes?) and the losses at Lloyds (where he was a so-called Name) had devastated his finances. And how had he made the most money in the past? Driving racing cars, of course.

"James was skint, skint, skint," remembers good friend John Hogan from Marlboro, who also employed him at the time (see panel, right) "and he had found out that you could get paid pretty well to drive in the DTM."

That revelation resulted in a phone call to another old friend, Domingos Piedade at the Mercedes AMG squad.

"I remember the call well," says

Piedade. "He said in that typically-British accent of his, 'Domingos, I am broke. I have to drive again.' I said, 'Okay Champ – I always called him Champ – let's do a test. He was really interested to see if he could make it or not.'"

AMG had a test day upcoming for Portuguese hotshots Pedro Lamy and Diogo Castro Santos. Piedade has promised his fellow countrymen a DTM try-out if they won the inaugural EFDA Nations' Cup for Formula Vauxhall/GM Lotus single-seaters at Spa.

They duly delivered and so did Piedade on his promise. There were a pair of Mercedes 190 2.5-16 Evos present that day, but the youngsters would be sharing a car. The other, to their surprise, was to be driven by a 43-year-old grand prix star who'd been behind the commentary mic for a decade. The details of the test have been forgotten in the midst of time. Gerhard Ungar, then as now technical chief at the organisation that we call HWA today, has two distinct memories of that day.

One concerned Hunt's shambolic attempt to assemble a set of racing gear, the other a set-up change he suggested.

"He struggled a bit with the steering forces; we didn't have power steering in those days," Ungar explains. "He told us a story about how he had a similar problem when he was at McLaren and how they reduced the castor and made the car quicker. Unfortunately, that kind of thing wasn't very easy on our car."

This wasn't the first time that Hunt had been back behind the wheel of a racing car in the preceding 12 months. He'd tried a Formula 3000 at Silverstone in his role with Marlboro and he'd also driven a Williams-Renault FW12C. The significance of the F1 test, at Paul Ricard just before Christmas 1989, to this story isn't clear. It has been suggested it was also linked to plans for a comeback, but what is clear is that he drove the Williams on a day when Renault

and sponsor Elf had invited some names to drive the car with Hunt, including fellow F1 oldtimers Jacques Laffite and Patrick Tambay, and the French manufacturer's rally star, Jean Ragnotti.

Hogan is adamant a comeback wasn't on Hunt's mind when he drove the Williams. That fits with records of Hunt's Lloyds losses, which rose from £80,000 in 1989 to £120,000 in 1990.

"The two tests were totally unrelated," he explains. "I seem to remember that the Williams thing all came about because James had said something on air about [Riccardo] Patrese and then told Frank [Williams] that he could do a time that would show how slow Patrese really was."

Hunt failed to get anywhere near a representative time around Ricard. Williams's records show Hunt set a best time of 1m20.5s, which compared to Tambay's

"Hunt failed to get anywhere near a representative time around Paul Ricard. His best time of 1m20.5s compared to the fastest race lap that year of 1m12.0s"



Hunt tried a Mercedes 190 DTM car like this one in 1990. He was quick but couldn't do many laps





The 1976 world champion was off the pace in his Williams F1 test at Paul Ricard at the end of 1989

1m15.5s and fastest race lap from that year's French GP of 1m12.09s.

Yet Hunt was fast at the 'Ring, something about which both Piedade and Ungar are adamant.

"He was quick straightaway, but then he was a natural, wasn't he?" remembers Piedade. "But he couldn't last more than five laps. He wasn't in shape physically or mentally; he was finished."

And Hunt knew it.

"I remember him saying something like, 'Well that was a kind of fuck-up, wasn't it?'" continues Piedade. "I tried to say some nice things, but he knew immediately his time was gone." A phone call in December 1975 from Piedade, then managing Copersucar-bound Emerson Fittipaldi, to Hunt to tip him off about a McLaren vacancy led to one of the great F1 seasons. A call from Hunt to Piedade in 1990 led absolutely nowhere. ❧

THE OTHER JAMES HUNT: TALENT SCOUT AND MENTOR

James Hunt was much more than a chain-smoking ambassador for Marlboro at the end of the 1980s and early 1990s. John Hogan employed him as a talent scout, mentor and sounding board to work on the cigarette brand's young driver programme.

"He had an unerring talent for picking up on bright young guys. Mika Hakkinen was one of his picks," explains Hogan, who was marketing director of Philip Morris Europe. "He could read the game and very few people in motorsport can do that."

Allan McNish, whose cars carried Marlboro sponsorship from Formula Vauxhall Lotus through F3 and his first two years of F3000 remembers Hunt as ever-present during the early years. And a valuable guy to have around.

"James would impart little gems that you would never have thought of," he recalls. "When I started doing longer races in F3000, I'd always be looking for the pitboard and thinking that I still

had 45 or however many laps to go. I was losing focus as a result, but James turned around and said, 'So, McHaggis, then don't bloody look at it then!' Since then, I've never really looked at pitboards."

"He was always there to look and listen and offer a bit of advice. He was an advisor and mentor, but most of all an ear, someone to talk to."



McNish on the Formula 3 grid at Thruxton in '89 with Dick Bennetts and James Hunt

Hunt behind the mic

Hunt made a successful, if unconventional, switch to commentating on Formula 1 and Mike Doodson was there with him



By 1993, the year of his sudden death aged just 45, Hunt had cleaned up his act and made peace with Murray Walker in the commentary box

During the 19 years I worked alongside TV commentator Murray Walker as his lap-chatter and spotter there were countless excitements, but none as memorable as the afternoon in March 1983 when we were working at Brands Hatch. The occasion was the Race of Champions – the last-ever non-championship F1 race, as it turned out – and we were stationed in the spacious TV suite behind the main grandstand.

It was the third season of the still-uneasy microphone partnership between Murray and James Hunt. Both James and I had been permitted by the BBC to take advantage of this unusually commodious accommodation by bringing our respective ladies out of the cold to join us.

Arriving (as usual) with seconds to spare before the start, James

took up his place with Sarah Lomax, soon to become the second Mrs Hunt, alongside him. A well-bred girl from a family steeped in equine pursuits, she giggled a bit about it being her first motor race. This became all too clear as she excitedly watched Keke Rosberg's Williams leading the parade lap and taking up pole position. As the flag went down and the field set off noisily, a startled Sarah rose to her feet. "Darling," she gasped to her future hubby, "they're going round again!"

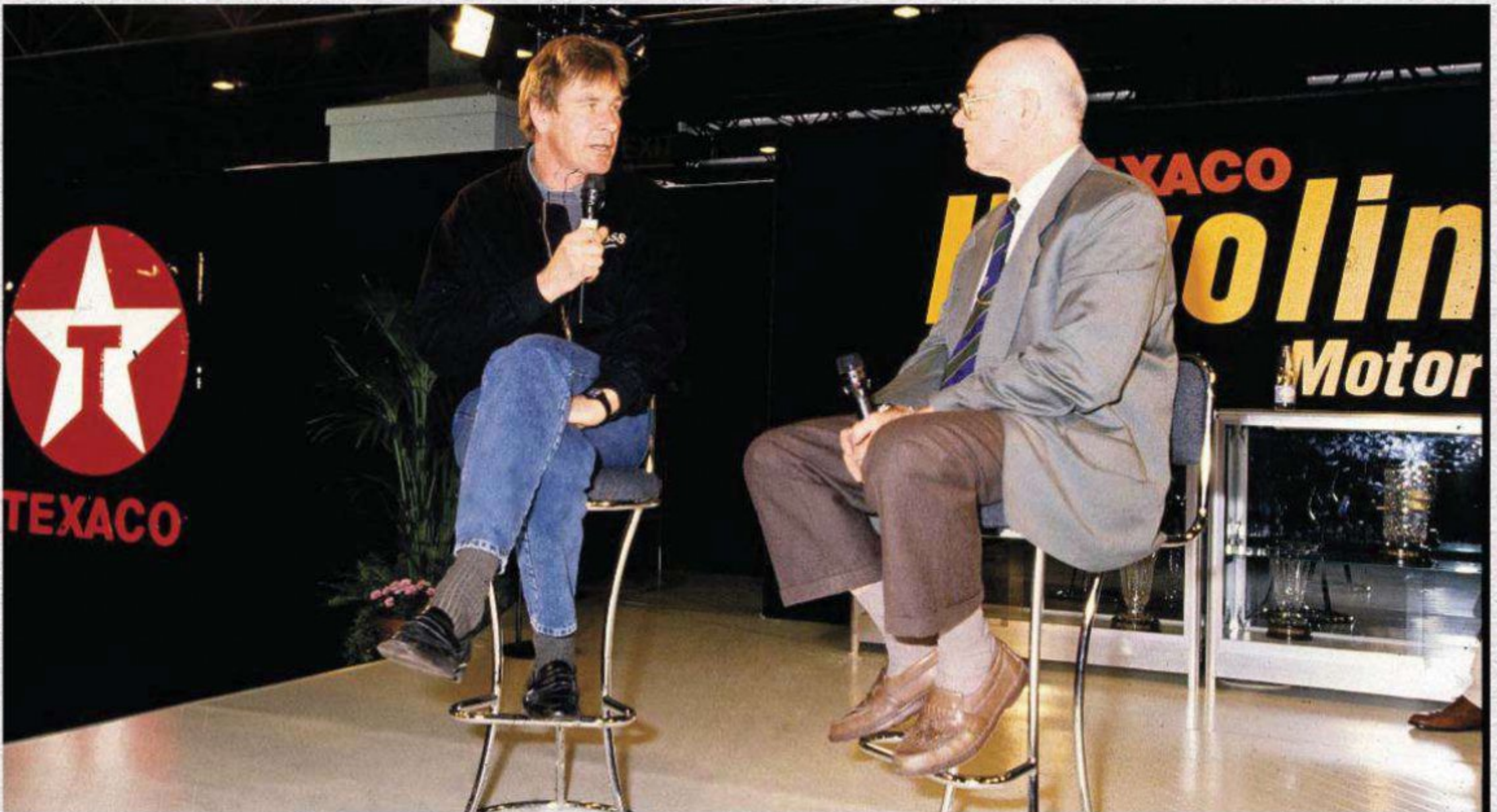
Once it dawned on her that petrol-powered racers had more stamina than those fuelled by hay, Sarah became increasingly bored. Eventually her gaze alighted on my (future) missus, and she joined us. I was busy charting the race, of course, so it was not until it had finished that my fiancée told me

Sarah had made a heavy pass at her, possibly with a view to us joining her and James at one of the exotic parties for which their house up on Wimbledon Hill would become notorious.

Even though he had retired from driving during the 1979 Monaco GP meeting, Hunt remained a strong figure in British sport. Within a matter of weeks of his abrupt departure, he had been tested out as a possible F1 commentator by BBC sports chief Jonathan Martin. The prospect of a new career in TV suited him well because his shortcomings as a businessman were only too apparent (a farm he bought in the Midlands disappeared under flood water soon after the deal was done, and much of his fortune was later swallowed up in the Lloyds insurance scandal).

But when the recruitment of the 1976 F1 champion for TV duty was confirmed for 1980, it went down badly with Murray, who regarded himself as the Beeb's anointed motorsport wizard and assumed his own position was at risk. Only later was it made clear to him that Martin saw the commentary as a two-man job, with James adding the authority that could only come from someone who had raced.

Although the appointment was full of promise for TV viewers, it was not made without certain reservations. For one thing, he had no intention of covering practice or qualifying. For another, not only was James known to enjoy a drink but disaffected mechanics had whispered that even during his driving days his heavy smoking habit extended to substances that were not always regular tobacco.



James Hunt and Murray Walker chat on stage at AUTOSPORT International in 1993



The Hunt/Walker partnership soon developed into a "poisonous feud" remembers Doodson

The spliff interludes persisted for another 10 years, enabling Murray to pronounce that his microphone partner had gone outside "in order to get a better view of the far side of the circuit".

Our star commentator's heavy reliance on alcohol was even more worrying, especially at Monaco where he would invariably arrive at the last moment, more often than not with a litre bottle of cheap supermarket rosé to top up the morning's consumption.

Amazingly, James usually managed to remain reasonably lucid at the microphone even when full. Vastly improved modern audio technology, not to mention the broadcasting channel's tighter discipline and the glare of social media on the internet, would surely not allow such behaviour today. Even then,

if you listened carefully, you would be able to notice the occasional hiccup as he gulped back the alcoholic reflux.

Such outrageous behaviour inevitably cast doubt on Hunt's future as a TV pundit. From the BBC's point of view, though, Hunt and his perspective as a winning driver made him all but indispensable. Walker could be relied upon for tracking down all the paddock nitty-gritty, and for the pants-on-fire delivery that livened up even the most processional of events, but he was essentially a wide-eyed fan, a grown-up kid who was too much in awe of the drivers ever to dare to deliver judgment on their abilities.

As Walker himself has readily admitted, the collaboration with Hunt developed into a sometimes poisonous feud and a clash of

contrasting personalities. It was early in the relationship that Hunt saddled his easily excited partner with the 'Muddly Talker' label.

Walker was respected for his punctilious information-gathering, and for the sheets of statistics he pinned up in the booth for reference purposes. It was therefore a cause of resentment that his co-worker would casually show up seconds before the start of transmission, demanding to know who was on pole. To make matters worse, if there was some bombshell piece of gossip, the chances were that Hunt had all the details, thanks to having spent most of the weekend cosseted inside the Marlboro hospitality unit where so many of the big deals were done.

A major point of contention was Hunt's attitude towards Riccardo Patrese, whom he clearly despised throughout the Italian's long F1 career. Hunt made no secret of the fact he held Patrese personally responsible for the catastrophic sequence of incidents at Monza in 1978 that contributed to the death of Ronnie Peterson.

On the other hand, I can also remember an occasion when Hunt felt compelled to apologise face-to-face to an astonished Patrese for having criticised him on air over some incident he later discovered was not his fault.

Hunt could be almost as merciless with Walker's errors,

taking it upon himself to wrench the microphone away in order to point out that the reason for the glow at the back of somebody's car wasn't a turbo fire but the red tail light, switched on because it was raining. There was an occasion when his patience ran out as Walker speculated at length on the likelihood that Nelson Piquet was slowing down because of a gearbox problem. "Come on, Murray," he said brightly, "if you look at the right rear tyre you'll see that it's got no air in it."

Hunt died suddenly in June 1993, by which time he'd cleaned up his bad habits and buried the hatchet with Murray. He'd also been persuaded to arrive at the commentary booth in good time, even when it was at some location on the outside of the circuit, as it was at Donington for that year's wet European GP. Settling in, he said, "Hey, Doods, where's the nearest toilet?" I had to inform him that it was half a mile away, in a very muddy public area.

His eyes alighted on a couple of empty soft drink cans, which he proceeded to fill as discreetly (and expertly) as he could, from a sitting position, all the while offering his comments to the viewers with remarkably little strain in his voice.

Astonishing though that performance was, I must admit I'll never again be able to look a can of Lilt in the eye, regardless of how thirsty I am. ☹

Hunting the vital statistics

James saved his best for last, with his F1 CV dwarfing his previous successes

WORLD CHAMPIONSHIP GRANDS PRIX

STARTS 92

WINS 10

1975 Dutch GP

(Hesketh 308)

1976 Spanish GP

(McLaren M23)

1976 French GP

(McLaren M23)

1976 German GP

(McLaren M23)

1976 Dutch GP

(McLaren M23)

1976 Canadian GP

(McLaren M23)

1976 US GP

(McLaren M23)

1977 British GP

(McLaren M26)

1977 US GP

(McLaren M26)

1977 Japanese GP

(McLaren M26)

PODIUMS 23

POLES 14

FASTEST LAPS 8

POINTS 179



Heading to the 1976 F1 title in incredible Japanese GP

OTHER MAJOR WINS

1974 International Trophy

(Hesketh 308)

1976 Race of Champions

(McLaren M23)

1976 International Trophy

(McLaren M23)

1977 Race of Champions

(McLaren M23)

