

F1's greatest era special issue



AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

2 JANUARY 2020

YOUR FAVOURITE FORMULA 1 ERA

GREATEST F1 ERAS
F1
1974-1982
READERS' VOTE

**Fat tyres, Cosworth DFVs and
big characters from 1974-82**

- **John Watson's
top 10 drivers**
- **Emerson Fittipaldi
on McLaren**
- **Ferrari's first
great revival**
- **The French challenger
that missed out**



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Celebrating your golden era for Formula 1

Just over a year ago (13 December 2018), we asked you to tell us when Formula 1 was at its best – and had our experts put forward arguments for each of the six periods we identified.

As we explained in the 14 February 2019 issue, the winner for magazine readers was 1974-82 (interestingly, the online vote went to 1994-2005, with 1983-93 finishing second in both). We identified this as the era after Jackie Stewart retired and before the turbos began to clean up, swiftly followed by the Alain Prost-Ayrton Senna rivalry. And this issue digs deeper into your favourite F1 age.

John Watson started more world championship grands prix than anyone else during the period and he kicks things off on page 12 with his top 10 drivers. The order probably isn't quite what you'd expect...

We also speak to double world champion Emerson Fittipaldi about his successful time at McLaren (p20), Jacques Laffite opens up about Ligier's 1979 title challenge that turned to dust (p24), and we trawl through the Autosport archive for an interview with Ferrari saviour Luca di Montezemolo (p28), who in 1975 was still known simply as 'Luca Montezemolo'.

Jacky Ickx's career stretched well beyond the era and he helps us pick out his greatest drives as the legendary Belgian hits 75 (p34), while we also look at what Roger Penske's purchase of the Indianapolis Motor Speedway and IndyCar Series means for American motorsport (p48).

Matt Kew is your guide to the show that kicks off our 70th birthday celebrations, Autosport International (p40). Happy New Year!



Kevin Turner

Kevin Turner
Editor

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**NEXT WEEK
9 JANUARY**

We look ahead to F1 2020
– and the Autosport
International show
in Birmingham



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Motorsport Images

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Faster, lighter cars could mean races aren't all held on tight, twisty city circuits



BY THE
motorsport
IMAGES

FORMULA E CHARGES UP ITS

FORMULA E

Formula E has always made sure its car technology carries a message. Gen1, from the series' inception in 2014, was about proving that electric vehicles could race. Gen2, introduced in 2018, is tackling range anxiety fears and demonstrating development. Gen3, it seems, is going to be the most ambitious story yet.

Shortly before Christmas, the FIA released tender documents, inviting interested parties to apply for the separate contracts relating to the chassis, battery and tyres needed for the Gen3 car (the Gen2 equivalents are held by respectively Spark Racing Technology, McLaren Applied Technologies and Michelin). This is set to take to the track for FE's 2022-23 campaign, with a planned three-season lifespan.

Buried in 176 pages of technical and sporting requirements were the following headline targets. The Gen3 car must be lighter by 120kg and smaller overall, feature fast-charging technology that can be used in pitstops, and be able to run at a maximum power of 350kW – a 100kW increase on Gen2. The car will also have a standard second powertrain installed on the front axle designed to significantly increase storage for regenerated energy.

In terms of the power figures, there are some caveats. Applicants must send in ideas to meet two scenario targets. In scenario A, the maximum race power would be 300kW, 350kW with attack mode or fanboost activated, and 350kW in qualifying. Rear maximum regen power is 350kW, and the front is 250kW. In scenario B, maximum race power is 250kW, and 300kW in attack mode/fanboost and qualifying. Rear maximum

regen power is 250kW, and the front is 200kW.

Autosport understands that the two scenarios have been outlined for several reasons. Both the FIA and FE itself – the two parties are closely aligned on the Gen3 tech vision – want to make sure it is possible to hit these target figures and still have good racing. So, while the car could reach 350kW, the main racing would be done at a lower level. This also leaves room for increasing power levels over the Gen3 cycle, as FE did in Gen1.

Another important factor to consider with the higher power levels is FE's tracks. Faster cars will mean more runoff areas and longer venues overall, which means the championship's calendar will likely be different. Tantalisingly, the power-increase targets mean FE could be heading for a mix of city circuits and existing motorsport facilities, although this is not likely to happen in the Gen3 era. But it does mean that from 2022-23 FE could use high power levels for more open tracks such as Mexico City and Berlin, but come down for tighter venues such as Paris.

The other stated targets are also bold – reducing the car's weight by 120kg is a massive step. The tyre tender is key too as it requires the same all-weather philosophy as Gen1/2, but the rubber will have to provide more grip with the expected power performance step.

"In race car terms it's a ridiculously huge amount of weight," says Envision Virgin Racing team boss Sylvain Filippi. "More power, lighter car, smaller car – what's not to like? The power increase plus 120kg lighter is a huge difference. If you put Gen2 and Gen3 together, Gen3 will run circles around it. It's really exciting."