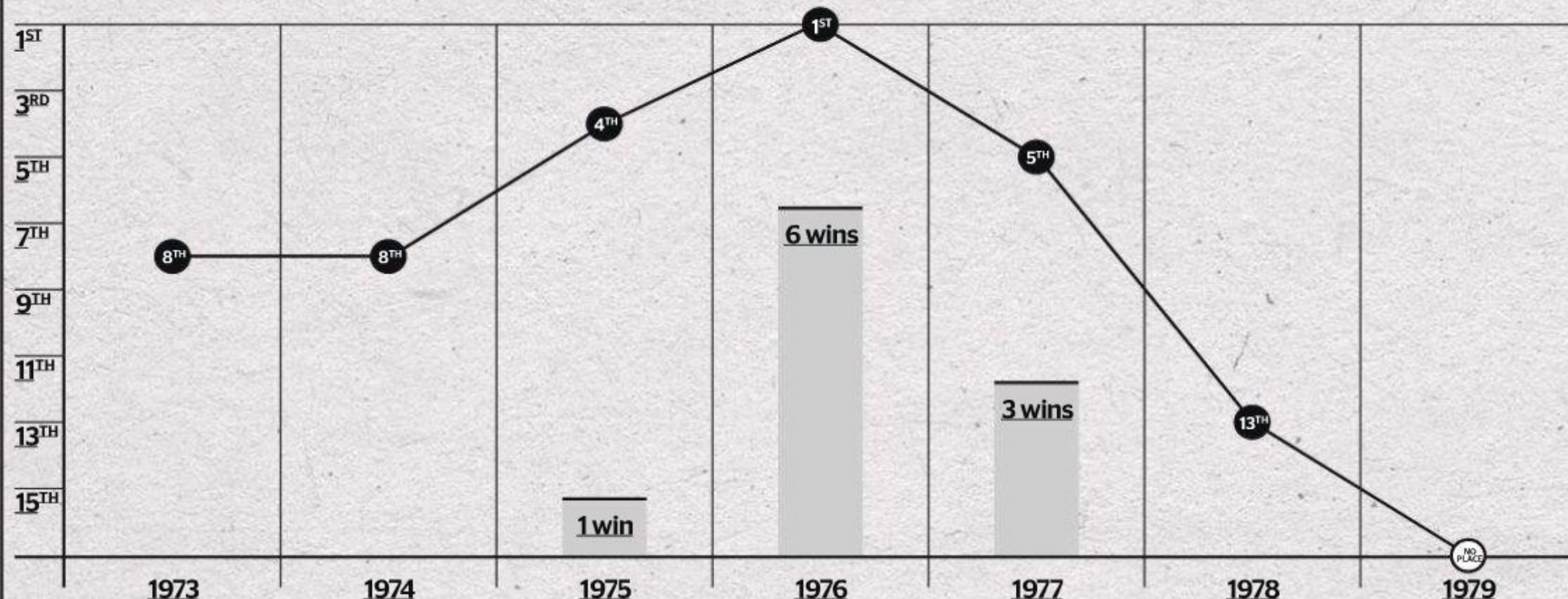
1978 Winton Formula 5000

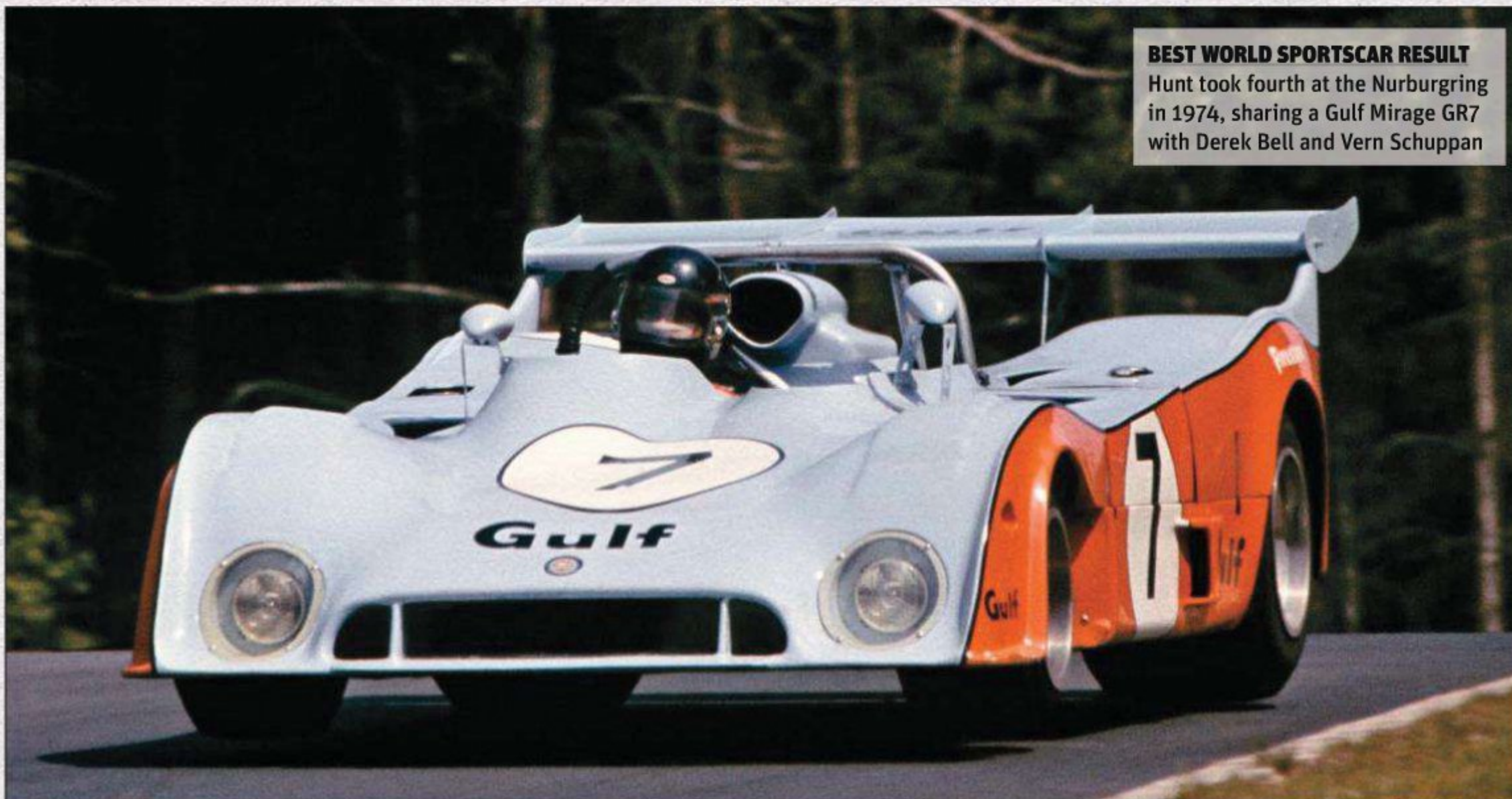
(Elfin MR8B-C)



First of three McLaren M26 victories in 1977 came at Silverstone's British GP

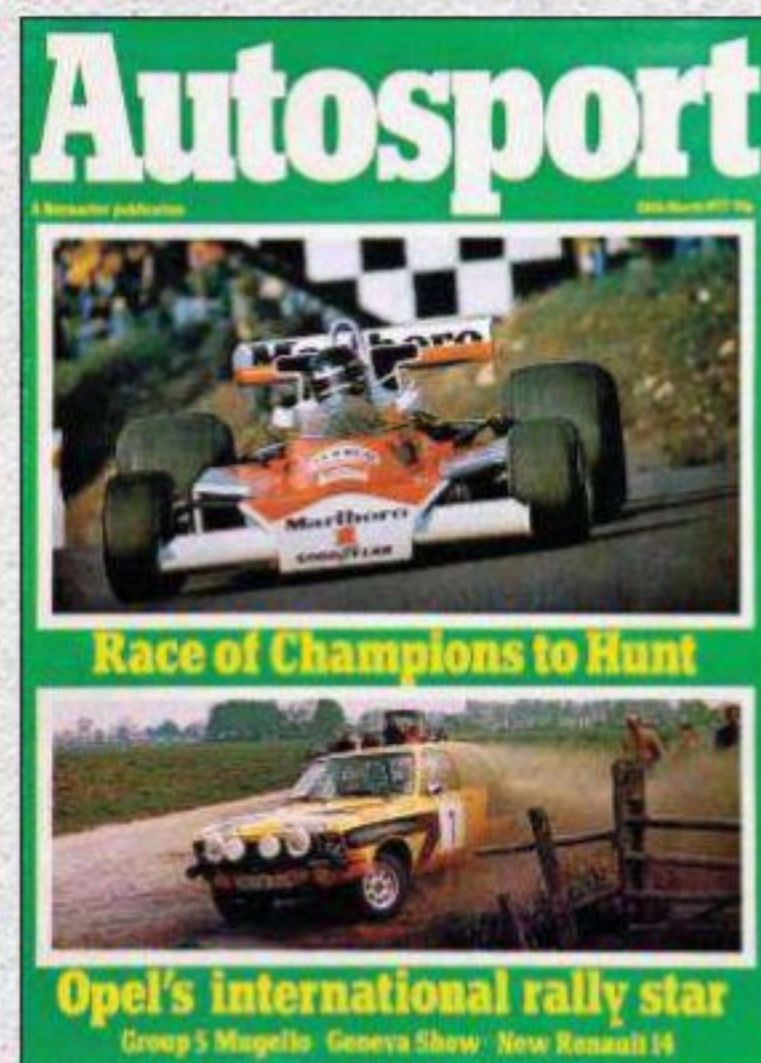
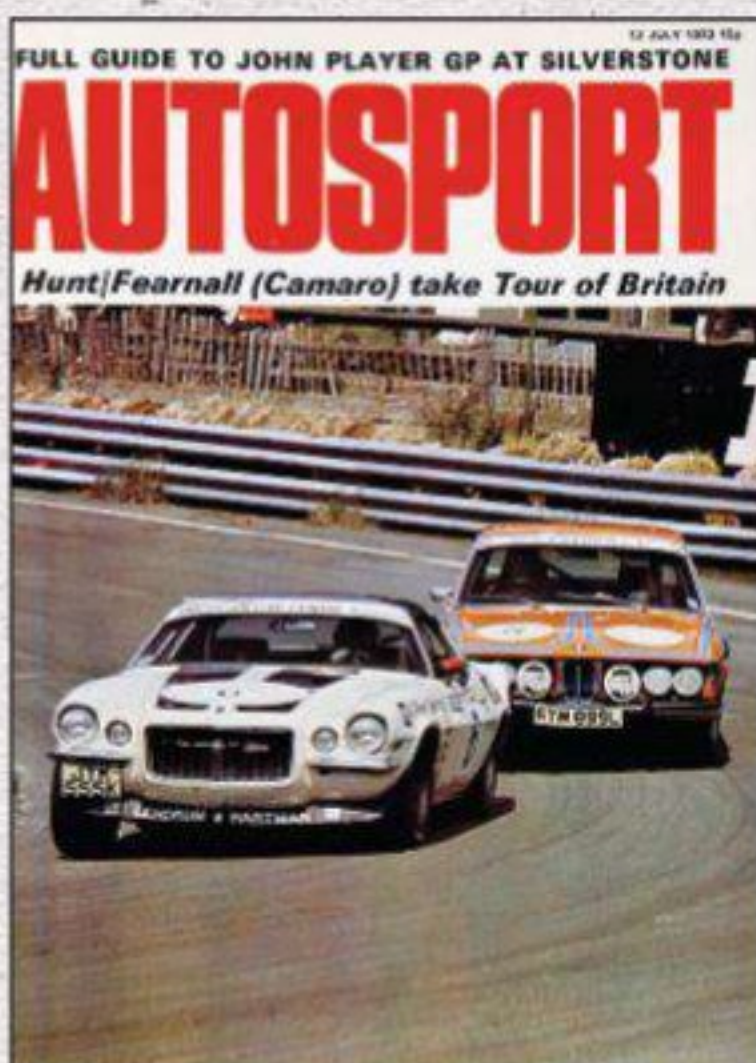
HUNT'S RECORD IN THE F1 WORLD CHAMPIONSHIP





BEST WORLD SPORTSCAR RESULT
Hunt took fourth at the Nurburgring in 1974, sharing a Gulf Mirage GR7 with Derek Bell and Vern Schuppan

Hunt flies to fourth at the Nurburgring in '74



EUROPEAN FORMULA 2

Hunt made just six European Formula 2 Championship starts, with a best finish of fifth at Albi in 1972, driving a March 712M



Hunt aboard the Hesketh-run F2 March in '72



1973 TOUR OF BRITAIN (CHEVROLET CAMARO)
Hunt teamed up with then AUTOSPORT deputy editor Robert Fearnall to win the 1973 Tour of Britain, their Chevy Camaro beating the Capri of Gordon Spice/Sten Robinson by just 26s

Hunt and Fearnall (far right, back to camera) won the round-Britain event



MONTE CARLO
Valence/Monaco

ROUND 1/13

WINNER

Sebastien Loeb/
Daniel Elena 5h18m57.2s

COMPETITION

291.07 miles

LIAISON

40.15 miles

POWERSTAGE WINNER

Stage cancelled

RALLY RATING

★★★★☆

The fight wasn't tight,
but it was still a
magnificent Monte

DRIVERS' STANDINGS

Loeb	25pts
Ogier	18pts
Sordo	15pts

MILESTONES

- 40th anniversary of inaugural WRC event
- VW leads on WRC debut, courtesy of Seb Ogier

DAVID EVANS
reports



Part-timer Loeb proves he's still the Monte master

In his first of just four outings this season, Sebastien Loeb moved to the front on stage two and drove away from his rivals for Monte win number seven



SERIOUSLY, WHAT DID YOU expect? Did you really think the result was going to be any different? Retiring or not, Sebastien Loeb's domination of the Monte Carlo Rally remains resolute and absolute. He didn't lead from start to finish – Sebastien Ogier gave Volkswagen the start of dreams with fastest time and the lead after stage one, but simply couldn't keep pace with the Citroën over the course of four days. Dani Sordo celebrated his return to the French team with the final podium position.

Unfortunately, an otherwise brilliant rally was cut short by horribly wet conditions on the final night

that left spectators deciding to get on the move early, blocking access roads. What an ironic way to celebrate the 40th anniversary of the opening WRC round... with a blocked Monte route, just like back in 1973.

LEG ONE (84.13 miles)

OVERCAST - AMBIENT TEMPERATURE
RANGE ON STAGES: -7 TO 6C

A shade over 27 minutes after starting the opening stage of this year's season, Loeb reached the end of Le Moulinon. And he looked unusually agitated. As the crowds gathered around the door of his Citroën, he gave the DS3 WRC a turn of steering lock and revealed a

near-studless Michelin.

Nobody had expected the stage to be quite so dry.

"I think we destroyed the tyre in there," said Loeb.

The tyre story was a running theme as cars came into the finish, but it was usurped with the arrival of car number eight – the Volkswagen Polo R WRC of

Sebastien Ogier. With no split times through the stage, checking the progress of the car we'd been waiting a year to see had been impossible, hence the bombshell on the stop line in the village of Antraigues. Ogier had beaten Loeb by 3.7s.

"It's a good start," smiled Ogier, working hard to

suppress a grin. "But it's still 400 kilometres to go."

Ogier had stepped from the rally-leading VW to look at the state of his tyres and, as he slid back into the Polo, there was a definite sense of satisfaction from Loeb's former team-mate. Point-proven, box-ticked, Ogier and the team could crack on with the job safe in the knowledge that a year's work hadn't been in vain.

And with a fearsome, snow-capped Burzet test waiting, there was no time for self-congratulation.

No doubt stung by Ogier's time, Loeb was masterful on the rally's western-most stage, beating the early leader by 10s to relieve him of P1.



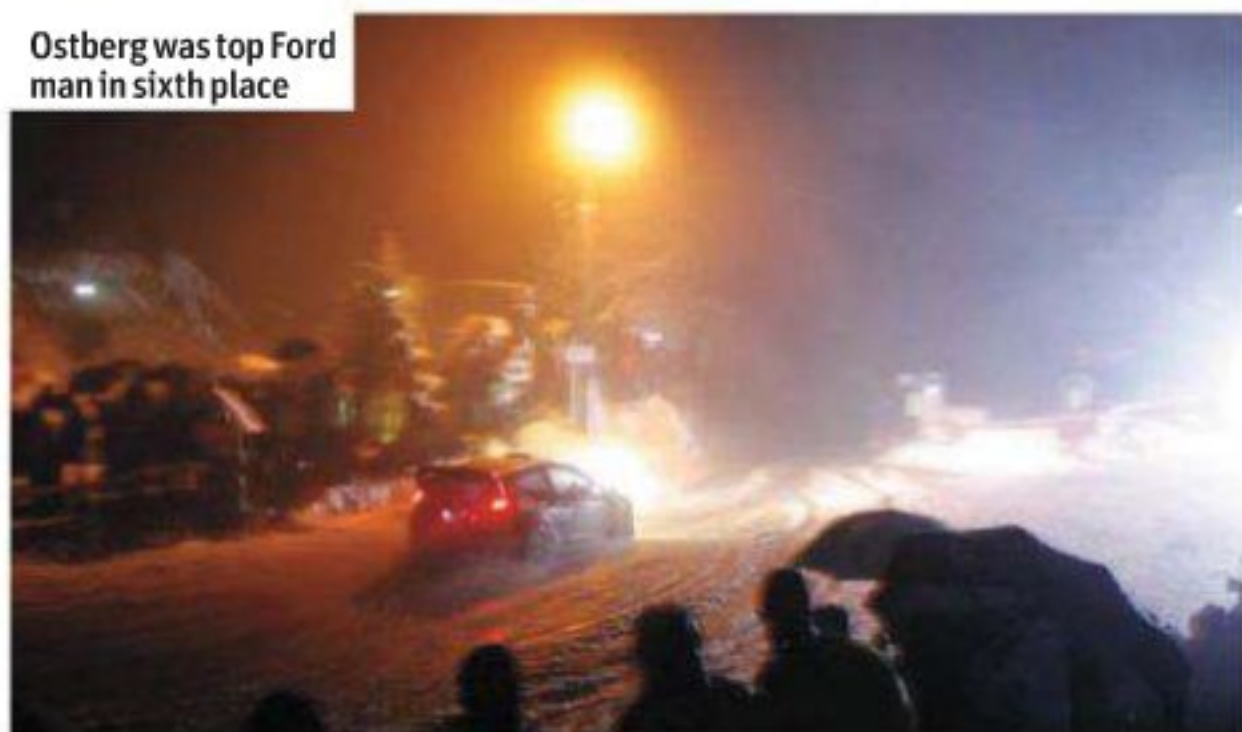
Sordo's return to Citroën netted third



VW's debut brought stunning P2 for Ogier

Seven up: Loeb took victory by 1m39s

Ostberg was top Ford man in sixth place



Having skipped, skated and slid across the snow, ice, wet and dry asphalt that made stage two a classic Monte test, it was left to Loeb's Citroen partner Mikko Hirvonen to put the reigning champion's time into context. Hirvonen was

20s down on Loeb (a fraction over a second per mile).

"He's been brave," admitted the Finn. "He's been very, very brave in there."

With the first loop complete, the cars returned to Valence for a lunch-hour-

long debate over what on earth to do with tyres for the afternoon.

Behind the two Sebastiens, Dani Sordo held a fine third on his return to Citroen. Equally merit-worthy was Juho Hanninen's fourth-placed Fiesta. The former IRC/SWRC and ERC champion has always gone well in S2000 machinery on this event, but he was going even better with the help of a turbocharger.

Fellow Qatar M-Sport debutant Thierry Neuville was content with a steady fifth early on, just under a second up on Hirvonen. Loeb's replacement as Citroen team-leader was deeply frustrated. Almost

a minute down on the champion, Hirvonen moved up to third in the afternoon but lost almost as much time in the repeated stages.

At the end of the day, the disconsolate Citroen driver said: "I just hate these conditions, *really* hate them. I can't get confidence when the grip changes all the time."

While Hirvonen looked like a blind man being presented with a copy of *War and Peace*, Loeb was speed-reading his way through the afternoon.

Despite sufficient uncertainty for all the crews to go out with two of everything tyre-wise (two studs, two snow and two asphalt tyres), Loeb was 1m20s up on Ogier and more than a little confused.

"I don't know what is the difference," said Loeb, who was particularly mystified at posting a time more than half a minute faster than anybody. "Maybe the road is getting dirty or it's freezing for them further back."

Then came the smile.

"Anyway, I'm here and, after a day like today, that's the main thing!"

The deterioration of the road theory was favourite as Ogier, who started eighth on the road, subsequently struggled to replicate his stunning morning speed through the afternoon. He remained second though.

Hirvonen and Sordo were third and fourth with the second VW of Jari-Matti Latvala an already distant fifth. Latvala had struggled with the handling of his Polo on the first stage and incurred 30s of road penalties trying to soften the car for SS2. After lunch, with the Polo more suited to the

conditions, Latvala was much more in character with second fastest in SS3. His efforts in four were hit by a puncture close to the end of the stage.

Hanninen's grip on fourth went south with a lengthy spin on the day's final stage, leaving Evgeny Novikov as top Qatar M-Sport car running in sixth. Neuville was already out, having clouted a rock and damaged the left-front wheel of his car too badly to continue in Burzet — just a mile from where he did exactly the same thing last year.

"I thought we'd left all this behind last year," groaned M-Sport boss Malcolm Wilson.

POSITIONS AFTER DAY ONE

1 Loeb/Elena	1h39m49.0s
2 Ogier/Ingrassia	+1m20.3s
3 Hirvonen/Lehtinen	+1m46.7s
4 Sordo/del Barrio	+2m01.2s
5 Latvala/Anttila	+2m32.2s
6 Novikov/Minor	+2m50.6s

LEG TWO (82.33 miles)

CLEAR - AMBIENT TEMPERATURE RANGE ON STAGES: -12 TO 7C

Twenty-four hours after VW celebrated its glorious arrival in the WRC proper with an Ogier fastest time, it was doing the same again as the Polo powered its way to quickest on the Thursday-morning opener.

Ogier was followed home by Novikov, who decided he'd done the cautious thing for long enough and chose to start pushing. He might have regretted that policy halfway through SS5 when a major moment quickened his pulse somewhat.

Novikov put that extra surge of adrenalin to good use on a snow-full St ▶



Hanninen took SS9 win on WRC-car debut

STAGE TIMES

SS1 LE MOULINON-ANTRAIGUES (23.05 MILES)

Fastest: Ogier 27m31.8s
Leader: Ogier

SS2 BURZET-ST MARTIAL (19.01 MILES)

Fastest: Loeb 25m02.7s
Leader: Loeb

SS3 LE MOULINON-ANTRAIGUES (23.05 MILES)

Fastest: Loeb 25m16.2s
Leader: Loeb

SS4 BURZET-ST MARTIAL (19.01 MILES)

Fastest: Loeb 21m54.6s
Leader: Loeb

SS5 LABATIE D'ANDAURE-LALOUVESC (11.85 MILES)

Fastest: Ogier 14m22.3s
Leader: Loeb

SS6 ST BONNET-ST BONNET (15.81 MILES)

Fastest: Novikov 18m02.7s
Leader: Loeb

SS7 LAMASTRE-ALBOUSIERE (13.49 MILES)

Fastest: Novikov 17m07.5s
Leader: Loeb

SS8 LABATIE D'ANDAURE-LALOUVESC (11.85 MILES)

Fastest: Loeb 13m10.1s
Leader: Loeb

SS9 ST BONNET-ST BONNET (15.81 MILES)

Fastest: Hanninen 17m33.2s
Leader: Loeb

SS10 LAMASTRE-ALBOUSIERE (13.49 MILES)

Fastest: Loeb 15m43.0s
Leader: Loeb

SS11 ST JEAN EN ROYANS-LA CIMEDU MAS (20.62 MILES)

Fastest: Loeb 20m17.9
Leader: Loeb

SS12 ST NAZAIRE LE DESERT-LA MOTTE CHALANCON (13.73 MILES)

Fastest: Ostberg 15m29.5s
Leader: Loeb

SS13 SISTERON-THOARD (22.80 MILES)

Fastest: Loeb 24m17.9s
Leader: Loeb

SS14 MOULINET-LA BOLLENE VESUBIE (14.62 MILES)

Fastest: Bouffier 23m56.9s
Leader: Loeb

SS15 LANTOSQUE-LUCERAM (11.77 MILES)

Fastest: Sordo 15m02.7s
Leader: Loeb

SS16 MOULINET-LA BOLLENE VESUBIE (14.62 MILES)

Fastest: Loeb 22m08.8s
Leader: Loeb

SS17 MOULINET-LA BOLLENE VESUBIE (14.62 MILES)

Cancelled

SS18 LANTOSQUE-LUCERAM (11.77 MILES)

Cancelled

◀ Bonnet stage with his – and the Qatar M-Sport team's – first fastest time of 2013. And then, just to show that one was no fluke, he did it again on the morning's final stage.

"Apart from that one moment," said Novikov, pausing to underline the momentousness of that moment, "everything has been good this morning. I have good confidence and I think I can go quicker."

His listening team boss Malcolm Wilson smiled and took a step backwards. "Now I'm worried!" joked the Cumbrian.

Ogier's hopes of back-to-back scratch times were spoiled with a spin on SS6, but overall he narrowed the gap to leader Loeb through the three stages. Loeb wasn't worried. He was enjoying himself. He confessed that first on the road and running consequently as a snowplough in places wasn't the best. But then he got to St Bonnet and full snow.

"There was no grip," he said, "Nothing. We could have gone off the road on every corner. But it was a lot of fun. It's been nice to drive this morning, lots of snow and really bright sunshine."

Loeb insisted that the potential for this being his last-ever Monte was not playing on his mind, but his demeanour certainly seemed more relaxed than ever. Then again, with two fastest times through the afternoon – and a 1m34s lead at the end of day two – probably helped ease the strain.

The strain was, however, beginning to tell on Ogier. Not the stresses of driving or anything like that, but the constant barrage of questions about fighting with the man in front.

"I don't care about Loeb," he said. "I am interested only in the drivers who are doing the championship and I'm only interested in my own times."

He developed a new technique of selective deafness to deal with such moments.

After starting the day third, Hirvonen had dropped to fifth by lunchtime. The team promised bigger changes to his DS3 in an

effort to find some more pace, but Hirvonen was typically candid.

"I've got to be braver," he said. "I've got to go over the limit and hope there's nothing there waiting for me."

Sordo eased his way past his team-mate and into a provisional podium place, but there was no chance to relax with the flying Novikov just 15s back in fourth.

Latvala was one place down on Hirvonen in sixth, with fellow Finn Hanninen joining this fight. Hanninen scored his first fastest time in the WRC on SS9 to get within touching distance of Latvala, but slipped back when the VW driver found more pace on the day's closing stage.

POSITIONS AFTER DAY TWO

1 Loeb/Elena	3h16m29.1s
2 Ogier/Ingrassia	+1m34.8s
3 Sordo/del Barrio	+2m38.0s
4 Novikov/Minor	+2m53.2s
5 Hirvonen/Lehtinen	+3m22.7s
6 Latvala/Anttila	+3m43.2s

LEG THREE (57.16 miles)

SUNNY - AMBIENT TEMPERATURE RANGE
ON STAGES: -5 TO 7C

More than a minute ahead, Loeb turned his Citroen south and headed for the seaside – via some of the world finest roads. The first stop was St Jean en Royans, and with more than half of it covered in perfect powder, Loeb had a ball.

"Incredible!" he grinned at the finish – fastest, of course. "This was the nicest stage so far."

Ogier was second fastest, with Ostberg third, moving

him up to eighth overall. Further up the leaderboard, a spin for Sordo dropped him into the clutches of Novikov – the Ford was just 7.4s behind the Citroen at the end of the opener.

"The car caught a snowbank and we spun," said Sordo. "Not good start."

Having tackled the opener on studs, the next two stages were more complicated with more asphalt than ice and snow. M-Sport's decision to run the full studs paid off handsomely with Ostberg completing his sensational day-three turnaround in pace with fastest time. And Novikov's second quickest was enough – allied to another Sordo moment – to elevate him to a provisional podium spot in third.

The Citroens (and Ogier's VW) were studded at the front with soft asphalt covers at the rear. Predictably, all of them moaned about the rear of the car moving around far too much in the ever-changing conditions.

But, typically, what the Monte gave with one hand it took away with another as Loeb and co mixed the racers with winters to whop the Qatar cars on the dry sections of Sisteron. The three miles of near solid ice over the Col at the top of the test wasn't enough for the chunkier-booted Fiestas to make the difference.

Loeb and Ogier remained comfortably out front, while Sordo took 6.9s out of Novikov to close to just 1.7s of third. Latvala's confidence soared on Sisteron as he posted second quickest to move past Hirvonen for fifth.

IRC Monte winner Bouffier was fifth



Novikov flew M-Sport flag before going off



Wiegand's Skoda was WRC2 class dominator

With cooked brakes, Hirvonen arrived in the village of Thoard at the finish and shook his head. It'd been another one of those days.

POSITIONS AFTER DAY THREE

1 Loeb/Elena	4h16m41.9s
2 Ogier/Ingrassia	+1m47.4s
3 Novikov/Minor	+3m19.9s
4 Sordo/del Barrio	+3m21.6s
5 Latvala/Anttila	+4m04.9s
6 Hirvonen/Lehtinen	+4m19.1s

LEG FOUR (67.43 miles)

RAIN AND SNOW - AMBIENT TEMPERATURE RANGE ON STAGES: -2 TO 6C

After a long lie-in, late breakfast and possibly a quick stroll around the grand prix circuit, Loeb was ready to finish the job on Saturday afternoon. And, having talked about his desire to see the Monte in all its glory on what could be his final time ever, the most famous rally of them all delivered. Right up until the end.

In the harbourside service park, the rain eased. But the big question was the one about freezing point. How high before the water turned white?

The rumour was, the *neige* appeared at 800 metres. Turini was completely covered – and there was another half a metre coming. Studs were the only option.

But then, the fickle weather took another turn. The temperature rose and the snow began to melt, turning to slush.

With a prolonged absence of meaningful split times or radio coverage, computer screens and scanners were useless. But it was clear, something was going down in the mountains.

"Novikov: three wheels," said the message from a service park source. Soon followed by "Latvala off"

and finally "Juho out."

And then a mightily relieved Loeb found WRC Live's George Donaldson waiting at the end of the stage. And he wasted no time in relaying his thoughts on what he'd seen in the last 20-odd minutes.

"It was really shit!" said Loeb, "Undriveable! You can only go at 30kp/h – if you go more than that you will go off the road. It was completely terrible. We have wet snow and no grip and all the time I make the line for the cars behind."

Ogier was a little calmer behind Loeb, but the VW man's estimation of a sensible speed was less – just 20kp/h.

Novikov had left service in determined mood. He wanted a podium on his factory debut. Unfortunately corner three of SS14 caught him out.

"We ran wide," he said. "The information from the gravel crew was not the same as the conditions on the road. The conditions were changing so quickly, and there was just no way for us to avoid what happened. We hit a stone wall and spun. We damaged the rear-left wheel and then had to stop about four kilometres down the road."

Sordo was straight up to third and not about to take any chances.

"In first gear," he said, "I lose the car all the time. You have to stay in the line, if you go out, it's all over."

Latvala didn't appear in service, electing to head straight to the hotel and not talk about what might have been fourth – and possibly even more on his debut.

Publicly, Volkswagen talked about it being a shame for Latvala, but privately there was frustration at the Finn's



That's seven on the Monte and 77 in total

early bath. With no pressure at all, he'd been told simply to make it to the finish. Yet, less than a mile out of the village of Moulinet – and certainly nowhere near the terrors that lay in wait a vertical kilometre up – J-ML had dropped it, slapping the right-rear of the Polo against a wall.

Hanninen at least made it to the top before he joined a long list of rally greats who have hit the wall on the way down from the WRC's most famous Col.

As the times unfolded, the big winners were Hirvonen and Ostberg, who moved into fourth and fifth overall.

On arrival back in Monaco after the Lantosque-Lucram stage and a second attempt at Turini – which was slightly more straightforward with much of the slush moved aside – both Hirvonen and Ostberg questioned the sense in continuing.

"I think we should stop now," said Hirvonen, not this event's biggest fan, with a half-smile.

And that wish came true when the rain continued and hundreds of drenched spectators decided to make a move. Pouring down the mountain, the village of Sospel was completely

blocked and the rally over.

Just before the premature end, Bouffier picked up one sole scratch time (on the treacherous Turini) before claiming sixth. WRC2 winner Sepp Wiegand picked up an amazing eighth overall and an eight-minute category win, while Sebastien Chardonnet celebrated a maiden WRC3 success.

A Sunday-morning podium in the pouring rain was not a fitting end to what had been a stunning event. But, among the capricious conditions, a seventh Loeb win brought some degree of normality to proceedings.

RESULTS

Monte Carlo Rally, Valence/Monaco, January 16-19

16 SPECIAL STAGES, 291.076 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	5h18m57.2s
2	8	Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC	+1m39.9s
3	10	Dani Sordo/Carlos del Barrio	Citroen DS3 WRC	+3m49.0s
4	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+5m26.3s
5	22	Bryan Bouffier/Xavier Panzeri	Citroen DS3 WRC	+8m13.1s
6	4	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+12m03.7s
7	21	Martin Prokop/Michael Ernst	Ford Fiesta RS WRC	+23m27.3s
8	32	Sepp Wiegand/Frank Christian	Skoda Fabia S2000	+29m34.5s
9	42	Olivier Burri/Andre Saucy	Peugeot 207 S2000	+35m38.2s
10	12	Michal Kosciuszko/Maciej Szczepaniak	Mini John Cooper WRC	+36m28.0s

OTHERS

R	5	Evgeny Novikov/Ilka Minor	Ford Fiesta RS WRC	SS14-off
R	6	Juho Hanninen/Tomi Tuominen	Ford Fiesta RS WRC	SS14-off
R	34	Jari-Matti Latvala/Miikka Anttila	Volkswagen Polo R WRC	SS14-off
R	26	Thierry Neuville/Nicolas Gilsoul	Ford Fiesta RS WRC	SS4-off

Starters/finishers: 73/45

Leaders: SS10 Ogier; SS2-16 Loeb

WRC2 winner: Wiegand/Christian

WRC3 winner: Sebastien Chardonnet/Thibault de la Haye (Citroen DS3 R3 #51), 6h04m28.2s (13th o/a)

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	25
2	Sebastien Ogier	18
3	Dani Sordo	15
4	Mikko Hirvonen	12
5	Bryan Bouffier	10
6	Mads Ostberg	8
7	Martin Prokop	6
8	Sepp Wiegand	4
9	Olivier Burri	2
10	Michal Kosciuszko	1

MANUFACTURERS' POINTS

1	Citroen Total	37
2	VW Motorsport	18
3	Abu Dhabi Citroen	15

RALLYROUTE The opening round of the season provided its usual blend of Ardeche and Alpes Maritimes stages – this year with the inclusion of the super-famous Sisteron stage for the first time since 2002 and a planned three runs over the Col de Turini on the final night.

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Tucuman (RA)-
Santiago (RCH)

QUICK RESULTS

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→ Trucks **Eduard Nikolaev**
→ Quads **Marcos Patronelli**
→ Bikes **Cyril Despres**

RACE RATING

★★★★☆

The sting was taken out of the battle long before the finish

REPORTS

WORLD OF SPORT



Peterhansel and Cottret celebrate

DAKAR RALLY STAGES 9-14 TUCUMAN (RA) - SANTIAGO (RCH), JANUARY 14-20

Peterhansel drives into record books (again)

STEPHANE PETERHANSEL rewrote his own piece of Dakar Rally history by securing a fifth victory in the car category of the world's toughest event last weekend.

The Frenchman's 11th overall win on the Dakar (including six on two wheels) was as much down to his experience and precision, and that of co-driver Jean-Paul Cottret, as the meticulous preparation of the X-raid team.

The German squad's self-developed Minis took three of the first four places with one of its older BMW X3s coming home fifth in what was a dominant performance from Sven Quandt's men.

"Fifteen days of emotions and then the victory," said Peterhansel, whose win took him clear of the record of four car wins he'd previously shared with Ari Vatanen.

"I dedicate this win to Jean-Claude Olivier [former Yamaha France team manager], who passed away last week. He brought me into this event and taught



De Villiers came through to P2

me everything I know, so the second week was quite hard because I thought of him all the time. My team did a cracking job. We never stopped, and that was the first time since I started racing in a car that we never had a mechanical problem. Jean-Paul was amazing as my co-driver."

Nasser Al-Attiyah was Peterhansel's big rival for victory until the longest stage of the event between Tucuman and Cordoba in Argentina last Tuesday. Wheel and tyre issues forced the Qatari to stop several

times, and his Red Bull buggy ground to a halt just two miles from the stage finish with a broken water pump. Retirement was the only option.

That turned Peterhansel's 3m14s advantage into one of almost 50 minutes over new second-placed man Giniel de Villiers, and changed his approach into one of preservation, rather than all-out attack.

Despite a scary moment when he became stuck in a dune three days from the finish, Peterhansel was generally faster than

de Villiers' Imperial Toyota during the final week. De Villiers, who won the event in 2009, was still delighted with his result, 42m22s behind the winner.

"Second place counts as a victory for us," said the South African. "Last year we exceeded our expectations by far and would never in our wildest dreams have believed that we would better our third-placed finish from 2012."

Former Cross-Country World Cup winner Leonid Novitskiy led X-raid team-mate Nani Roma to

the final podium spot while Orlando Terranova, who set the pace on SS10, was fifth in the team's BMW.

Dakar veteran Carlos Sousa came sixth in his Great Wall – another BMW-based car – while SMG Buggy drivers Ronan Chabot and Guerlain Chicherit made it into the top 10 in the final week.

American Robby Gordon set two fastest stage times in his self-run Hummer, but could do no better than 14th thanks to his maladies early in the event.

● Neil Perkins

RESULTS

1 Stephane Peterhansel/Jean-Paul Cottret (Mini All4 Racing), 38h32m39s; 2 Giniel de Villiers/Dirk von Zitzewitz (Toyota Hilux pickup), +42m22s; 3 Leonid Novitskiy/Konstantin Zhiltsov (Mini); 4 Nani Roma/Michel Perin (Mini); 5 Orlando Terranova/Paulo Fiuza (BMW X3 CC); 6 Carlos Sousa/Miguel Ramalho (Great Wall Haval); 7 Ronan Chabot/Gilles Pillot (SMG Buggy); 8 Guerlain Chicherit/Jean-Pierre Garcin (SMG); 9 Pascal Thomasse/Pascal Larraque (MD Buggy); 10 Boris Garafulic/Gilles Picard (Mini).

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TOYOTA RACING SERIES

Timaru (NZ),
Rd 2/5

QUICK RESULTS

- Race 1 **Lucas Auer**
- Race 2 **Felix Serralles**
- Race 3 **Alex Lynn**
- Points leader **Auer**

RACE RATING

★★★★☆

Deserving winners, but precious little overtaking

REPORTS

WORLD OF SPORT

TOYOTA RACING SERIES TIMARU (NZ), JANUARY 19-20, ROUND 2/5

Auer takes points lead as Lynn grabs big win

LUCAS AUER SEIZED THE lead of the Toyota Racing Series after a back-and-forth points battle with Felix Serralles over the Timaru weekend.

The 18-year-old Austrian topped both qualifying sessions and waltzed away from 2012 champion Nick Cassidy to win the opening encounter by four seconds.

"The team did a great job with the car," Auer said. "In the end I just had to drive it. This track is a little one, and twisty too, but I like it."

Auer's Giles Motorsport team-mate Serralles had qualified sixth and finished the 15-lapper in the same position. "You can't pass here; it's too tight," the frustrated Puerto Rican said.

Cassidy's M2 Competition machine kept a small-but-safe gap over Bruno Bonifacio to complete the podium, while Steijn Schothorst and Damon Leitch completed the top five.

Serralles started race two

from pole after the random reversed-grid draw, and soon established a safe gap. His second win of the season came easily from Kiwis Leitch and Cassidy, with Bonifacio and Auer next.

Auer was back on pole for the 20-lap *Timaru Herald* Trophy race, but it was Brit Alex Lynn – not feeling any pain from his big crash the previous weekend at Teretonga – who grabbed the lead immediately.

M2 driver Lynn was hounded by Auer for the entirety, although the lack of overtaking spots limited the Austrian's opportunity to pass. "He won the start and that's it – it was too difficult to overtake," Auer said.

Lynn admitted that the pressure had been intense. "I made a lot of mistakes due to the pressure of having him there, but my defensive game was up to it," he said.

Serralles started third but Bonifacio found a way past him, only to retire with a



Lynn (36) beat Auer in Trophy race

dead engine. By finishing ahead of Serralles, Auer took the series lead.

Cassidy, third in the points, had the satisfaction of setting fastest lap in the second and third races.