Crucially, as Filippi says, "the rear-wheel-drive capability has won the argument," which means the



2022 VISION

Gen3 car is still going to handle like the current and previous machines – an oversteer challenge for the drivers. Some FE manufacturers were known to be keen to make the Gen3 all-wheel drive, but it is understood that the governing body and promoter are united against this. They fear that it would adversely affect the racing spectacle – one of FE's key strengths.

The tender documents outline very ambitious targets for the Gen3 car – and it's important to state that at this stage this is not 100% what it will be. But ambition brings challenges – and in this case FE's charging infrastructure and battery technology are in the spotlight.

Standard car charging is set to be performed at 80kW, with fast-charging performed at either 450kW or 600kW, depending on the battery-system specifications of the successful battery supplier. And this is key. The Gen3 car should reintroduce pitstops, with the cars being charged at 450kW or 600kW in the pitlane – ideally for 30 seconds (but this may not be mandatory, either overall or for a set amount of time).

This will take a huge amount of energy and require major a step forward in car battery technology. The event infrastructure will have to be significantly beefed up – consider the power surge of the whole field pitting for an energy replenishment at once – and FE itself will supply a bespoke car-charging system. It is suggested that the 450kW or 600kW charge-level aim would be FE at the cutting edge of what is possible – well ahead of the best road-car equivalents.

The 2022-23 season is not far away. The Gen3 car should be a bold new take – its construction chapters will be key to its success.

ALEX KALINAUCKAS



Verstappen: stewards are like inconsistent referees

FORMULA 1

Red Bull star Max Verstappen has said that stewarding in Formula 1 is the same as refereeing in football, because personal interpretation will always play a key role in decision-making.

Verstappen was at the centre of a clear shift in policy from the FIA last season to allow for harder racing, after his aggressive last-gasp overtake on Charles Leclerc to win June's Austrian Grand Prix (above) was investigated without punishment.

At the next race in Britain, Verstappen and Leclerc went wheel-to-wheel again in another fierce fight that ended without either driver being penalised.

New race director Michael Masi, who replaced the late Charlie Whiting on the eve of the season, also reintroduced the black-and-white flag as a 'yellow-card' warning, but in 2019 this was only used once – on Leclerc for the defensive block that pushed Lewis Hamilton off-track and helped the Ferrari driver win the Italian Grand Prix.

Verstappen told Autosport: "The thing is, it's the same in football, isn't it? You have different refs and some give a yellow card easier than others. It's the same like that. Of course, you know, it's a rulebook. But then still the stewards have a little bit of a say of what you're actually going to apply.

"When you go into a Champions League match or a Premier League match, the ref can be different. Sometimes you can get away with a yellow card and then the other ref gives you a red, and you're like, 'What was going on?' It's exactly the same, I think, in Formula 1."

Towards the end of the season, some decisions were made that that seemed to go against the Verstappen/Leclerc verdict in Austria, and clashed with decisions from similar incidents since then. That conclusion from the Red Bull Ring had placed greater emphasis on the driver on the outside to avoid a collision, not just the aggressor on the inside.

But as there is no fixed panel of stewards in F1 – like the rotating cast of referees used in football – the influence of personal interpretation is still significant, and Verstappen said such inconsistency is "fine".

"It's very hard for them [the officials]," he said. "I've been in the room [at the Marrakech Formula E round as 'community service' punishment] and experienced them handing penalties out. It's not easy for them. They also don't want to give penalties. Sometimes they just have to, the way the rules are written as well. We can maybe look into easing some of the penalties, or just write them in a different way into the rulebook."

SCOTT MITCHELL



Has electric series put World Touring Cars in a crisis?

WORLD TOURING CAR CUP

The World Touring Car Cup's mid-December finale at Sepang may have provided the fitting conclusion the series deserved, but its organiser faces a slog to replicate its 2019 field after a third car builder cast doubt over its participation in 2020.

Volkswagen and Audi have already pulled their backing of programmes in the series, and now the Romeo Ferraris Alfa Romeo squad is expected to do the same after committing to the new E-TCR formula that will launch this year.

The Giulia E-TCR (above), which was revealed in December, is being built with support from engineering firm Hexathron, while Romeo Ferraris's current TCR challenger is based on the 10-year-old Giulietta model.

Though Romeo Ferraris does not have any backing from Alfa Romeo, it is the designated constructor of the Giulietta TCR cars and also runs the Veloce variants in WTCR.

Asked whether Romeo Ferraris would race in WTCR in light of its E-TCR commitment, team principal Mario Ferraris told Autosport: "This is the complicated thing because to be here we need some money. We cannot have the budget for both. So I think next year the most important project will be E-TCR."

"I don't know what's happening with the world championship [Cup programme]. But now we have to build some cars for Japan, for Denmark I think, so we continue with the TCR car, we continue with the support to the clients, but the World Touring

Car Cup, I don't think so."

It's not necessarily all doom and gloom for WTCR, though. Ferraris did say his team "can study something" should a privateer wish to run the Giulietta in the series, while paddock speculation at Sepang hinted that the Audi and VW models will remain on the grid. Audi said Comtoyou Racing, which has run the RS3 LMS in WTCR since the series' launch in 2018, had expressed an interest in continuing to field cars in the category and, prior to the Sepang round, Comtoyou said it was "working hard to get potential customers around the table with the various constructors and organisers to keep two or four cars on the grid next season".

An increase in privateer teams without direct links to manufacturers would also be closer in line with the 'spirit' of TCR, which was designed to be a customer racing formula.

Teams did float the possibility of three-car programmes being permitted in 2020 – WTCR currently has a strict two-car-team rule and does not allow more than four cars per manufacturer to be entered – but Eurosport Events supremo Francois Ribeiro said he had rejected this request.

"Teams asked me, 'Oh, can we do a three-car team?', and I said no," said Ribeiro. "I refused to change that sporting regulation with the FIA. We have to fight to keep it a customer racing sport. That's objective number one. It's a very fine line to deal with, in between factory sport and customer sport. And WTCR stands just in the middle."

JACK COZENS

Palou gets IndyCar break

INDYCAR SERIES

Super Formula star rookie Alex Palou is on the move again – he will this year contest the IndyCar Series, driving for Dale Coyne Racing in a link-up with 2004 Le Mans 24 Hours-winning squad Team Goh.

Spaniard Palou was on a DCR shortlist that included ex-Schmidt Peterson Motorsports driver James Hinchcliffe – left without a seat after the team in its new guise of McLaren SP opted for an all-new line-up – and Formula 2 race winner Sergio Sette Camara.

After a season in the Formula 3 European Championship in 2018, Palou was a title contender in his rookie year in Super Formula with Nakajima Racing last term (below), and also raced a GT3 McLaren for the revived Team Goh in the GT300 class of the Super GT championship. Now Goh is aligning with DCR for Palou's IndyCar entry under the name Dale Coyne Racing with Team Goh.

"I'm very excited about coming to America to race IndyCars," said Palou. "I'm grateful for all that have helped me get to this point of my career and especially Dale Coyne and Mr Kazumichi Goh for giving me this opportunity."

"We tested Alex at Mid-Ohio earlier this year and he impressed everyone," said team boss Coyne before Christmas. "His rise in performance in the past three years shows great promise for the future."

Santino Ferrucci, who impressed in his rookie IndyCar season last year and is highly rated by DCR, was not mentioned in the announcement. The team is also facing the loss of engineer Craig Hampson, who was inextricably linked with the parting Sebastien Bourdais, who he ran to four Champ Car titles. Hampson has jumped ship to McLaren SP, where he will act as race and R&D engineer.

DAVID MALSHER





GOLD AND GOOSE
motorsport
IMAGES

Iannone faces ban for steroid

MOTOGP

Aprilia MotoGP rider Andrea Iannone had "every confidence" as we went to press before Christmas that he will be cleared of any wrongdoing after provisionally being suspended from racing until further notice due to testing positive for an anabolic steroid.

Motorcycle racing's governing body FIM announced that the prohibited substance was found in Iannone's urine sample during the penultimate MotoGP round at Sepang. This triggered a provisional suspension for the Italian and means that he now awaits an International Disciplinary Court hearing that could yield a final sanction.

In a statement, Iannone said that he will seek a "counter-analysis", which potentially indicates that he will request a test of his B sample. His suspension would be voided if it returned negative.

"I'm totally relaxed," he said. "I am open to any counter-analysis in a matter that surprises me, also because – at the moment – I have not received any official communication. Over the years, and also this season, I have undergone continuous checks, obviously always proving to be negative."

VALENTIN KHOROUNZHIY

Kubica edges closer to DTM as BMW snaps up Auer

DTM

Williams Formula 1 refugee Robert Kubica is edging closer to a future in the DTM, with BMW still yet to reveal the name of its sixth and final driver for the 2020 season.

Kubica tested a BMW M4 DTM at Jerez in December, days before the manufacturer began to shuffle its line-up. Out have gone 2012 champion Bruno Spengler and one-time race winner Joel Eriksson, but only ex-Mercedes driver Lucas Auer has been named as a newcomer.

Kubica has openly discussed his ambition to combine a DTM race seat with an F1 simulator role, with Racing Point seeming to be a likely destination. He then joined BMW factory GT driver Nick Yelloly for a trial in the M4 DTM, which ran with upgrades planned for 2020 after a difficult 2019.

"It has been a long time since I have last driven a race car with a roof, although DTM is more a formula car with a roof," said Kubica. "Like every car, it has its own characteristic, but I felt pretty comfortable in it straight away and I enjoyed it. It has been a good opportunity for me to



understand a bit all the key points of this new category for me."