● Bernard Carpinter

RESULTS

Race 1 1 **Lucas Auer**, 15 laps in 14m39.699s; 2 Nick Cassidy, +4.051s; 3 Bruno Bonifacio; 4 Steijn Schothorst; 5 Damon Leitch; 6 Felix Serralles. **Race 2** 1 **Serralles**, 15 laps in 15m31.320s; 2 Leitch, +0.476s; 3 Cassidy;

4 Bonifacio; 5 Auer; 6 Alex Lynn.

Race 3 1 **Lynn**, 20 laps in 19m32.674s; 2 Auer, +0.264s; 3 Serralles; 4 Schothorst; 5 Leitch; 6 Nicholas Latifi. **Points** 1 Auer, 382; 2 Serralles, 376; 3 Cassidy, 329; 4 Pipo Derani, 289; 5 Lynn, 282; 6 Leitch, 282.

BRAZIL F3 OPEN INTERLAGOS (BR), JANUARY 18-20

Guimaraes dominates small field in Brazil

FELIPE GUIMARAES BECAME the third different winner of the Brazil F3 Open as he utterly dominated a small field at Interlagos.

The 21-year-old Brazilian, who has previously raced in GP3, Indy Lights, Euro 3000 and A1GP, qualified on pole position in his Hitech Brasil Dallara-Berta and was in a class of his own

all weekend. He joins Will Buller and Lucas Foresti on the list of event winners.

After winning the heat easily, Guimaraes was forced out of the quarter-final with a spark-plug failure while leading, and then from the semi-final when his engine blew on the opening lap – just as he had passed team-mate Roberto la Rocca for the lead.

His pace advantage showed through in the final, however, as he stormed into the lead inside two laps and won by over a minute.

His path was cleared somewhat by la Rocca – winner of both the previous two races – pitting before the start to have a faulty spark plug changed, but the Venezuelan still came back to fourth.

The troubles of others promoted another ex-GP3 racer, Russian Dmitry Suranovich, into second place. Eduardo Banzoli was the best of the drivers in older machinery and finished third overall.

Just six cars started the event, the late withdrawal of several others coming as a result of an import delay

forcing Pirelli to supply extra-hard tyres that were deemed to be unsuitable for the event.

● Lito Cavalcanti

RESULTS

Final 1 **Felipe Guimaraes** (Dallara-Berta F309), 19 laps in 31m16.716s; 2 Dmitry Suranovich (DB F309), +1m15.536s; 3 Eduardo Banzoli (DB F301); 4 Roberto la Rocca (DB F309); 5 Raphael Raucci (DB F309); no other finishers. **Semi-final** 1 **la Rocca**, 19 laps in 30m55.156s; 2 Banzoli, +29.169s; 3 Gustavo Lima (DB F301); 4 Raucci; 5 Suranovich; no other finishers. **Quarter-final** 1 **la Rocca**, 19 laps in 30m40.592s; 2 Raucci, +33.354s; 3 Lima; 4 Suranovich; no other finishers. **Heat 1** **Guimaraes**, 16 laps in 30m45.888s; 2 la Rocca, +3.921s; 3 Suranovich; 4 Lima; 5 Banzoli; 6 Raucci.



Guimaraes won at Interlagos

IN BRIEF

ANDROS TROPHY

Mini driver Jean-Philippe Dayraut stands on the brink of a fourth title after taking a double win at Lans-en-Vercors. Andrea Dubourg and Olivier Panis had a second place each in, respectively, Renault and Dacia machinery. Dayraut is now 45 points ahead of closest rival Benjamin Riviere.

NEW ZEALAND V8s

Australian V8 Supercar veteran Jason Bargwanna took two wins and a third in his Tulloch Holden at Timaru to keep the series lead. The other race was won by Martin Short, the Toyota driver helped by a mechanical failure for Bargwanna.

'Bargs' won twice



Why Brits love the Daytona 24

The UK boasts a pretty good record at Daytona's twice around the clock sportscar classic. *GARY WATKINS* talks to four drivers hoping to add a victory to their CV, and two others who have already lifted the trophy



THE ETERNAL BRIDESMAID

Allan McNish

#2 Starworks Motorsport
Riley-Ford MkXXVI

Daytona participations: 8

Best result: 2nd
(1998, '99 and 2012)

"It's a box I want to tick after coming so close so many times before. I finished second and won the class the first time I went in 1998, and I've finished second on two more occasions.

"I haven't won overall, so it's a case of unfinished business, though I'd say that aspect isn't as important to me as it was 10 years ago. A victory at Daytona wouldn't change my life and it wouldn't be the defining moment of my career, but it would be nice if it happened.

"It's also a good chance for me to blow away the winter cobwebs and make sure I stay race-sharp ahead of the start

of the FIA World Endurance Championship in April. It's a race without too much pressure attached to it, which is a plus point for me. It's a low-key way for me to kick off the season.

"Everyone keeps telling me that I'm only going for the watch [winners get a Rolex Daytona], but why would I want a Rolex? I'm sponsored by TAG Heuer."



McNish: determined to break Daytona duck



THE TITLE CHALLENGER

Richard Westbrook

#90 Spirit of
Daytona Coyote-
Chevy Corvette

Daytona participations: 6
Best result: 3rd
(2010)

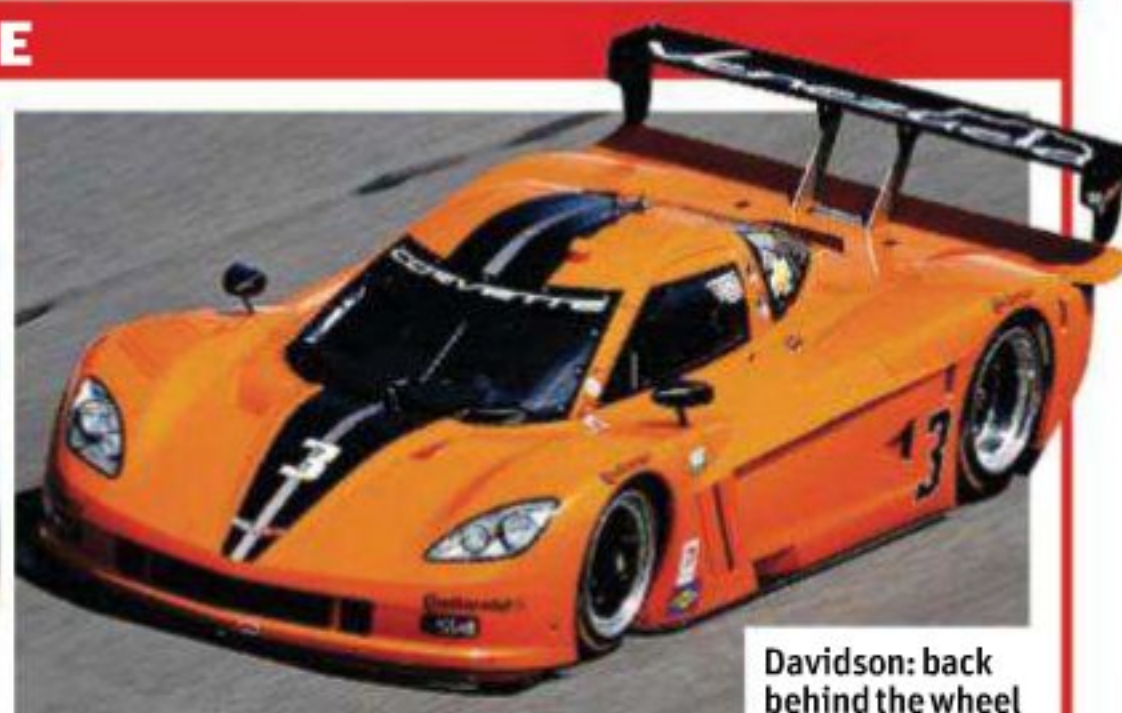


"I want to win, because if I do, it would mean I'm leading the championship going into the second round. That's my own personal priority, but it is important for me as a sportscar driver to win the race at least once in my career. It was the first proper enduro I ever did, and the one I've done the most times, so it's definitely one I want to win.

"Daytona is a big event and I think it's definitely growing in stature. Maybe I wasn't reading enough about sportscars when I was doing the Porsche Supercup, but now I'm convinced its profile in Europe is growing.



THE ROOKIE



Davidson: back behind the wheel

Anthony Davidson

#8 8Star Motorsports
Coyote-Chevrolet Corvette
Daytona participations: 0
Best result: n/a

"It's simple why I'm doing it: I'm keen to maximise my time in a car this year and blow the cobwebs away after seven months out since my eight laps at last year's Le Mans 24 Hours.

"Everyone at Toyota is pleased that I'm doing it, especially because I'm driving with Stephane Sarrazin, who's going to be one of my team-mates at Le Mans.

"It is such a fantastic race with a lot of history. Last year I watched the race on TV – maybe six or seven hours of it live – and thought it looked like a fun race to do. I've always loved racing in America, so I thought I'd give it a go.

"It's one of those races where anyone who has been around for a while has a Daytona story to tell. I was talking to Hugues de Chaunac the other day and he told me how ORECA won there with the Chrysler Viper GTS-R in 2000 and rocked the establishment. Everyone has a tale to tell about the race and I want to have one of my own.

"We know it will be tough and are going in with our eyes wide open. Enzo Potolicchio's 8Star Motorsports is a new team and two of us have never done the race before, so we are on an almost vertical learning curve. We're going to keep our noses clean and see where we are on Sunday morning.

"You never know where you might end up in a 24-hour race. Maybe I can have some of the beginner's luck I had with Peugeot at Sebring in 2010."

THE OLD HAND

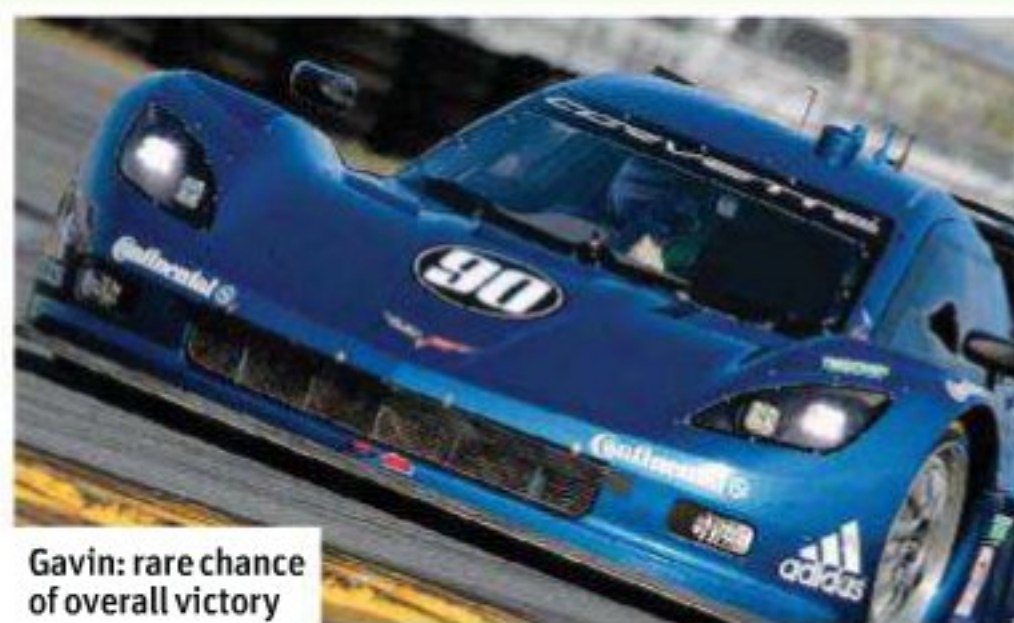
Oliver Gavin

#90 Spirit of Daytona
Coyote-Chevy Corvette
Daytona Participations: 8
Best result: 7th (2008)

"We are all very keen to have one of the Rolex Daytona watches you get if you win and to have our name up on the wall. I've driven with a lot of drivers who have done well there, so I know what it means because of where it is, its history and it's so difficult to win.

"Ask anyone about the victories that mean the most to them, and they will say it's the ones they had to fight the hardest for. Because of the effort you've put in and the fact it's been so close, it means they stick in the memory. And any Daytona 24 victory is going to be like that.

"Look at some of the driver line-ups and the teams running



Gavin: rare chance of overall victory



the cars for the past few years. There's real strength in depth, and perhaps a dozen cars that can win the thing. You know you're going to have to have a pretty special day to pull it off.

"Daytona is one of those races in which I want to try to get a better result. Circumstances have meant that I've always missed out. I feel this time I am in a good car run by a good team and have strong team-mates.

"This could be my last chance to go for the overall

victory for the foreseeable future. We know there will be a single unified US sportscar series from 2014 and the likelihood is that I'm going to be driving a new-generation GTE class Chevrolet Corvette C7 at Daytona next year.

"GM is keen to have a good result this year, which explains why so many Corvette Racing drivers from the ALMS are in their cars at Daytona. A Chevy victory is long overdue – I hope we can deliver." ▶

"The presence of so many big names and the fact that it's getting harder and harder to win probably has something to do with that. All the cars are pretty equal, and so strong you don't have the reliability issues you had in the past – and the Americans do like a yellow flag.

"That all explains why we've seen so many cars heading into the final few hours all running on the same lap. Last year, there was a period during the night when there wasn't a safety car for quite a few hours, but still no one was able to pull out a gap."



Westbrook: targeting title too

SIX OF THE BEST IN 2013

Chip Ganassi Racing Riley-BMW MkXXVI

#01 Scott Dixon (NZ)/Charlie Kimball (USA)/Juan Pablo Montoya (CO)/Scott Pruett (USA)/Memo Rojas (MEX)

#02 Dario Franchitti (GB)/Joey Hand (USA)/Jamie McMurray (USA)/Scott Pruett (USA)/Scott Dixon (NZ)

The best Grand-Am team for nearly a decade will be in the mix for Daytona victory number five.

Spirit of Daytona

Coyote-Chevrolet Corvette

#90 Richard Westbrook (GB)/Ricky Taylor (USA)/Oliver Gavin (GB)/Antonio Garcia (E)

This top line-up should be among the favourites if the Coyote proves a match for the Riley.

Starworks Motorsports

Riley-Ford MkXXVI

#2 Ryan Dalziel (GB)/Allan McNish (GB)/Sebastien Bourdais (F)/Alex Popow (YV)

Riley-Ford package gives this crew a chance of going one better than second place in 2012.

Action Express Racing

Coyote-Chevrolet Corvette

#5 Joao Barbosa (P)/Christian Fittipaldi (BR)/Nelson Piquet Jr (BR)/Felipe Nasr (BR)/Brian Frisselle (USA)

#9 Joao Barbosa (P)/Christian Fittipaldi (BR)/Burt Frisselle (USA)/Mike Rockenfeller (D)

Stellar line-ups, but can the Coyote match the Riley on the banking?

Michael Shank Racing

Riley-Ford MkXXVI

#60 AJ Allmendinger (USA)/Justin Wilson (GB)/Marcos Ambrose (AUS)/Oswaldo Negri Jr (BR)/John Pew (USA)

MSR is always up there, and won last year, but can it stave off the return of its notorious misfortune?

Wayne Taylor Racing

Dallara-Chevrolet Corvette DP01

#10 Max Angelelli (I)/Jordan Taylor (USA)/Ryan Hunter-Reay (USA)

WTR is looking to bounce back from last year's early bath at Daytona with a vengeance.

What it means to win Daytona



Wilson (second from right): last year's win "felt surreal"

Justin Wilson

#60 Michael Shank Racing
Riley-Ford MkXXVI

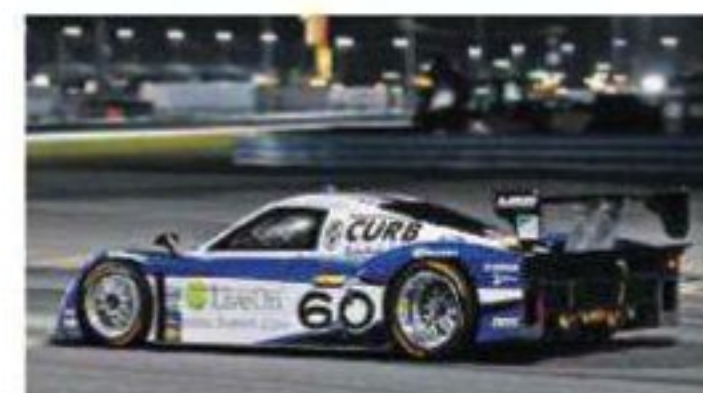
Winner in 2012 with Michael Shank Racing

"It's a bit surreal to think that I won it; it hasn't totally sunk in even a year on. I'd come so close with Michael Shank Racing, and finished second twice myself, so I still sometimes stop and think, 'Wow, we actually did it!'"

"Helping to get Mike [Shank] his first Daytona victory was

special after our previous near-misses. I'm sure it will mean more to me in the future doing it with him than if I had won with Chip Ganassi Racing in 2010, because they are always up there and have won so many times. I love racing with Mike because he puts everything into it and I was sharing the car with some good friends in AJ [Allmendinger], Oz [Oswaldo Negri Jr] and John Pew.

"The prestige is the other part of it: you win that race against a



lot of top drivers from all around the world. That makes it a big deal and we did it in the 50th anniversary year of the race. I'd definitely say it was one of the biggest wins of my career; it's right up there."

Ryan Dalziel

#2 Starworks Motorsports
Riley-Ford MkXXVI

Won Daytona in 2010 with Action Express Racing

"I remember that victory as though it was yesterday. In terms of what it did for my career, it is my biggest ever victory. I didn't have a full-time deal for that year, but it put me back on the radar and encouraged some sponsors to put some more money into Starworks. We ended up completing the season and that then led into what we achieved together in 2011 and '12, including winning LMP2 at the Le Mans 24 Hours.

"I had a verbal agreement to



Dalziel (left of trophy): biggest win of his career

do Daytona with Starworks that year, but then the chance to be in an all-pro line-up at Action Express came up. Peter [Baron] was the first guy to kick me out the door to go and do it. It was a gamble worth taking, and it worked out for both of us.

"People who've won Daytona twice or more tell me that the second victory feels even better. I'm sure that would be the case if I could do it with Peter. To win the 24 Hours with a guy who has been so loyal to me over the years would be extra special."



Action Express car won in 2010



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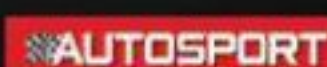
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TAKING ON THE DAKAR AND WINNING

While Stephane Peterhansel celebrated his fifth four-wheeled Dakar victory, Race2Recovery had their own reasons to party. By *SAM TREMAYNE*



Peterhansel splashes to yet another Dakar win

The champagne sprays, but it's the grin – unassuming and ecstatic – that says it all. Stephane Peterhansel is an 11-time Dakar winner.

A few hours after the Frenchman's celebrations, but sharing both the same podium and the same grins, Race2Recovery – a close-knit team of injured serviceman and civilian volunteers attempting the race for the first time – are celebrating their own achievement: finishing. After 14 days tackling the toughest South American terrains, this feat shouldn't be underestimated. Fittingly, it's quite impossible to judge which result means more to the respective squads.

For Peterhansel, an unparalleled career grows ever-more imperious. To his six bike wins have now been added five of the four-wheel variety, overtaking Ari Vatanen's previous benchmark of four.

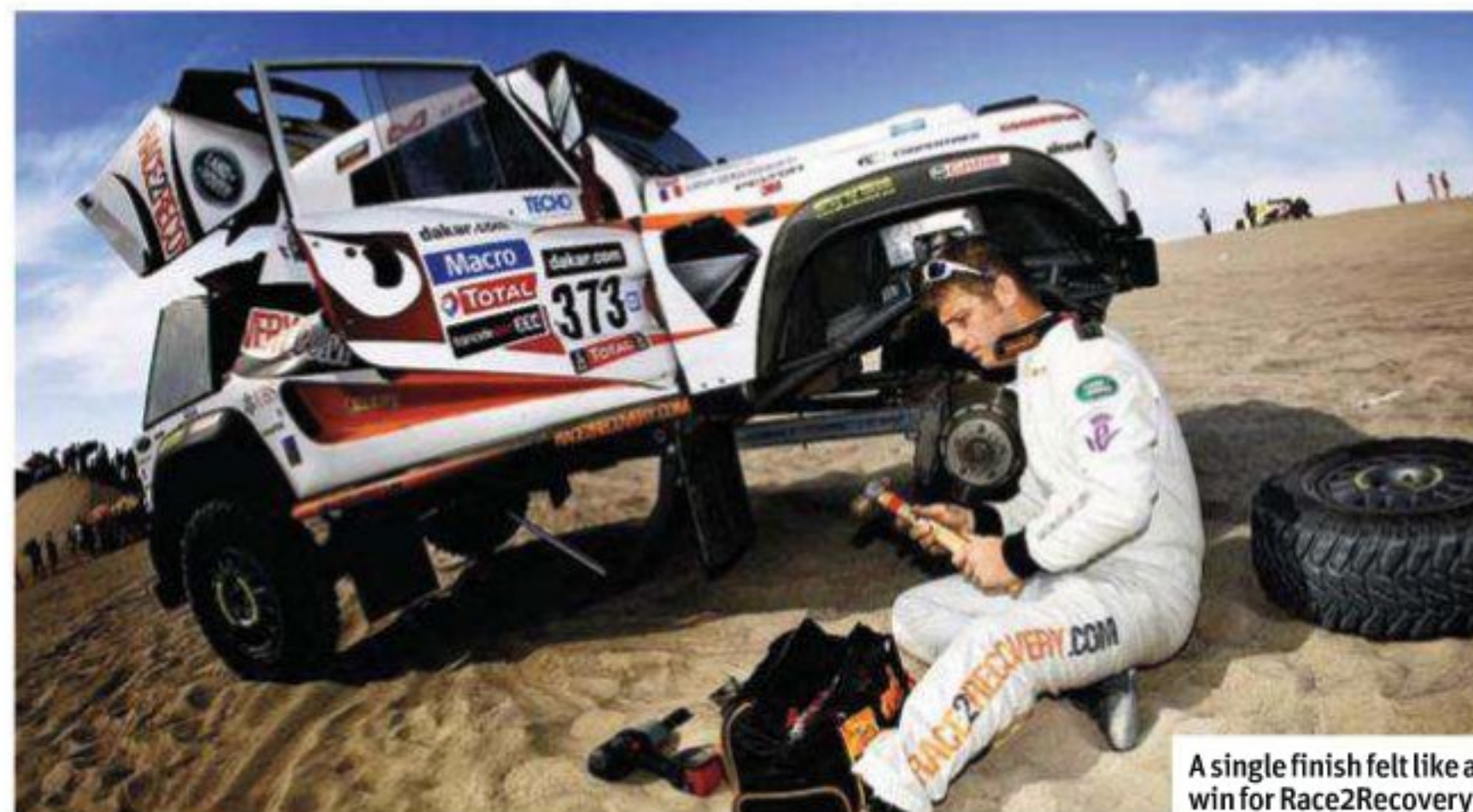
Others might have won more stages this year, but none could match the Frenchman's relentless consistency, not to mention his ability to avoid mistakes. Those qualities, coupled with his winning margin of some 40 minutes, and the smooth, almost languid, style he possesses, mean it's tempting to assign some sort of inevitability to his triumph. After all, he makes it look so routine.

Appearances can be deceiving though: Dakar can never be accused of being easy. And in Race2Recovery, there was the perfect foil to Peterhansel and the extreme, big-bucks professionalism of his X-raid Mini squad.

"You are talking about one of, if not the, hardest race in the world," team captain and founder Tony Harris says. "To get four cars here is pretty incredible in itself, but having one car finish, that was everything we could have hoped for."

It didn't always look likely, not least after an opening that included 927km of dunes, erg and fesh fesh in the first four days – Peterhansel dubbed it "the best, and most complicated, opening since we came to South America."

Race2Recovery felt the effects. Harris exited after two days when temperature delays left him vulnerable to what



A single finish felt like a win for Race2Recovery

transpired was an avoidable decision to withdraw; Justin Birchall suffered terminal damage climbing a dune in the darkness on day four; Benjamin Gott, one of the few team members with some previous Dakar experience, fell foul of a sudden six-foot drop in the dunes and rolled out of the rally on stage six. Days later both the team's T5 trucks, which drive the liaison routes carrying all the team's equipment and spares, developed problems and could no longer continue. On Day five, there was a tragic road accident which left two Peruvians dead.

"We had an unbelievable run of setbacks, but the team didn't let any one of them knock them off their stride," says Harris, who lost his left leg below the knee driving over a bomb in 2009. "In fact it spurred us on, and that says everything you need to know about this team. We wouldn't let this race beat us."

"My own exit was probably one of the shittiest moments of my life to be honest. We'd had temperature problems, it was getting dark and I still had 190km to go. The team manager said they couldn't afford to rescue me and I needed to withdraw. What wasn't clear was that I could have slept in the car and had seven hours to complete the stage the next day. After investing so much time and emotional energy into this, such a simple mistake cut me up badly."

As Harris admits, there are some things about Dakar that are impossible

"We had an unbelievable run of setbacks, but the team didn't let any one of them knock them"

Team captain, Tony Harris

to learn without experience. That's something Peterhansel and X-raid have in spades.

"It's hard to define how important experience is," Peterhansel reflects, "but I know without experience it is not possible to win the Dakar, and it's even difficult to finish. I also know sometimes it is not necessary to be on full attack, that it's better to lose a few seconds and finish the stage."

Peterhansel earned the right to use that lesson over the final stages, delivering a faultless masterclass as all his major rivals hit trouble. "For me the Dakar is the most interesting race because it's not just about speed," he explains. "Yes you need it, but you also need to mix in endurance, strategy and navigation. It's a compromise of all the parameters. That's why it's interesting."

"We haven't had any problems at all. The car was incredible, 100 per cent reliable. We've beaten tough opposition, but we've also had a brilliant route and some amazing landscapes. It's been like a dream."

Race2Recovery's journey has been nowhere near as serene, but there is a shared ethos. As important as winning was to Peterhansel, and finishing was to the rookie squad, the ultimate sense of pride comes from far more than just the end result.

As Harris puts it: "Just because I was out didn't mean I couldn't help in other ways, which was true of the entire camp. After my injury, the thing I missed most about the military was the camaraderie, the strength of fellowship. This team has come as close as I have ever seen to replicating that in terms of bringing a phenomenal group of people together through one common aim."

That, after all, is precisely what the spirit of Dakar is about. ☼

HOW TO MAKE IT LOOK EASY

As one of the hardest events in the world, the Dakar wasn't supposed to be dominated by a single team. But for the past two years X-raid has not only won, but also locked out five of the top 10 positions – this year also claiming four of the top five slots.

"Our success is no accident," says founder Sven Quandt, himself a winner of the Dakar standard class in 1998. "Every year we have developed the car. Organisation is minimum 30 per cent of the battle, so we've established the correct routines. Because of that, we

X-raid 'work less' than they did five years ago



have to work much less than we did five years ago, and that has a cumulative effect, leaving everyone fresher and sharper. Over an 8000km race, that's the difference."

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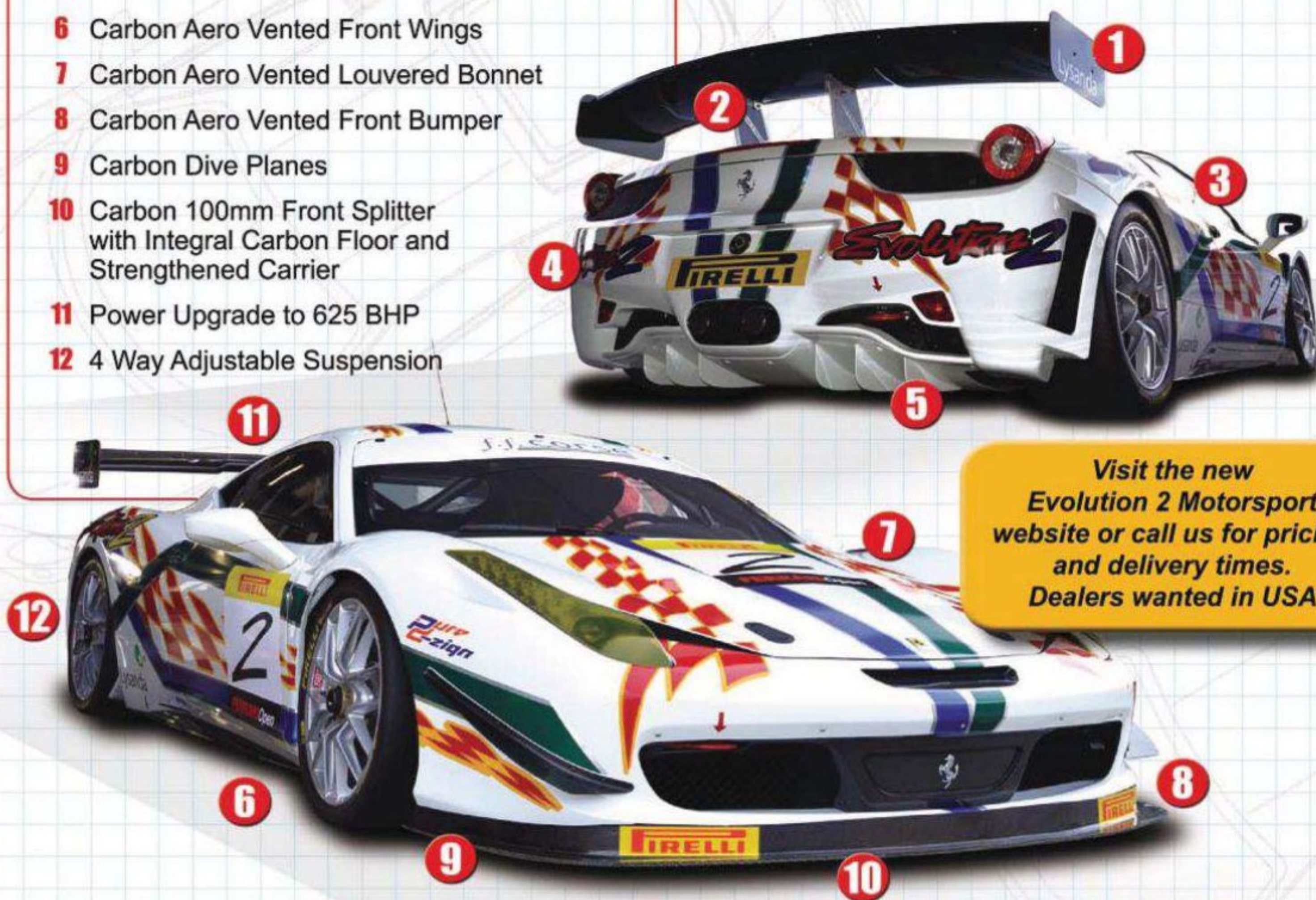
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"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement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

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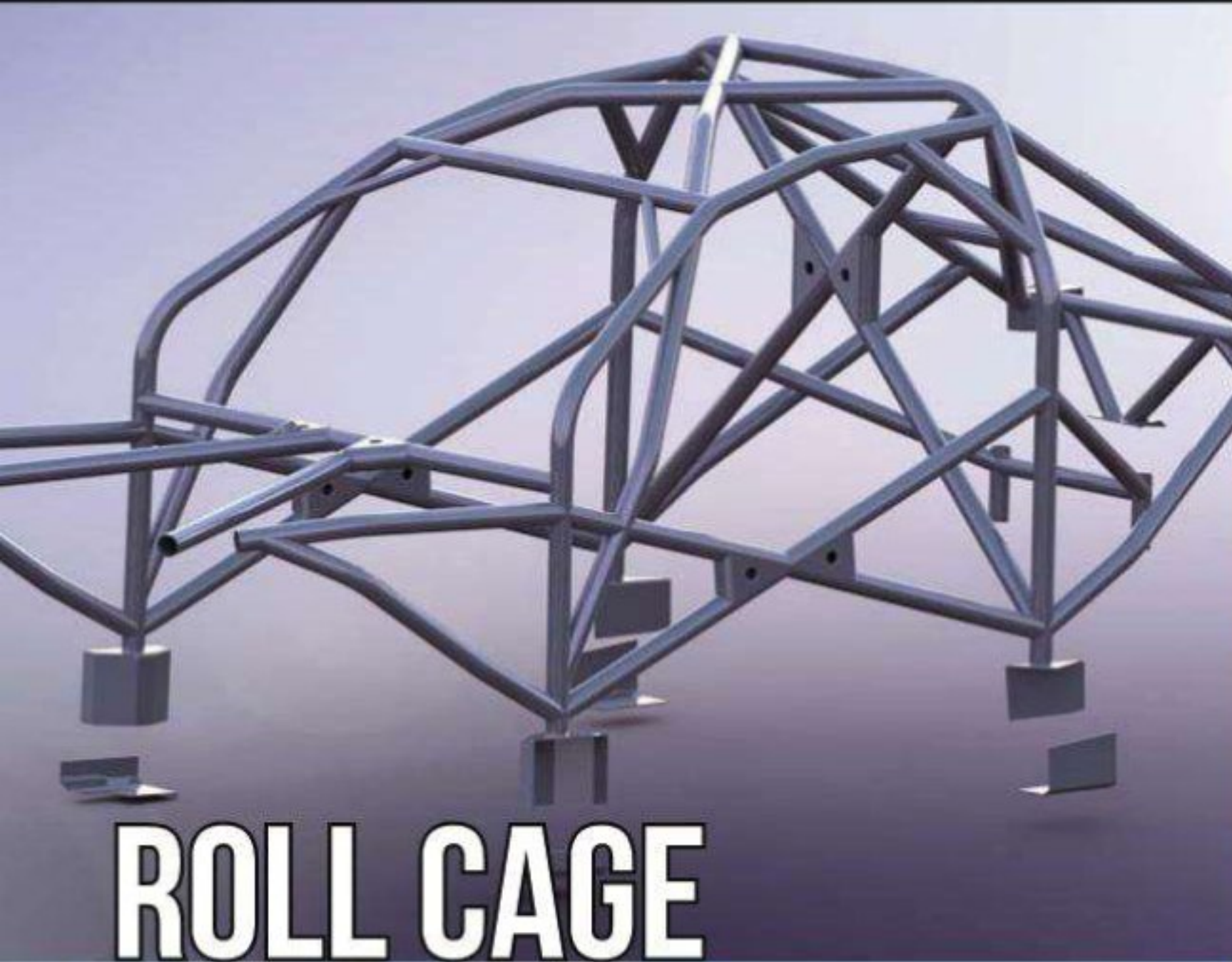
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Peugeot hopes scheme will boost 208GTI sales

Peugeot's works prize drives

Hundreds of UK racers to compete for Nurburgring 24 Hour seats

» A PEUGEOT-RUN CONTEST to find a British-based amateur driver to race in the Nurburgring 24 Hours in May was oversubscribed in less than four days.

Peugeot's British arm was looking for 400 drivers with the necessary race experience for an international C licence to chase the prize of a drive in a factory-run 208 GTI in the 24 Hours and in three rounds of the VLN long-distance championship by way of preparation. Registration for the scheme, known as the '208 GTI Experience', opened last Thursday and was closed on Monday morning when the 400-mark was hit.

A spokesman for Peugeot said: "We had to close registration earlier

than expected because we hit the 400 mark so soon, although there is the caveat that they could re-open if some of the drivers are not suitably qualified after checks with the MSA."

The programme has been devised to coincide with sales of the 208 GTI, which is scheduled to hit showrooms in the UK in April or May.

"We want to promote the 208 GTI by giving the chance to an amateur to compete in one of the last great races open to that kind of driver," added the spokesman. "Peugeot has always believed in accessibility and affordability in motorsport."

The scheme is aimed at amateur drivers who hold an international C licence or are capable of getting one.

They must not be a professional driver as defined by the FIA's platinum grading.

The British-based winner will take a seat in one of two Peugeot 208 GTIs in the 24 Hours along with drivers from seven other European nations, whose Peugeot subsidiaries are also taking part in the scheme.

The 400 drivers from Britain will be whittled down to 40 during what Peugeot is calling pre-selection trials, to be held at a yet-to-be-determined race circuit or test venue in the UK at the end of next month. The chosen 40 will then go to the European finals in early March at the La Ferte Gaucher test circuit, near Paris.

The eight national winners will then take part in the VLN test day in March and then contest three VLN rounds, driving either a Peugeot 208 or an RCZ Racing Cup car, in order to prepare for the 24 Hours on the Nurburgring Nordschleife.

The 208 GTIs are being prepared by the same Peugeot Sport team that masterminded Peugeot's World Rally Championship and LMP1 prototype successes. The cars will also be run by the factory squad at the Nurburgring races.

The two challenge cars will run alongside a further pair of 208s to be raced by name drivers.

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

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PEUGEOT PULLED OUT OF THE top level of international sportscar racing 12 months ago now, but the French manufacturer has remained active in motorsport.

A pair of factory RCZs contested last year's Nurburgring 24 Hours and this season Peugeot is holding a pan-European contest to win eight fully paid-up seats in its new 208 model at the 2013 edition. This represents a fantastic opportunity for amateur racers to experience what it's like to be a factory driver in an endurance race on one of the world's greatest circuits.

That the contest is open only to experienced International C licence (or equivalent) competitors shows that this is a serious effort from Peugeot, and the fact the 400 slots for the British arm of the initiative were filled within three days of it going live suggests competition for the drives will be fierce.

Speaking of experienced drivers, spare a thought for renowned UK racer and motoring writer Mark Hales, who now faces a six-figure legal bill after being successfully sued by fellow racer David Piper (see page 79), over damage done to Piper's Porsche 917 during a track test in 2009. In this litigious age we live in, Hales's misfortune casts a dark shadow across future car tests as a concerning precedent has now been set.

Fortunately, there were no such dramas for our own Gary Watkins, who recently compared a range of bargain basement tin-top racers in an attempt to discover some of the most cost-effective routes into our sport. If you're a first-timer looking to join in, or an old hand looking for a fresh challenge, his report on page 80 is a useful place to start.

Extra contact details

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



Peugeot ran RCZs in last year's 24 Hours

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British GT

Aston returns for GT title tilt

Beechdean to campaign updated Vantage GT3 for Andrew Howard and Jonny Adam

Beechdean Vantage GT3 will return for title attack

FRONTRUNNING BRITISH GT squad Beechdean Motorsport will return to the series this year for a title assault.

Team boss Andrew Howard and Jonny Adam took the squad's new Aston Martin V12 Vantage GT3 to a race victory last season, but technical issues and bad luck limited them to eighth in the standings.