After 15 seasons in the DTM, Spengler has been moved by BMW into the IMSA SportsCar Championship. He will join the Rahal Letterman Lanigan-run GTLM class team to partner Connor de Phillippi, with John Edwards and Jesse Krohn in the sister car. Tom Blomqvist leaves BMW's IMSA line-up and has joined the R-Motorsport Aston Martin squad for the GT World Challenge Europe Endurance/Sprint Cups. Auer, meanwhile, returns to the DTM

after a season in Super Formula with Red Bull Junior backing, which netted one podium. The Austrian, nephew of series boss Gerhard Berger, scored four wins during his four DTM campaigns with Mercedes in 2015-18.

Eriksson, who is in line for a BMW GT programme, took the brunt of reliability problems in 2019 and managed just two podiums for the manufacturer, which has retained Marco Wittmann, Philipp Eng, Sheldon van der Linde and Timo Glock.

TOM ERRINGTON

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20th / 21st January
Circuito Iberia 9km

23rd / 24th January
Circuito do Estoril

28th / 29th / 30th January
Portimao

15th / 16th February
Ascari

18th / 19th February
Circuito Iberia 9km

29th February / 1st March
Ascari

4th / 5th March
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7th March
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8th March
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Twilight pole shootout to decide Le Mans 24 Hours grid



LE MANS 24 HOURS

Qualifying for the Le Mans 24 Hours will undergo a massive shake-up for next season. The traditional format of six or eight hours of qualifying will be replaced by a new system dubbed 'Hyperpole'.

The cars will still take to the track as normal on the Wednesday and Thursday of race week next June, but only two short sessions will determine the grid. After a 45-minute session from 11.15pm to midnight at the end of the Wednesday running, the top six cars in each of the classes will go forward to the 30-minute

Hyperpole Session starting at 9pm on Thursday. Each of the 24 cars will be allowed just one run, with no pit stops.

Pierre Fillon, president of race organiser the Automobile Club de l'Ouest, explained that the format is aimed at "guaranteeing two exciting sessions for drivers and spectators, where all the focus will be on sheer speed in a quest for the perfect lap".

"Adrenalin, suspense and concentration will be at a max for every team out there," he said. "It will be a thrilling prelude to the ensuing 24-hour battle on our iconic 13km [8.5-mile] track."

There will be two sessions of free practice

on each day: from 3.30pm to 8pm and 10pm to 11pm on Wednesday; and from 5pm to 7pm and 10pm to midnight on Thursday either side of Hyperpole qualifying.

Qualifying for Le Mans traditionally involved eight hours of track time split across a pair of two-hour sessions on each day. This changed when the traditional test day was cancelled to save costs in 2009 and 2010. The current timetable was introduced in the second of those years, with a four-hour practice session from 4pm to 8pm on Wednesday followed by three two-hour qualifying periods.

GARY WATKINS

Hill gets race-winning AmD Honda seat for 2020



BTCC

British Touring Car Championship race winner Jake Hill has switched to an AmD Tuning Honda Civic for the coming season.

The 25-year-old drove an Audi S3 in 2019 for Trade Price Cars Racing, which ran under the umbrella of AmD. Hill finished 15th in the points, claimed fourth in the Independents' Trophy, and took his maiden win at

Knockhill in September.

Now he steps into one of AmD's FK2-spec Civics, with which the squad won the Independents' Teams Trophy in 2019, Rory Butcher won the Independent drivers' title, and both Butcher and Sam Tordoff won races overall.

"I had a fantastic year with Trade Price Cars Racing, and am hugely grateful to [team boss] Dan [Kirby] and the

whole team," said Hill.

"I have worked alongside the AmD guys and I've seen first-hand how competitive the FK2 can be: it's the most successful front-wheel-drive car in NGTC history in terms of race wins. I've worked hard in my career to get myself into a position where I deserve a race-winning car and I truly feel like I'm ready for it now."

MATT JAMES

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Alonso set for Saudi desert raid

DAKAR RALLY

Some time next week, Fernando Alonso will understand the true meaning of endurance. The Le Mans 24 Hours, no doubt, is a genuine test of stamina and fortitude. But a tough Dakar Rally is on another level. And according to those in the know, this year's Saudi Arabian event, which starts this Sunday in Jeddah, is going to be one of the toughest.

A couple of late landings back in the bivouac followed by a handful of pre-dawn starts, interspersed with back-to-back 300-mile stages through the desert; changing punctures in sinking Saudi sand while the blazing sun bakes you into your Nomex at 50 degrees... Dakar is a proper motorsport workout.

Since its African days, the Dakar Rally has been west to South America and now crosses the planet in the opposite direction to the Middle East for a third incarnation. After leaving Jeddah, it finishes after 13 days (including one rest day in Riyadh) and 5000 miles (3167 of which are competitive) in Qiddiya on 17 January.

Alonso does have an idea of what's coming, and has shown a genuine understanding of what's needed from his Toyota Hilux. He arrives at the start of the marathon event on the back of a third place finish in the Al Ula-Neom Rally a couple of months ago. "That result is positive and it gives me confidence," he said. "I know it will be very difficult. I don't think there is anything more different to Formula 1 than the Dakar, but it's an interesting challenge

— certainly, impossible on paper, but I want to take it on and learn.

"The preparation I have done the past few months has enriched me as a driver, which is one of my priorities when I confront these kinds of challenges: to be better at the end of each of them. I have to approach it with a certain calmness. I don't want to quit after the second or third day because of a stupid mistake."

The rally is near certain to be a battle between Toyota and the X-raid Mini buggies of Carlos Sainz and 13-time Dakar winner Stephane Peterhansel. Alonso's team-mates are formidable too, with former winner Giniel de Villiers and 2019 victor and local hero Nasser Al-Attiyah. Hailing from just over the dunes in Qatar, 13-time Middle East Rally champion Al-Attiyah accepts he may have the edge as the Dakar Rally lands in his backyard.

"The terrain suits me, so yes, I believe that I am the favourite," said Al-Attiyah. "And it's not the best car that wins — it's the best driver."

DAVID EVANS



IN THE HEADLINES

DIXON IN BATHURST ASTON

Five-time IndyCar champion Scott Dixon is to make his Bathurst 12 Hour debut next month. New Zealander Dixon, who was born in Australia, has never raced on the Mount Panorama circuit. He will share an R-Motorsport Aston Martin Vantage GT3 with team regular Jake Dennis and two-time Bathurst 1000 winner Rick Kelly in the 2 February race, a round of the Intercontinental GT Challenge.

CATSBURG JOINS CORVETTE

BMW works driver and Hyundai World Touring Car Cup racer Nicky Catsburg has added a third manufacturer to his list of employers for 2020. The Dutchman has joined Corvette to race in the three IMSA SportsCar enduro blue-ribands: the Daytona 24 Hours, Sebring 12 Hours and Petit Le Mans. Catsburg, a Spa 24 Hours winner with BMW, joins Antonio Garcia and Jordan Taylor in the #3 Corvette C8.R. He replaces Mike Rockenfeller, whose DTM clash at Anderstorp means Catsburg looks likely to also race the Corvette in the Le Mans 24 Hours.

PIQUET MOVES UP TO F2

FIA Formula 3 frontrunner Pedro Piquet is stepping up to Formula 2 this year. Piquet, one of the offspring of three-time world champion Nelson, will drive for Charouz Racing, which returns to its former name after a year running as the Sauber Junior Team. He will line up alongside Louis Deletraz, who returns to the team for which he drove in 2018 after a year at Carlin.

SARGEANT'S PREMA SWITCH

Macau Grand Prix podium finisher Logan Sargeant has switched to Prema Racing for his second season in the FIA F3 Championship. The American, who tested for the Italian team in the post-season Valencia running, moves over from Carlin.

HOGGARD'S DAYTONA LMP2

Aston Martin Autosport BRDC Young Driver of the Year Award winner Johnathan Hoggard has been given an LMP2 seat for his Sunoco Whelen Challenge prize drive in this month's Daytona 24 Hours. Hoggard, who scored the most points in the Sunoco contest during his British F3 exploits, will drive a Riley Mk30 with Rick Ware Racing alongside Indy500 regular James Davison, NASCAR competitor Cody Ware plus Mark Kvamme.



JOHN WATSON'S TOP 10 DRIVERS

He raced against – and beat – them all, he was team-mate to some, and he's known as an excellent pundit. Who better than John Watson to rate the top drivers of 1974-82?

INTERVIEW BY MARCUS SIMMONS

**WATSON
F1 STATS
1974-82**

Starts: 135
Wins: 4
Poles: 2
Fastest laps: 4
Best championship:
1982 (3rd)

10

CARLOS REUTEMANN

1974-82 WINS 12

In 1981 in Las Vegas, Carlos drove that grand prix doing something I've never seen a driver do. He drove that race in his mirrors – he never once looked forward. He got passed left, right and centre. Nelson Piquet didn't win that championship in 1981 at Las Vegas (below); it was Carlos who blew it.

He was probably the most psychologically fragile of all the drivers we're including here. A very talented, quick guy, overanalytical probably – every gear ratio change, spring change, rollbar change, he'd write it down. A very good driver, but not a racer. He was unusually quiet for a Latin American – probably because he's a German! Carlos and his wife Mimicha were not social like Carlos Pace. He was insular.

Carlos had such good qualities but his fragility was illustrated by what happened in 1981. Remember, there was a clause in

his Williams contract where if Alan Jones was closing, Carlos was required to let him by. I think Carlos felt there was a prejudice and the team was working against him and in Alan's favour, and you can understand why. Alan had the team in the palm of his hand because he was the kind of racing driver Williams wanted.

They didn't want some sensitive South American who needed an arm putting around him.

He always seemed to choose the car that had won the championship that year, and then realise he'd made an error. He left Brabham to go to Ferrari in late 1976, he

went to Lotus in 1979, so he was always a year or more out of step. When Carlos went to Ferrari, Niki Lauda told me that he turned around and said: "I'm going to f*** that guy." And he did. That's one of the qualities that makes a good driver a great driver, and Carlos's mental flaws blighted his whole career.