Now Beechdean has confirmed it

will be back in British GT again in 2013, as well as running a campaign in the Blancpain Endurance Series.

"I do feel this is the right year to really push for the title," said Howard.

"Last season was very much an exploratory year and now we have great experience with the car. By doing two championships it also means we will have a lot of seat time, which can only help.

"British GT has taken a leap forward and is fast looking like it will be the best GT championship in Europe, with the best grid line-up for over 10 years.

"Whoever wins British GT this year will thoroughly deserve it."

German squad Rhino's Leipert Motorsport has also confirmed it will switch from the ADAC GT Masters to British GT this year

after occasional appearances in 2012. Drivers have yet to be confirmed, but Leipert plans to run two Lamborghini Gallardo LP600s.

Team owner Ingo Leipert said: "Our guest races at the Nurburgring, Snetterton and Silverstone gave us quite a good impression of the championship and we are planning the use of two cars for the entire 2013 season."

VW Racing Cup

Coastal expands into VW Cup

TOP MINI CHALLENGE TEAM

Coastal Racing will expand into the VW Racing Cup in 2013.

Carl Bradley's squad, which has also enjoyed moderate success in the Renault Clio Cup in the past, will run two Sciroccos in the series alongside its efforts in the Mini Challenge.

Team boss Bradley said the cars would be ready for shakedown tests next month. He also said he was at "an advanced stage of negotiations" with two young drivers to fill the seats.

"Coastal Racing has claimed wins in the Mini Challenge and the Clio Cup, and there are not many teams who can



Coastal has been successful in Minis and Clios

claim that," Bradley said. "The reliability of the Volkswagens allied to our preparation skills should make us competitive from the outset.

"The VW Cup is an ideal step for us - a competitive and growing championship that dovetails well with our plans to continue running cars in the Mini Challenge. We see it as an ideal stepping stone."

USF2000

Renault ace Fletcher heads to US

FORMULA RENAULT BARC

racer James Fletcher will race in the USF2000 championship this season.

The ex-junior karting champion, who has also competed successfully in Formula Jedi, will drive for title-winner Cape Motorsports with Wayne Taylor Racing.

Fletcher, who finished seventh in FR BARC with MGR in 2012, said: "I made the decision to race in the States because I like the concept of the 'Road to Indy Scholarship'.

"If you win a championship out there then you get a financial helping hand to step up a category, which is invaluable as a young

driver in motorsport nowadays."

"After my initial test at Sebring I knew that this was the best route for me at this time in my career and I am delighted to have been selected by a top winning team."



Fletcher finished seventh in FR BARC in '12

IN BRIEF

FORMER CHAMPION

Clio Cup squad JHR will return to the series this

Cook was frontrunner in '12



season after a year away. Steven Hunter's team, which focused on Ginettas last year, will run 2012 race winner Josh Cook.

THE NEW BRDC F4

championship has abandoned plans to

award £5000 to the top privateer in its inaugural contest in 2013. The £5000 prize, put up by ex-Formula First champion Alex Deighton, will instead be given to the driver who gains the most places over their grid positions.

THE GINETTA CHALLENGE

will this season return to Spa for the first time since 2009. The UK series will double up with the Swedish equivalent for an event on July 12-13. The top-scoring driver will be crowned 'European champion'.

INDIAN RACER SHAHAAN

Engineer will return to the Formula Renault 2.0 North European Cup with British team Fortec Motorsport in 2013. Engineer, 17, scored podiums and was seventh in his rookie NEC season with Fortec in 2012.



Engineer will return to NEC

Ginetta GT Supercup

Davies links up with TCR for Ginetta Supercup title assault

REIGNING GINETTA G50 CUP

champion Mark Davies will step up full-time to the top G55 class of the Ginetta GT Supercup in 2013.

Davies, who is also a double Ginetta Challenge champion in G20 and G40 machinery, won twice on his G55 debut at Brands Hatch at the end of last season with Richardson Racing.

He will now go for the title, driving for the TCR team that ran Carl Breeze to

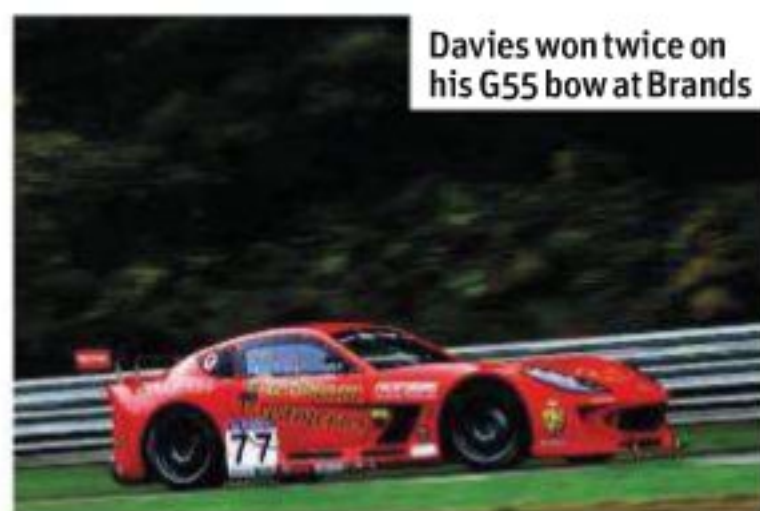
last season's G55 title.

Davies said: "Ever since the days I raced in [Renault] Clios, TCR was always one of the top teams and it's always been my ambition to drive for them. I've always been impressed by the way the team operates, it's one of the best organised in the paddock and TCR's cars are always fast."

Team boss Lee Brookes added: "Mark's a quality driver, very quick as he proved at the end of last season with his first outing in a G55. He'll definitely be fighting for the title."

Ginetta Junior frontrunner Pepe Massot will also step up into Ginetta G55s this season.

The Spanish teenager will remain with the Hillspeed squad that ran him to fourth in his rookie Ginetta Junior campaign in 2012.



Davies won twice on his G55 bow at Brands

Ma5da MX5 Cup

Comber leaves Locost for Mazdas

REIGNING 750MC LOCOST champion Michael Comber will switch to the Ma5da MX5 Cup for the 2013 season.

The former karting champion, who won seven races in Locost last season, hopes to follow ex-Mazda racers Luke Herbert and Rob Boston in securing KX Academy backing.

Comber said: "I considered defending my Locost title, but I wanted more power so I looked into the BMW Compact Cup. However, I felt the Mk3 MX5 was the better route because it's a current production car.

"Having seen how well my



Comber will not defend his Locost title in '13

former ARC [karting] team-mate Luke Herbert did in 2012, I felt Ma5da was the best place to get noticed for an affordable budget."

Comber has already purchased a Mk3 MX5 race car and is also expected to race it in the 750MC's revived Roadsports category.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Ken Smith is still going strong in NZ F5000

How many septuagenarians routinely leap into a thumping 500bhp single-seater and race as if they were a third of their age? Period Formula 5000 competitor Tony Trimmer, who turns 70 today (Thursday) would, but hasn't had the opportunity. Yet.

It's a slim list, but let me filter it further. How many men of that age have the will to bounce straight back from a massive bone-breaking accident in one of these monsters? Or re-build the Lola T332 that tried to wipe him out at Manfeild in 2011?

Ken ('Kinny,' in native New Zealand parlance) Smith MBE, 71, knows no different. He has competed continually for 55 years, having started out hillclimbing the ex-Bruce McLaren Austin Seven and reached F5000 in the '70s. Abnormally brave, the little guy from Manurewa has been winning all that time too.

I first met Smith in 1990, on my first trip to NZ, when he was taking on 'young kids' Craig Baird and Paul Radisich in a Formula Atlantic Swift. Thus I was thrilled when, with the growth of F5000 as an historic class there, I saw him fulfil his ambition to turn the clock back 30 years in 2006.

When the dream of buying his original Lola T330/2 from proud

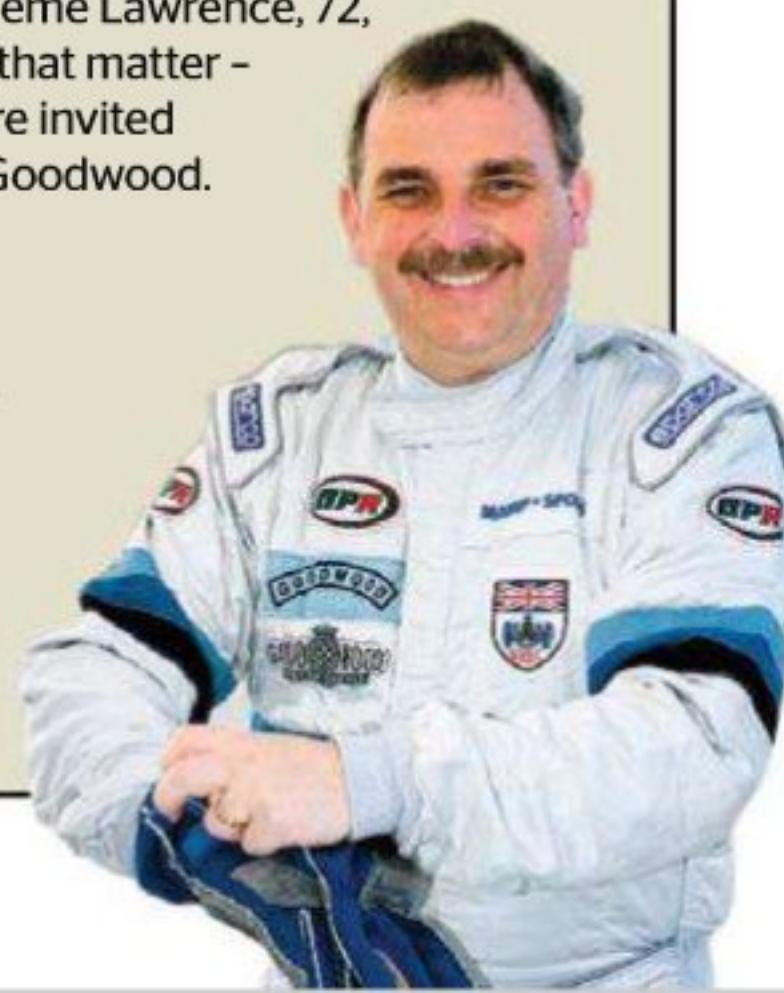
Australian owners Noel and Andrew Robson was thwarted, canny Ken scoured the world and, with period crew chief Barry Miller and Phil Richardson, sprang an ex-Danny Ongais T332 from a Californian museum. Refettled in red with mid-'70s sponsor 'La Valise Travel's' logos it looked magnificent.

All too soon, however, a differential glitch triggered the Manfeild startline accident - "the biggest shunt of my career," said Smith - which reduced it to a soul-destroying heap of scrap. Others would have quit, but not Ken and his loyal team. Immediately Smith borrowed David Abbott's T430, in which he had won three straight NZ Tasman Revival titles from 2009-'11, and work started on fixing the T332.

It needed a new monocoque, corners and bodywork, but 14 months (and countless dollars) later the car made it to Hampton Downs last weekend, delighting rivals and fans. Ken's speed and commitment were never in doubt, but a hat-trick of victories marked a joyous return.

Extraordinarily, New Zealand motor racing's quiet hero has never been to Britain. It's about time he - and 1970 Tasman Series champion Graeme Lawrence, 72, for that matter - were invited to Goodwood.

How many men of 70 have the will to bounce back from a bone-breaking shunt in one of these monsters?"



Richard Redgrave 1938-2013

RICHARD REDGRAVE, WHO WAS best known as the principal of 1990s single-seater team Redgrave Racing, died of cancer last Friday.

He campaigned sports-racing cars in the early 1960s, notably Lotuses and Merlyns. He bought his Merlyn Mk6 from Piers Courage and was proud to 'have the audacity' to fit an ex-Stirling Moss Climax F1 engine.

Redgrave returned to racing when his son Mark and daughter Clare entered Formula First in 1989, and got back behind the wheel himself to race in Multisports in '90.

As his Norfolk-based team's reputation grew, it ran customers - including Peter Dumbreck - in FFirst. It then moved into Formula Renault, initially with son Mark, later winning races with Darren Turner and Hoover Orsi. Redgrave was particularly proud when Turner won the 1996 McLaren AUTOSPORT BRDC Award.

A move into Italian F3000 in 1999 netted a win at Monza with Marcelo Battistuzzi driving.

The funeral will take place on Tuesday, January 29 at 14.30 at St Mary's, North Tuddenham, Norfolk.

MO113P

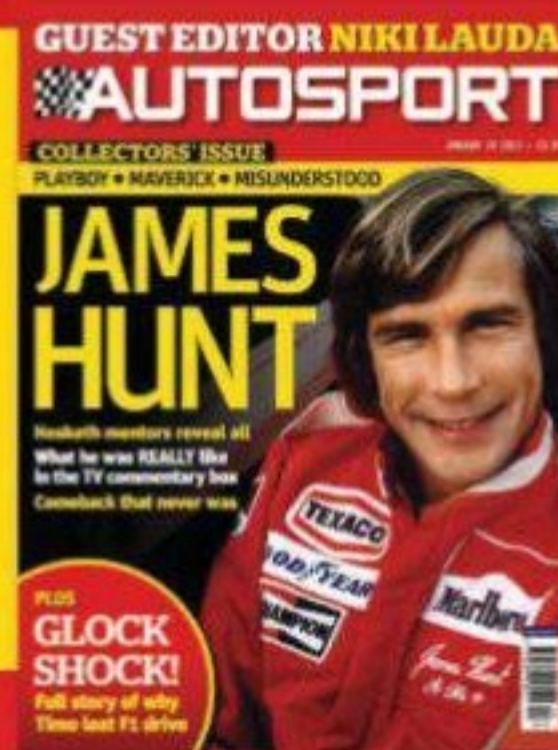
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IN BRIEF



Christie debuted ex-Gethin McLaren M10B

LONG-TIME LOLA FORMULA 5000

racer Poul Christie debuted his ex-Peter Gethin McLaren M10B, a restoration project over several years, in last weekend's MSC New Zealand Tasman Revival round at Hampton Downs. Four Brits were in the 25-car field. Mike Whatley (Surtees TS8) and Greg Thornton (McRae GM1) each came away with a fourth, while Peter Dunn (March 73A) took a fifth.

MASTERS HISTORIC RACING WILL

celebrate the 50th anniversary of the Ford GT40 by including a class for it within the World Sportscar Masters race planned for the Catalan Classic Festival at the Circuit de Catalunya in April. Special prizes will go to the best GT40 team and entrants will also receive free testing, accommodation and travel vouchers.

THE WINNER OF THE ENTRY-LEVEL

Cooper Class in this year's Mini Challenge will win a subsidised drive in the top JCW category of the 2014 championship worth nearly £17,000.

THRUXTON WILL HOST TWO

general test days on February 20-21. The tests will be split into Open and Closed Wheel categories, with each receiving four, 55-minute sessions on each day.

SEMSEC SALOON ACE BILL RICHARDS

will contest this year's Rallye Monte Carlo Historique in a 1965 Mini Cooper S. He will be co-driven by John Morrow.

NOTED SHAKESPEREAN ACTOR JON

Finch, who raced the Wella Rader FF1600 car with brother Rojer in the early '70s, has died aged 71. Finch, who famously turned down the role of James Bond, stopped racing when he became diabetic.

CARLISLE MECHANIC CRAIG BELL

will return to Formula Vee this season after a two year break. The former Sheane racer's AHS Dominator - the first sold by Alan Harding in kit form - was unveiled at AUTOSPORT International.



Bell will race new AHS Dominator in 2013



Ex-Piper Porsche 917 in action at Goodwood

Historics

Hales loses Piper court battle

Racer and writer faces hefty legal bill after Porsche was damaged in track test

RACING DRIVER, JOURNALIST AND author Mark Hales faces financial ruin having last week lost a court case brought by veteran racer David Piper.

Piper sued Hales after the engine in Piper's Porsche 917 sustained damage during a track test conducted by Hales at Cadwell Park in 2009.

His Honour Judge Simon Brown QC found for Piper, 82, in London's High Court last Friday, accepting the former F1 driver and seven-time Kyalami Nine

Hour winner's allegation that Hales over-revved the Porsche's engine having failed to correctly engage a gear.

Hales, 63, was ordered to pay nearly £48,000 in damages to Piper, after the Court rejected Hales's argument that a mechanical defect in the Porsche's gearbox led to the over-rev that caused the engine failure.

Hales was instructed to pay for the engine rebuild (circa £37,000), plus loss of use (nearly £11,000) and Piper's legal

costs. Including his own costs, Hales is facing a total bill of more than £160,000. Piper has subsequently sold the Porsche for around £1.25m.

"I'm devastated by the judgement," said Hales. "I've spent every penny I could lay my hands on defending this case. Now I may lose my house or be bankrupted. Either way, it's a life-changing situation, but I thank my friends for their support."

Piper was unavailable for comment.

Ryan Lawford 1986-2013



Lawford was up-and-coming in Rallycross

BRITISH RALLYCROSS RACER

and engineer Ryan Lawford was found dead at his home on January 7 and is believed to have taken his own life.

The 26-year-old began his involvement in motorsport after getting to know neighbour Will Gollop as a teenager. Learning his craft with Gollop's G-Tech team, both with Gollop driving and later when future British Touring Car racer Andrew Jordan took over the Ford Focus Supercar, Lawford became an

accomplished engineer and in the last few years continued to work with Jordan as part of the Eurotech team that won the Independents title in the 2012 BTCC.

His first taste of Rallycross as a driver came in the G-Tech Stock Hatch Peugeot 205. Immediately fast, Lawford soon became a regular competitor and was a frontrunning Stock Hatch driver in 2007, '08 and '09, winning events and challenging for the championship before switching to the new Swift Sport category in 2010.

A crash ended his season early, but Lawford continued to show his speed and ability in a racecar with impressive outings in Julian Godfrey's Supernational Fiesta in 2011 and '12. Opportunities to race were limited by his work as a race engineer, but Lawford had worked hard on securing a budget that would have allowed him to prioritise his own racing.

His funeral will take place at Canterbury Cathedral on January 29.

500cc F3

500cc F3 revives Yorke Trophy

THE HISTORIC COMMANDER

Yorke Trophy will be revived and awarded for a two-part 500cc F3 race at Silverstone this April.

The race will be part of the Vintage Sports-Car Club's 'Spring Start' meeting - expanded to two days for 2013 - and will be run over 45 minutes across the two days. It is hoped the CYT race will attract a field of around 30 cars, representative of the many marques that raced in the Trophy's heyday.

The CYT title was used regularly for 100-mile events for the motorcycle-engined machines inaugurated in 1949, the year before the class was named Formula 3, and continued for sportscars in the '60s, after it was phased out.

Future Formula 1 star Peter Collins (Cooper Mk3) won the first enduro, and Ken Watkins triumphed in the 44-lap race run under Royal Navy Commander Philip Yorke's name in 1950. Other winners included Alan Brown, 'Noddy' Coombs, Jim Russell, David Boshier-Jones and Trevor Taylor.

The Spring Start meeting will feature all VSCC classes plus guest races, and live Motors TV coverage on the Sunday.