9

KEKE ROSBERG

1974-82 WINS 1

In 1978 at Kyalami, I was coming up around the Jukskei kink, which was just about flat at that time. Keke was in front, driving the Theodore, and he had that car dancing around on its nose. I tell you what – Nureyev would have been pleased with some of those moves. He was an illustration of massive car control; he was outdriving the car by a million miles. That car would never be higher than the back of the grid, but did he know that? Later, at Fittipaldi, he was masked because the money was going in the wrong places I suspect.

When he went to Williams for 1982, he did a great job in winter testing and impressed the hell out of Patrick [Head]. The characters blended together. The Williams of 1982 wasn't the best car; it was on the wrong tyres arguably in certain circumstances, especially at high-speed circuits. But Keke wrung its neck in qualifying. He's got great car control and he's a smart guy – whether or not you like his banter and his humour.

He replaced Alan Jones at Williams. How could a Finn and an Australian have any similarity? I'd have said in some respects Keke is a more intelligent guy than Alan, but Alan is a clever operator with more mouth than Bourne mouth! Both were racers. They never really raced one another in comparable equipment, and it would have been interesting to see how they would have done against each other. I think Alan would have come out on top just because of sheer bloody-mindedness.

Keke showed very clever restraint in 1982. He built the points to the last race, where I had to win and he finish fifth or lower. The other thing is, his team-mate was Derek Daly. He wasn't a threat, whereas I had Niki Lauda's considerable presence and force, which at different times was destructive.



8

MARIO ANDRETTI

1974-82 WINS 11

There's no doubt about it, Mario is the most versatile driver – he's won championships in Indycars, he's won in NASCAR, he's won the world championship. And he's a smart operator.

When Mario went to Lotus in 1976 that car was a shitbox. But Mario was good at feedback, helped the engineer get a picture, and that's fundamentally where the relationship is built. The main thing with him is you were never sure whether his bigger commitment was to Indycars and he was using F1 to fill in, but he gave that commitment to Colin Chapman and stuck with it.

When he got the Lotus 79 in 1978, rightly so Colin said, "Right Mario, you've put all the hard yards in", and also Colin was about to launch products in America. So Mario deserved that position as number one in the team. He'd built that, and it was part of his ability to work things out.

Mario's a good racer too. He grew up racing those little midgets in America and he knew what it was all about. But then he came from racing wheel-to-wheel on ovals to racing against

James Hunt – "F*** off you American, I don't want you f***ing passing me!" You can almost imagine James saying that...

Before Lotus, he raced the Parnelli.

That was a beautiful car, basically a Mk2 version of the Lotus 72 that Maurice Philippe [who designed both cars] had done. Part of the reason for Mario's lack of success there was operational rather than technical. His ability was not in question at all, but it was an American-owned team. What inhibited Parnelli was they didn't want to be European based with an American owner [like Penske, for which Watson won the 1976 Austrian GP]. It was a pragmatic judgement [to pull out]: Parnelli Jones and Vel Miletich were multi-millionaires and they didn't want to become just millionaires.



7

ALAN JONES

1974-82 WINS 12

Alan was an underappreciated, undervalued driver when he got to F1. He was a kind of archetypal Australian larrikin, skin like a rhinoceros, bloody-minded self-belief, didn't give a stuff about anybody, which fundamentally is the right approach. The moment he was kissed by the frog was when he went to Williams [for 1978] – I don't know if he was aware of what Patrick Head [designer] was working on for 1979. He was given an opportunity, used it mercurially and then he pissed off.

He had some great races with Didier Pironi, who was equally bloody-minded, and with Nelson Piquet. One time Alan ran Piquet off the track, and Piquet came up to Alan and said: "Next time you do that I kill you." Wrong person to say that to, Nelson! Because if anyone in the paddock could kill you it was Alan, and he would have done that with pleasure.

It wasn't just the FW07 and Alan at Williams. You had Patrick – and Frank Williams is pretty hard-nosed as well. Whether by design or good fortune, Frank created the platform for Patrick to produce a car for a driver of Alan's ability. In a funny way it became a mini-Ferrari

– like Niki Lauda, Mauro Forghieri and Luca Badoer. There were three key people among a number of other important people, and Alan used that car to maximum effect.

I asked Alan one time, "Patrick could be abrasive,

so if the car wasn't working what did the team say to you?" He said, "If the car wasn't working, I'd go to Patrick and say, 'You've got a problem, this car is f***ing shit, fix it.' And Patrick would go, 'Right. Right. Right. Oh. Oh.' And that's what Alan did – he was the fuel that drove the Williams team in a way. And he was 100% in the right place at the right time.





6

GILLES VILLENEUVE

1974-82 WINS 6

He was the greatest misuse of a God-given talent. He was gifted, precocious, whatever, but my conclusion is he didn't have the discipline to fulfil his talent. One thing he could do was drag a performance out of a poor car, which Didier Pironi didn't do very well [in 1981]. In 1982, when they got a better car, it didn't lift Gilles but it drew Pironi up.

When Pironi got his feet under the table at Ferrari, the politicking that went on with Pironi and Marco Piccinini [team manager, with whom Pironi allied] was poisonous. To me that sucks. I think there was a clear decision made by Piccinini and other people – possibly Philip Morris [sponsor] – that they'd throw their weight behind Pironi.

Gilles wanted to be the quickest guy in the world, and he didn't get that to be world champion you have to be prepared to finish second. Had Villeneuve been at a British team, we'd have seen him managed in a way that fulfilled his ability and how to achieve it on a consistent basis. He'd have won the world championship and he wouldn't have died in the manner he did. The Ferrari ethos was to have a driver of Villeneuve's manner, like in the old days when Enzo Ferrari ran the team himself and pitted drivers against each other, with the loss of Eugenio Castellotti, Luigi Musso and whoever else.

I don't think Ferrari had a clue how to nurture his talent. Gilles was the ultimate hot-rod F1 driver and unfortunately it got out of control in 1982. For me, the ultimate sadness was that it was four and a half wasted years in F1. People bang on about him being 14 seconds quicker than everyone in a wet practice at Watkins Glen, but that means f*** all. Smart guys know when to perform and when not to perform. He was exciting and courageous, but he died behind the wheel unnecessarily.



5

RONNIE PETERSON

1974-82 WINS 6

Ronnie was a huge natural talent, embodied in a really lovely person. He was an uncomplicated, straightforward guy who did one thing: drive a racing car quickly. He wasn't a politician, he wasn't a manipulator. When he went back to Lotus in 1978 (below), if his contract hadn't said he couldn't beat Mario Andretti, I'd have no hesitation in believing Ronnie would have won the world championship.

He had 'world champion' written all over him, but Ronnie wasn't the sharpest in terms of understanding and communicating to a team principal, engineer or technical director. When left to his own devices, he would drive around problems because he had the ability to do it.

There was no doubt in 1973 at Lotus he was quicker than Emerson Fittipaldi, but Emerson is a smart guy and knew where his bread was buttered with Colin

Chapman [Lotus boss]. Peter Warr [team manager] was all over Ronnie like a rash, but Colin couldn't have given a flying f***. All he wanted was a Lotus to win. Jackie Stewart won the championship that year in a Tyrrell that was inferior to the Lotus 72, because he had a team-mate who was subservient, voluntarily so.

He got the points, and he understood that you've got to finish races.

Ronnie was quick in the March, and then went to Tyrrell in 1977 (above). There was a commercial aspect involved in that, because he was backed by Count Zanon.

To some extent you'd have said that was the place to go, but the outcome wasn't as successful as the 1976 Tyrrell, which was essentially the same car with sexier bodywork, and other teams were progressing. Other drivers were able to see beyond what's the quickest car out there at the time.





4

JAMES HUNT

1974-82 WINS 10

James wasn't a racing driver – he was a competitor. He wasn't interested in anything about motor racing other than winning. Being a racing driver was my passion, but James had a different mentality.

It was good fortune when Emerson Fittipaldi made that decision [to leave McLaren at the end of 1975]. In James, here was a quick, talented driver, a little bit off the wall in certain areas, but they brought him in to McLaren and did a bit of a Dr Frankenstein on him, and gave him a very good platform to work on in the M23. Particularly following Niki Lauda's accident, James drove some sublime races. He utterly and ruthlessly used every sinew of what McLaren could do.

I raced against him wheel to wheel at Zandvoort in 1976, and he was pretty hard on the race track. He said, "I knew if you got ahead of me you were gone". I was quicker round the back of the circuit, he was faster on the straight, so he worked out what he needed to do

to stop me finding a way past. He would hug the inside of the Tarzan hairpin and as I tried to go around the outside he would wash me off the track. A year later he tried to do exactly the same thing with Mario Andretti and they ended up colliding. My reaction was, 'I'm not going to have an accident, I'll find another way', but Mario was accustomed to drivers giving you working room. 'Working room' didn't exist in James's catalogue of etiquette!

When he finished at McLaren and went to Wolf in 1979, he quickly realised he was never going to be world champion again and his desire left him almost as quickly as it had arrived. He had a meteoric career in 1973-77, and in 1978 all those things were beginning to back up – his notoriety, his lifestyle – and that's why McLaren dumped him. But in those five years he was a formidable competitor – intelligent, fit, strong.



PIQUET AND PROST THEY PEAKED IN THE FOLLOWING ERA

Nelson Piquet won the world championship in 1981, but that was Carlos Reutemann's to lose, and Reutemann lost it. Nelson had arrived at Brabham alongside Niki Lauda and me at the end of 1978, and Bernie

Ecclestone [team boss] loved him. He's one of the smartest guys, but I'm not a fan of him because I don't like what I would call his values.

From Formula 3 he knew that if you could test non-stop and work at it, you could win the championship from getting the mileage and knowledge on car set-up. He was able to see what Niki did [as team-mate in 1979] and combine

his own intelligence and expertise. No one else at Brabham ever got a sniff – that was Nelson's team.