TIN-TOP-TASTIC

There are plenty of cost-effective routes into club tin-top racing if you know where to look. *GARY WATKINS* examines five of the best bargains around, so you can pick your favourite

BMW COMPACT 318Ti



TOYOTA MR2



BMW 320i





VOLKSWAGEN GOLF GTI

MAZDA MX5

Bang for your buck. Surely that's what every club racer wants to maximise. There are any number of bargain-basement forms of racing on the British scene, but few offer the same fun per pound spent as some of the one-make, entry-level 'tin-top' series that now proliferate our circuits.

The series for the Mazda MX5 (not a tin-top, but you know where I'm coming from), BMW 320i, Toyota MR2, Volkswagen Golf GTI and BMW Compact 318Ti are probably the best examples of the breed, which is why AUTOSPORT brought together one of each at a cold Brands Hatch to try to find out why people are flocking to race them.

You can buy a decent example of each for five grand and then run them for the season on the same, or even less. And, if you're a decent pedaller, you've got the chance to run near the front.

If you're an aspiring club racer, we hope we can help you take the plunge.

BMW COMPACT 318Ti

Marangoni/Gaz Shock Compact Cup

The BMW Compact Cup was arguably *the* success story of British club motorsport last season. After four pilot races in 2011 the series took off at the start of '12 and, by the end of the season, had 25-car grids.

The quirky E36-shape Bimmer hatchback doesn't have the appeal of the other cars here, but that's not the selling point of the series. Providing affordable and easily-accessible racing is what it's all about for founder Paul McElean.

His estimate that 65 per cent of the drivers in his series last year were new to circuit racing suggests that he's got the formula spot on.

A competitive Compact Cup racer can be built — and has been built — for £4000 (including donor car) thanks to an onus on spec parts.

"If it's a non-BMW part, it's a spec part," he explains. Gaz dampers, a Safety Devices rollcage and a Superchips ECU are all mandated, while for 2013 the Compact Cup has followed the

lead of the Production BMW series and switched from Toyo to the Italian-produced Marangoni tyres for reasons of cost.

Uniquely at this level of motorsport, drivers can choose between two different tyres: effectively a hard for the dry and a soft for wet or damp conditions. The idea is to add another dimension to the racing.

I take to the track in the car McElean has provided on the softer Marangoni, which turns out to be right for the conditions. This media car immediately inspires confidence, more so than the BMW 320i (more of which on p83).

There appear to be no vices that could catch out the inexperienced driver, which may be why Compacts is proving so popular with rookies who can expect to spend £4000-£4500 a season. McElean doesn't reckon any owner-driver is spending more at present.

There are more on the way in the 2013

series, which again runs at 750MC meetings. A total of 34 cars raced at different times last year and McElean knows of another 40 in build, which is why provision is being made for two grids of cars.

The spectacular growth of the Compact Cup appears unlikely to slow down any time soon.

Power: 140-150bhp
Weight with driver: 1140kg
Tyre: Marangoni
Brands best: 58.26s (Robin Welsh)
Entry fee: approx average £295
USEFUL WEB ADDRESSES
www.750mc.co.uk
www.bmw racedays.co.uk
RACEHIRE
www.awtracksport.com
www.bubbleandkick.com

318Ti Compact BMW
inspires confidence



VOLKSWAGEN GOLF GTI

Teekay Couplings Production GTI

Strange in this day and age, but the Golf I try is the only front-wheel-drive car here. The preference of many club racers may be for rear-drive machines, but 'Golfing' on the race tracks of Britain has taken off in a big way over the past five and a half years.

That's probably down to the iconic status of the Mk2 Golf GTI and unburstable German engineering. Your writer has raced a Golf for the past four seasons, contesting 20 or so events, and has changed only consumables on the car, bar one gearbox and a dodgy exhaust.

There's a case for saying that PGTI, which is split into classes for 16 and eight-valve cars, is the cheapest to contest of the five categories we're talking about here. That's based on championship runner-up Simon Hill's ability to take the title fight to the final weekend of the season on a budget that didn't extend much beyond three grand, admittedly across only six weekends. That figure doesn't include travelling to the races or the cost of any testing (of which Hill did precisely zero in 2012).

Hill, a former 750MC Hot Hatch title winner, is a big fan of Golfs and is coming back in 2013.

"In nearly 20 years, it is the cheapest motorsport that I've come across,"

Power: 150bhp (16v), 130bhp (8v)
Weight: 1025kg (16v), 950kg (8v)
Tyre: Toyo
Brands best: 58.548s (Simon Hill)
Entry fees: £295 (double-header)
USEFUL WEB ADDRESSES
www.brscc.co.uk
www.productiongti.com
RACE HIRE
www.saxonmotorsport.co.uk
www.jabbasport.com

says Hill, who ran his car himself with technical and set-up assistance from Saxon Motorsport. "That's why I'm still doing it. The racing is cheap and clean, which is all you could want."

Saxon has provided the car I'm out in at Brands, and it's a dream compared with my clunky machine. Front-drive it may be, but it turns in sharply and feels like a proper racer, something 2012 lap times prove. The car's performance is pretty much on a par with the rear-drive machines here. Running on the British Racing & Sports Car Club bill, PGTI is run by a not-for-profit group that has vowed to keep costs down.

Golf owners, whether they have an eight or 16-valve car, can also race in MSVR Mk2 Golf GTI, from which Production GTIs split ahead of 2011. The

rules, though not necessarily their enforcement, are more or less the same. That gives 'Golfers' the chance to race their cars a dozen times in 2013, including a race in each series across the Channel.



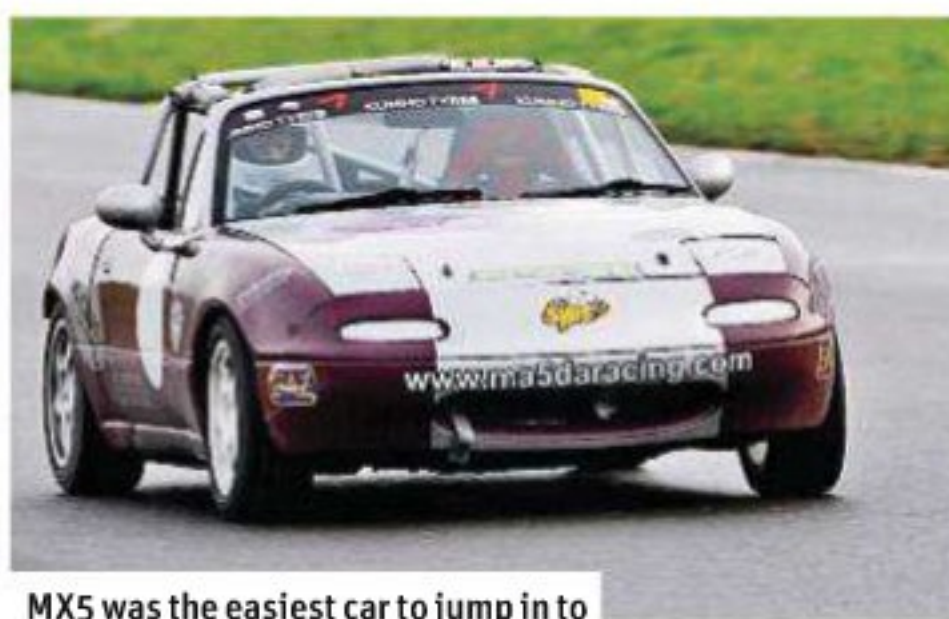
MAZDA MX5

BRSCC Mazda MX5, MRSCC Ma5da & BARC Max5

The Mazda MX5 has become a fixture on the British racing landscape over the past 10 years. It isn't clear how many of the first generation of the cute little Japanese roadsters have been turned into racers, but last year's Ma5da series averaged 70 cars per round.

It's easy to understand what all the fuss is about when you climb aboard a Mk1 MX5. They're as much fun as they look. The MX5 I'm driving, kindly loaned by Brian Chandler at short notice, is probably the easiest of the four rear-wheel-drive cars to come to terms with – at least it is for this front-drive jockey – and there's a place for drivers of different talents and pocket depth in Mazdas, reckons Chandler.

"You could spend five grand buying a car and another five grand on running it for the season, and be in the middle of the pack," he says. "You wouldn't



MX5 was the easiest car to jump in to

be winning races, but you'd still get all the kicks."

Chandler reckons £8000 a season is a more realistic figure for a frontrunner like himself. Being quick in an MX5, he says, "is all about seat time". That's why he tests before each race, which pushes his budget up. The same goes for buying a new set of tyres per weekend. MX5 racing takes the biggest budget to run up the front of the different series you

Power: 130bhp
Weight with driver: 960kg
Tyre: BRSCC TBA, MRSCC Kumho
Brands best in 2012: 58.009s (Tom Roche)
Entry: BRSCC £330 (double headers), £385 (triple headers) MRSCC £320 (triple), £375 (quadruple)
USEFUL WEB ADDRESSES
www.brscc.com
www.ma5daracing.com
RACE HIRE
www.bccarsmotorsport.co.uk
www.bs-motorsport.co.uk

are reading about here, which can be explained by the simple fact that it's the most competitive. How that will be affected by the split between the BRSCC and Jonathan Blake's Ma5da Racing organisation remains to be seen, but Chandler still predicts close racing and has no thoughts of switching categories.

"I won't be moving away," he says, "because I'd end up spending more money and having less fun."



FWD Golfs are the cheapest option

BMW 320i

Marangoni Production BMW Championship

Production BMWs may well offer a blueprint for any successful one-make-racing club series. It's based around an iconic car in the E30-shape 3-series, the regulations are strictly policed and driving standards enforced just as firmly.

"The whole ethos is to keep costs down," says PBMW boss John Willcocks, who runs it on a non-profit basis. "We don't want people spending their way to the front."

Policing of the regulations includes the use of a Schrick meter, a kind of hand-held dynamometer that gives a ballpark power figure. If an engine is outside the prescribed tolerances, the unit is sealed and car sent to the rolling road. PBMW also operates a yellow card/red card penalty system, which Willcocks explains has successfully cut down panel damage and made for a relaxed atmosphere in the paddock. That explains why many PBMW racers have been at it for a while.

It also allows for a driver running his car

with mates to have fun at the front. Stuart Waite, who provided our 320i, won a race, notched up six podiums and finished fifth in the points in 2012 on a budget of about £4500 all-in for the eight-weekend series, plus an hour of pre-season testing.

"You can run at the front without spending a fortune and doing a lot of testing," says Waite, who like the majority of front-runners races a six-pot 320i rather than a four-cylinder 318i. "I did the whole season on one set of discs and pads at the front and just eight tyres."

PBMW pioneered the use of the Marangoni tyre in UK club racing in 2012. Its durability was proven when Waite posted fastest lap at Donington on a set that were into their fourth double-header event.

The 320i has the feel – and sound from those six cylinders – of a proper racer, more

so than the Compact. To be fair to the newer Bimmer, Waite's is a frontrunning car and set up more aggressively. This is a car in which I'd like a few more laps. Problem is, going on the comments of most PBMW racers, I'd probably be hooked. One rarely-used racing car in the garage is enough for me.

Thanks to MSV for providing the track time at Brands Hatch.

Power: 130bhp (320i), 115bhp (318i)
Weight with driver: 1125kg (320i), 1065kg (318i)
Tyre: Marangoni
Brands best: 57.951s (Ben Winrow)
Entry fees: £235 (double-header) + £250 for Silverstone GP (approx)
USEFUL WEB ADDRESSES
www.msvracing.co.uk
www.pbmwc.co.uk
RACEHIRE
www.bartleyuk.com
www.rawmotorsport.co.uk

Watkins wanted more time in 320i



TOYOTA MR2

750MC Toyota MR2

The Toyota MR2 is the only rear-engined car in this pack. Or as coordinator Patrick Mortell puts it, it's the only true sportscar in the pack. That, he argues, is the unique selling point of the 750MC Toyota MR2 Championship, which is sponsored by the Japanese manufacturer's British arm.

"It's rear-wheel drive and mid-engined, so it's a real sportscar," he says. "Racing an MR2 is the only way to get that real racing car experience at this price point."

A Mk2 MR2, which provides the backbone of the 750MC-run series, comes in at around the same price as cars from any of the other categories here. So that's around £5000 for a good second-hand vehicle. Budgets are comparable too. Mortell, who also runs MR2 specialist Rogue Motorsport, reckons



MR2 requires perseverance

that there are frontrunning 'privateers' running without the back-up of professional race teams spending around £4000-£5000 a season. That includes Matthew Palmer, who finished third in the points with a car run by him and his grandad in 2012. Older Mk1 cars can also be raced cheaply in

the MR2 Racing Series, run by Steve Vince's Track Attack Race Club (nee Red Dragon Race and Track Club), which operates the Nippon Challenge.

The MR2 doesn't provide any confidence initially, especially on a slick winter track. Yet you shouldn't make a judgement about a car based on a handful of laps, as I know from my own experience. I rented an MR2 from Rogue a couple of years back and was

nowhere after qualifying. Yet after a heat, a final and another heat I was up to speed by the second final and able to run in the top 10.

Power: 172bhp
Weight with driver: 1200kg
Brands best: 57.63s (Guy Hefford)
Entry fees: Approx £235-£305
USEFUL WEB ADDRESSES
www.750mc.co.uk
www.mr2championship.com
RACEHIRE
www.roguesystems.co.uk

YOUR SAY

What you think of the motorsport news of the past week



UK viewers didn't see Loeb winning the Monte

Bring the WRC back to our screens

Just over a year ago the World Rally Championship lost its promoter, but still managed to televise every round in the UK during 2012. Now we have a promoter, but not TV coverage. How?

This, plus the limited and delayed video coverage of the Monte Carlo Rally on wrc.com during the weekend and the timing fiasco proves to me that rallying isn't getting the support it deserves.

Can the FIA sort it out please?

Andrew Bodman, Northampton

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. MERCEDES A 'LONG TERM RISK' FOR HAMILTON
2. NEW WILLIAMS TO MISS FIRST F1 TEST
3. MARKO'S COMMENTS BAFFLE ALONSO
4. ANALYSIS: FERRARI RIGHT TO BE OPTIMISTIC
5. FORCE INDIA WON'T NAME DRIVER AT LAUNCH

AUTOSPORT+

TOP STORY ONLINE

AUTOSPORT'S DAKAR RALLY BLOG

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

- Zengo Motorsport will run a single Honda Civic in the 2013 WTCC, not two, as stated last week (p21).
- John Surtees was not the only driver to win an F1 race in a Lola (p35 last week). In 1963 Bob Anderson won the Rome GP at Vallelunga in his Mk4. Thanks to leading commentator Ian Titchmarsh for the spot.

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

EDITORIAL CONTACT mail@autosport.com

I read with great interest

Andrew van de Burgt's 'Green Racing' article last week and think that those mentioned in the article are seriously underestimating what effect the impact of hearing an engine on full-song has on a spectator's overall experience.

I agree that making motorsport greener is a must to keep it from becoming too marginalised (or even banned), but still feel that there is so much life left in the internal-combustion engine that it should be retained at all costs.

Silent cars going around

Silverstone or Le Mans are not going to wash with motorsport fans, and if Jean-Francois Weber makes the sound of motorsport one of silence, I shall focus my attentions on historics, where the engine is king. I doubt I'll be the only one.

Michael Skeet
Eastleigh

Congratulations on an

excellent collectors' issue on John Surtees last week. I especially enjoyed the 'So how good was Big John?' piece.

However, the feature could have continued to say that he

was still competitive as late as 1972 when, in his own Surtees TS10 Formula 2 car, he won both the Japanese Grand Prix and the Imola GP, while at the same time bringing on Mike Hailwood in leaps and bounds on his way to that year's European title. He was undoubtedly a true great.

How he remains without a knighthood remains bizarre.

Richard Hennessy
Woking

It was only on the opening day of the Monte Carlo Rally that I learnt to my horror that there will be no UK TV

coverage of the World Rally Championship this year, other than on S4C in Wales.

With Volkswagen coming in and Sebastien Loeb now a part-timer, I was looking forward to getting back in touch with a series I once valued above Formula 1. I feel slightly cheated.

Jamie Deadman
By email

No television coverage for the best rally of them all?

Appalling, what is the WRC coming to?

Andy McLean
Oxfordshire

THE LATEST GEAR

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



SCALEXTRIC RALLYCROSS SET

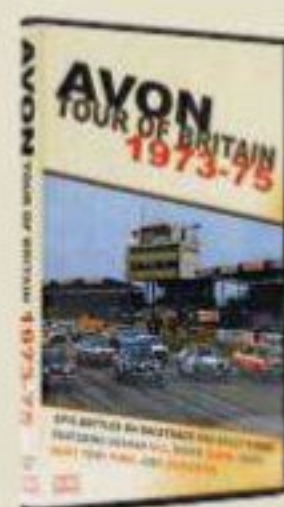
£84.99 (C3267A)

scalextric.com

Somebody within the corridors of (electric) power at Scalextric obviously has colossal rallycross fever. This two-car, limited-edition set features two Group B golden oldies of the genre: Will Gollop's MG Metro 6R4 and Martin Schanche's Ford RS200.

The cars come painted with dirt effect, magnatraxion, quick-change pick-ups and are Digital-ready.

Whoever you are, thank you!



TOUR OF BRITAIN DVD

£14.99 (112 mins)
dukevideo.com

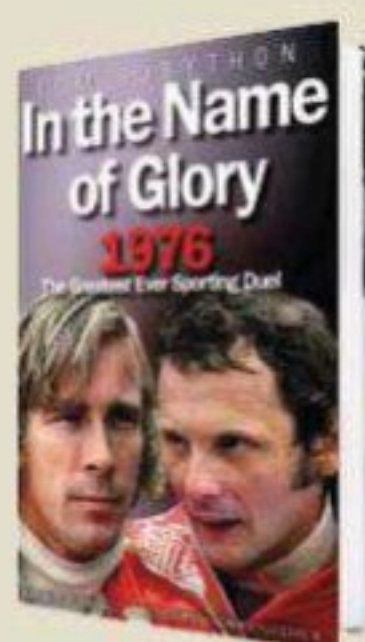
Highlights of three classic, round-Britain races involving ordinary cars driven by extraordinary drivers, including Graham Hill, James Hunt, Jody Scheckter, Roger Clark and Tony Pond. The 1000-mile capers pitted the stars against each other in races and rallies – and all the main marques got involved.



JAMES HUNT T-SHIRT

£24.95
retroformula1.com

Retro Formula 1's James Hunt T-shirt features the colours of the 1976 world champion's alma mater Wellington College – as seen on his famous black helmet. The 160gsm, 100 per cent ringspun cotton T comes in five sizes (S-2XL). Check the website for more details and the full range of superb 70s/80s garments.



HUNT V LAUDA BOOK

£14.99 (978 0956 5656 93)
autosport.com/shop

'In the Name of Glory' re-tells the story of the 1976 Formula 1 season and the season-long fight between James Hunt and Niki Lauda for the title, with anecdotes and recollections from people who were involved. Certainly worth a read, if you can stomach a lack of attention to detail.

HOT ON THE WEB THIS WEEK

YOUTUBE: DICKIE DAVIES PRESENTS HIGHLIGHTS OF F1 1976



SEARCH FOR: F1 Season 1976 Niki Lauda vs James Hunt (8:02)

Legendary sports anchorman – and acknowledged motorsport fan – Dickie Davies presents highlights of the 1976 Formula 1 season, culminating in the world-title showdown at Fuji between Messrs Hunt and Lauda.

WHAT'S ON...

Your guide to the week ahead, including TV listings and online – plus Christmas Quiz answers



Daytona 24 heralds start of sportscar season

DAYTONA 24 HOURS

Grand-Am

Rd 1/12

Daytona, Florida, USA

January 26-27

www.grand-am.com

Almost 60 cars, including 17 in the flagship Daytona Prototype class, will battle it out for the first of the year's sportscar classics. There are a host of big names entered too. See our full event preview on [page 56](#).

TOYOTA RACING SERIES

Rd 3/5

Taupo, New Zealand

January 26-27

www.toyotaracing.co.nz

ANDROS TROPHY

Rd 6/7

St Die des Vosges, France

January 26

www.tropheeandros.com

CHRISTMAS QUIZ ANSWERS

Many thanks to those of you who donned anoraks and toiled over the festive period to solve the riddles that made up our annual Christmas Quiz. Here are the answers – and the top performers:

WINNER (BRITISH GP TICKETS)

Peter Howarth (Wilden, Beds), whose name was first out of the hat among those who got it 100 per cent correct.

RUNNERS-UP (DUKE DVDs):

Hedley Thomas (Finchampstead, Berkshire) and David Thomas (Torquay, Devon) who also scored 100 per cent. Plus: Michael Regan (Swadlincote, Derbyshire); Glen Smith (Skegness, Lincs); Thomas Taylor (Yeovil, Somerset).

A. 2012 AND ALL THAT

13: TOM'S, Dandelion, Impul.
2 Zoel Amberg, Daniel Zampieri.

3 Eyvind Brynildsen, Andreas Mikkelsen, Mads Ostberg, Henning Solberg, Petter Solberg.
4 6: BMW, Chevrolet, Ford, Honda, Lada, SEAT.
5 Carl Edwards, Mark Martin, Martin Truex, AJ Allmendinger, Aric Almirola, Juan Pablo Montoya, Casey Mears.
6 Daniel de Jong – fifth place.
7 Cavan Corcoran.
8 Garry Jennings – 53rd.
9 13th, Bahrain (Gianmaria Bruni/Giancarlo Fisichella).
10 Adderly Fong, Spike Goddard, Hywel Lloyd, Duvashen Padayachee.

B. MISSING LINK

1 Ryan Sharp (FIA Touring Car Cup winners).
2 Stefan Johansson (Sauber Group C race winners).
3 Mario Andretti (Ford Daytona 500 winners).
4 Jonathan Cochet (Korean F3 Super Prix winners).
5 Mike Newton (Two-time LMP2-

class winners at Le Mans).
6 John Lepp (British winners of Euro 2-litre sportscar races).
7 Duncan Vercoe (British Renault Spider race winners).
8 Mats Jonsson (Toyota WRC event winners).
9 Jacques Villeneuve Sr (Canadian winners of CART/Champ Car races).
10 Luis Perez Sala (Ralt FIA F3000 race winners).

C. FAMILY TIES

1 Simon Gregg.
2 Derek Hill.
3 Fergus Walkinshaw.
4 Matthew Brabham.
5 Ulf Gronholm.
6 Anton Alen.
7 David Donohue.
8 Kevin Magnussen.
9 Michael Mallock.
10 Nicolas Prost.

D. WINNERS' GALLERY

1 Clint Bowyer.
2 Stef Dusseldorp.

3 Warren Luff.
4 Esteban Guerrieri.
5 Edoardo Mortara.
6 Raffaele Marciello.
7 Mads Ostberg.
8 Ricky Taylor.
9 Aaro Vainio.
10 Nick Yelloly.

E. WHO, WHAT, WHERE, WHEN

1 J Oliver, Autocoast Ti22, Riverside Can-Am, 1969
2 B Brack, BRMP138, Canadian GP, Mosport, 1969
3 M Andretti, Brawn-Hawk, Indianapolis 500, 1965
4 A Chevally/F Trisconi/W Bancroft, Cheetah G501, Le Mans 24 Hours, 1977
5 R Wisell, GRD 273, Rouen les Essarts F2, 1973
6 P Dieudonne/J Xhenceval/H Regout, Le Mans, 1980
7 S Wattles, Lola T92/10, Daytona historic GTP, 2004.
8 J Haugland/P-O Nyborg, Skoda 130RS, Acropolis Rally, 1978.
9 K-D Krugel/W Heitzmann,

Wartburg 353, Acropolis, 1982.
10 Mauro Baldi, Spirit 101B, Belgian GP, Zolder, 1984.

F. DRAWN A BLANK

1 Ari Vatanen, Rally Sweden, 1981.
2 Gerhard Berger, Mexican GP, 1986.
3 Daniel Elena/Olivier Campana, Monte Carlo Rally, 2011.
4 Jay Cochran, Daytona 24 Hours, 1991.
5 Franck Lagorce, Silverstone F3000, 1994.
6 Howden Ganley/Ray Hutton, Tour of Britain, 1973.
7 Alain Prost, Donington British/European F3, 1979.
8 Jimmy McRae/Ian Grindrod, RAC Rally, 1986.
9 Clay Regazzoni, Italian GP, 1975.
10 Mike Thackwell, Arrows A3, Dutch GP Zandvoort, 1980.

Television

THURSDAY JANUARY 24

0145-0435 **Motors TV**

AUTOSPORT International interviews

1900-1930 **Sky Sports F1**

Legends: Murray Walker

1930-2000 **Sky Sports F1**

Legends: Alan Jones

2130-2200 **Sky Sports F1**

Williams: Back on the Top Step

FRIDAY JANUARY 25

1035-1135 **Motors TV**

AUTOSPORT International highlights

1900-2000 **Sky Sports F1**

Legends: Mario Andretti

2130-2200 **Sky Sports F1**

Force India: 2012 Drivers' Story

SATURDAY JANUARY 26

0355-0420 **Channel 5**

Motorsport Mundial

1300-1400 **Sky Sports F1**

Legends: Nigel Mansell

1745-1845 **Motors TV**

Toyota Racing Series: Teretonga

1900-2000 **Sky Sports F1**

Legends: Sir Stirling Moss

2000-0415 **Motors TV LIVE**

Daytona 24 Hours

2330-0000 **Sky Sports F1**

Legends: Sir Jack Brabham

SUNDAY JANUARY 27

0415-0515 **Motors TV**

Toyota Racing Series: Teretonga

1400-2100 **Motors TV LIVE**

Daytona 24 Hours

1400-1500 **Sky Sports F1**

Mario Andretti:
Sky Sports Legend



Legends: Sir Stirling Moss

1500-1530 **Sky Sports F1**

Marussia: On the Up

1530-1600 **Sky Sports F1**

Caterham: The Fight for 10th

1600-1630 **Sky Sports F1**

Toro Rosso: Rookies on the Rise

1630-1700 **Sky Sports F1**

Williams: Back on the Top Step

1900-2000 **Sky Sports F1**

Legends: Sir Stirling Moss

2200-2300 **BBC2**

Racing Legends: Colin McRae

2330-0000 **Sky Sports F1**

Legends: Alan Jones

MONDAY JANUARY 28

0115-0215, 1045-1145 **Motors TV**

Toyota Racing Series: Teretonga

1900-1930 **Sky Sports F1**

Legends: Sir Jack Brabham

1930-2000 **Sky Sports F1**

Legends: Jody Scheckter

2100-0015 **Motors TV**

Daytona 24 Hours highlights

2130-2200 **Sky Sports F1**

Sauber: Power Serg

Online

AUTOSPORT+

Coming up in our premium web content this week

Follow Daytona
on our website



WHO WILL WIN THE DAYTONA 24?

Follow the first major sportscar classic of 2013, first with our preview, and then with regular updates from the 24 Hours weekend as it unfolds. Can any of the Brits add their name to the illustrious list of winners?

WRC 2013: LOEB LEAVES BUT WINS

AUTOSPORT's David Evans reflects on the first round of this year's WRC.



THE LATEST IN THE F1 WORLD

Dieter Rencken brings his regular insight into the off-track moves in F1.



REVVED UP OVER WHAT'S ON THE BOX

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

Peterhansel (left) and Despres, not Chas & Dave



"SNOOKER LOOPY NUTS are we/Me and him and them and me..."

Nuts indeed! Hirsute cockney duo Chas & Dave have a lot to answer for sending us loopy. Me? Check. Him? Carlton Kirby (more anon). Them? Dakar Rally fans, whose Saturday evening was extended into the early hours of Sunday if they wanted to view Eurosport's highlights of the final competitive day of the off-road event.

Thanks to an incredibly dour battle of wills between Mark 'The Jester From Leicester' Selby and Graeme 'Pot the Lot' Dott –

the second one a highly inaccurate nickname – in the overrunning Masters snooker semi-final, it was only if you followed commentator Kirby on Twitter that you'd know they'd switched the Dakar coverage (the world's most geographically-confused event) from one Eurosport channel to the other.

"I'm as fed up as you guys," tweeted Carlton from the studio as he waited. And waited. "Aaaaaaaaaaaaaah!!!!!!" And waited. "I'm not feeling terribly amusing tonight." And waited.

Finally, just as I was

nodding off on the sofa, the Dakar got its airtime at last. Stunning views, phallic cactus, huge rocks, big drops, amazing on-boards – the full drama and scale of this endurance classic was captured in all its glory.

At least one thing Eurosport had managed to show punctually was its tea-time 'live' broadcast, which caught bike winner Cyril Despres crossing the line and captured his reaction to his fifth success on the event. Not before Carlton chucked his oar in...

"Nice one Cyril. He's maybe not a man you'd go out for a beer with,

but you cannot deny his achievement."

Later, a contrite Kirby admitted that someone had tweeted him, and was forced to admit: "Apparently he's quite a nice chap." Dear old CK, in trademark Partridge-esque style, had also pondered how Stephane Peterhansel might indicate his 11 victories on the event...

"How will he demonstrate it? Ten fingers and what else? I'm sure it'll be his nose... not anything else!"

How about with a load of balls and a snooker cue? *Revved Up*

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Chile to America, via Italy and the UK



A QUITE EXTRAORDINARY ACHIEVEMENT

The true heroes of this year's Dakar Rally were the Race2Recovery crew of injured British servicemen and women. After 15 days, Major Matt O'Hare and co-driver Corporal Phillip Gillespie crossed the finish line in Santiago



CHAMPIONS TAKE CENTRE STAGE

The MSA honoured its 2012 champs in London on Saturday



A PAIR OF INDY LEGENDS

Dario Franchitti and Parnelli Jones pose with their 'baby Borg' Indy 500 trophies - Dario for 2012 and Jones for his 1963 success!



FELIPE, FERNANDO IS FASTER THAN YOU...

Despite an early clash with Felipe Massa, Fernando Alonso won the ice kart element of Ferrari's Wroom! event on Friday night

FROM THE ARCHIVE

Brands Hatch Formula 3 1971: Hunt makes his point



Hunt (left) pips Williamson at line

JAMES HUNT'S JUNIOR CAREER WAS NOT AS successful as many of his contemporaries. There were no major titles and he was rather harshly dubbed 'Hunt the Shunt' early on after some fairly hefty accidents.

But as with most future stars, there were glimpses of potential. And one of Hunt's few Formula 3 victories came after a wheel-to-wheel fight with one of the lost talents of the 1970s, Roger Williamson.

Williamson, driving a Wheatcroft Racing March 713M, was already on his way to the 1971 Lombank title when the field arrived at Brands Hatch in August.

Williamson and Hunt's similar March set the pace in practice, chased by the Merlyn Mk21 of South African Jody Scheckter, who was only just over a year away from his Formula 1 debut.

Hunt was beaten away at the start of the 20-lapper by Williamson and the Brabham of another future world champion, Australian Alan Jones. But this was one of Hunt's better days and he soon passed the BT28 driver as the lead trio gradually edged away.

Jones struck back but went off and fell back. With Scheckter suffering a cut-out problem that locked him into a duel for third with Colin Vandervell's Brabham BT35, Hunt and Williamson were now out on their own.

AUTOSPORT reporter Robert Fearnall, who would go on to co-drive Hunt on the way to victory in the 1973 Tour of Britain, wrote: "For the rest of the race these two changed places continually, with Hunt leading for most of the last six laps.

"Everything was set for a great last lap and what a lap! The two Marches came across the line side by side with Hunt only inches ahead after a thrilling dice."

Vandervell beat Scheckter in a similarly exciting battle, with Jones recovering to fifth, while Hunt could claim a new lap record.

After a less-than-ideal spell with March the following year, he joined the nascent Hesketh Racing squad. Limited success in F3 led to even less in F2, so Hunt and the team made the obvious step. They graduated to F1...

THIS WEEK IN...



JANUARY 20 2005

'IF LOOKS COULD KILL' RAN THE

headline in AUTOSPORT this week in 2005 as BAR – second to Ferrari in the previous year's constructors' battle – unveiled the 07 with which it hoped to become a race-winning Formula 1 force.

But BAR's start to the season wouldn't go to plan and, after Jenson Button and Takuma Sato struggled in the early races, they were disqualified from San Marino and then barred from Spain and Monaco for using fuel as ballast. The team ended the year sixth in the constructors' fight.

Promises were also being made across at Brands Hatch, where MotorSport Vision Chief Executive Jonathan Palmer pledged – and delivered – 'considerable modifications' in order to host the opening round of the new A1GP series on the Grand Prix circuit.



PIC: LAT ARCHIVE

**NEXT
WEEK**

F1 2013 REVEALED

DON'T MISS IT!

THE INSIDE LINE ON ALL THE TECH CHANGES,
RULE TWEAKS & ESSENTIAL ISSUES AHEAD

ALASTAIR CALDWELL

Japanese GP ■ Fuji ■ October 24, 1976 ■ James Hunt, McLaren M23 ■ Pitwall fury turns to world-title glory



Hunt beat polesitter Andretti off the line to lead for 61 laps

TWO RACES STAND OUT

from my time in Formula 1: my first boss Bruce [McLaren] taking his first win at Spa in 1968 and the obvious one – James Hunt winning the title at Fuji in 1976. I'll go for the obvious one.

It was a fraught year between Niki Lauda and James, Ferrari versus McLaren. You couldn't have scripted that season and that finale, although Ron Howard seems to have done a pretty good job!

James won in Canada and at Watkins Glen to set up the showdown in Japan with Niki, and just needed to finish third.

James and I flew to Japan early to do a test at Fuji the Saturday before. It was right on the cusp of the one-week-before testing limit but ended up being a waste of time as the gearbox failed straight away. It did mean James got acclimatised to the Japanese culture and time zones. We were in a nice hotel, too, that was also a stop-off haunt for British Airways and Air France stewardesses, so James enjoyed himself in the build-up to the race!

On race day, the weather was horrendous, with rivers running across the track. James and Niki argued with officials about the

"James ignored the arrow sign for his pitstop. Eventually he came in with the left-side tyres down to nothing. The car sat too low to get the jacks under so we struggled"

race being canned. I was up there, too, arguing, with help from Bernie Ecclestone, that it should go ahead.

There were thousands of Japanese fans in the grandstands looking bored and freezing so one of my guys, a Kiwi mechanic called Lance, who we nicknamed 'the entertainment officer', used his referee's whistle to rev up the

crowd. He taught them the slow-hand clap which built into a crescendo. We used it to fool the organisers into thinking there was a riot starting. They agreed that the race should go ahead!

James made a good start from the front row and led while the others had to contend with the spray. Niki and a few of the others

soon decided it was all too much, while James ploughed on. It got to the point where a dry line appeared once it stopped raining and he needed to cool his wet tyres in the puddles. We held out a 'cool tyres' board which he ignored every time. Everyone else got wise to it, but not James. I still don't know why.

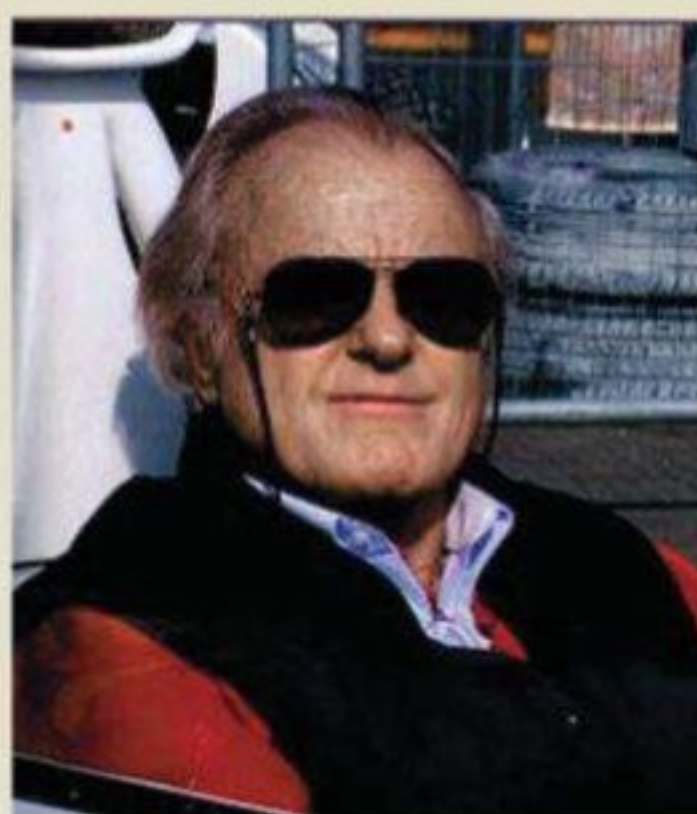
He ignored the arrow sign we used to denote a pitstop, too, so I was furious on the pitwall. We didn't have radios in those days so you had to rely on drivers looking.

Eventually he came in with the left-side tyres worn to nothing. The car sat too low to get the jacks underneath so we struggled in that pitstop – I think it took 24 seconds or so. He rejoined down the field but was soon passing people and got back up to third where he needed to be to win the title.

Even after the race he didn't know where he'd finished. He was standing in the car screaming at [team boss] Teddy Mayer, who had to calm him down and explain that he was world champion.

I didn't enjoy it at the time. If James had paid attention he would have won the race, too! ✖
Alastair Caldwell was talking to Henry Hope-Frost

IN PROFILE



KIWI ALASTAIR CALDWELL WORKED as a mechanic in New Zealand before coming to the UK in 1967. He joined McLaren as a cleaner, quickly becoming chief mechanic then team manager. He oversaw world titles for Emerson Fittipaldi (1974) and James Hunt ('76) before joining Brabham in '81, helping Nelson Piquet to his first title. After a brief spell at ATS he quit F1 and set up Space Station, a west London storage business. Now 69, he's still active in his other passion: classic rallying.

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6

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"He was so **SURPRISED**," said the doctor. "He stopped hiccupping straight away." To ensure there was no re-occurrence, Dr Dawson went on to explain how it also comes with touch-screen navigation, 360° Around View Monitor, cruise control and dual-zone climate control all for only £189 per month, plus 3 years' Pan-European Nissan Roadside Assistance as standard.

"It worked perfectly," added Dawson. "From now on I'll be prescribing Nissan's unbeatable deals to all my patients."



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