When Alain Prost came to McLaren [as Watson's team-mate in 1980], by the time he'd left the pitlane on his first test it was abundantly clear he knew what F1 was about. He was an excellent driver with phenomenal feel. He managed to make that McLaren M29 work better in the



earlier phase of the season than me.

There were threats that Marlboro might leave and go to Ferrari, and the team looked at Alain as its saviour, and I became the second driver. McLaren introduced the M30, which had the same core

problems as the M29. By the Canadian Grand Prix, we knew Ron Dennis and John Barnard were going to be part of the team. John started to work on the M29, and made a fundamental change. "What are you doing?" I said. He said to go out and drive

the car and tell him what it's doing after I'd driven it, not what it might do before I'd driven it.

It was a born-again race car and, while Alain and the team were dicking around with the M30, it resurrected my career.



3

EMERSON
FITTIPALDI

1974-82 WINS 5

He could have been a contender for best of his generation, but he made a judgement [to switch to his brother's Copersucar Fittipaldi team for 1976] and his career just switched off in effect. He got a shedload of money I suspect!

But you have to recognise that he was the youngest world champion [to date, in 1972], won it again at McLaren [in 1974], came second in 1975. That was his purple patch. He was a guy in a hurry, one looking to take over from the Stewarts and the Hills. But what destroyed much of what he had built was his decision to go to Copersucar, and that's one that no rational racing driver would have made. It undermined his credibility. You have to think of the process of where you want to get to, how to go about it. And what Emerson did was cut that out, like he went and

had his balls cut off, frankly.

When Emerson arrived at McLaren, it had the M23, which was introduced in 1973 – Denny Hulme was at the back end of his career, and you wouldn't put Peter Revson at the same tier as Emerson. He'd

come out of Lotus having had head-to-head battles with Ronnie Peterson. Now he had an evolution of the M23, a car that carried on with McLaren until 1977 with a few aero and suspension geometry changes, pretty small stuff. With its long wheelbase and wide track it

seemed to adapt pretty well to every race track except one: it was crap at Monaco.

But Emerson made good use of it.

When he went to the Fittipaldi team, he made a call that was masked in nationalism. He is far from a stupid man, so I have to be cynical, that the only purpose was commercial.

THE RACERS WHO WERE
GONE TOO SOON

Carlos Pace was a lovely guy who loved life. He had ability, bundles of charm, and on his day he could be an unquestionably competitive challenger, but I would put Carlos Reutemann ahead of him [in a ranking]. When he signed for Bernie [Ecclestone at Brabham], I think he was left in debt because his credit card bills exceeded what he got paid! Carlos loved life at every level – that's why he was a lovely guy. Bernie loved him to bits.



Tony Brise (above), Tom Pryce and Gunnar Nilsson – let's say they all had level abilities, but it was the character of Tony that stood out. He had this clarity of ambition and thought. He wouldn't have been hanging around with Graham Hill's team

for long because somebody was going to pick him up. He had this other dimension, and he would have been a big threat.

Tom was a lovely person, but didn't have that hard nose Tony had, and stayed perhaps a bit too long at Shadow. He enjoyed being in a team where he felt part of the family. Tom's was a quiet determination, and Tony's was noisy. His self-confidence was unbelievable, and he had bags of talent.

2

JODY
SCHECKTER

1974-82 WINS 10

When Jody left Ken Tyrrell's team, I could understand why he would do that, but he took a big punt to go to a new team at Wolf – albeit comprising Harvey Postlethwaite [designer] and Peter Warr [team manager], eased by a substantial cheque! You'd have said, "What's he doing? He must be nuts." But Jody had the focus and single-mindedness, that bloody-minded South African personality.

When Jody went to Ferrari, Gilles Villeneuve on a single lap was almost always quicker, but Jody had been at Tyrrell and he understood that you win a championship by finishing races in the points. Jody didn't allow himself to be drawn into that battle because of his intelligence and approach.



Before he got to Tyrrell he was an *enfant terrible* in 1973 – he was a bloody menace at times. But at Watkins Glen he came upon the scene of Francois Cevert's accident, which I didn't see but gather was extremely grisly, and he saw something that shocked him so deeply that he went down the Road to Damascus of realising he could get killed. And he reassessed and redefined his approach to safety – drivers, cars, circuits, every element.

He's a difficult animal to quantify because he's not the most comfortable person to have a conversation with, but he applied a lot of logic and common sense. At Tyrrell he no doubt benefited from working with Ken, who was like a school head teacher. I don't want to overegg what Ken did, and I'm sure Jody would say, "That's a load of bollocks, I did it myself", but Ken seemed to have a manner of letting you evolve to get the best out of yourself.

He had one shot at the championship, with Ferrari in 1979 (below). And remember, if you won three or four races out of 15 in those days that was a lot. He worked out what he had to do to get where he wanted. It's not simply about getting in and driving the wheels off the car, like Villeneuve did.



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1

NIKI LAUDA

1974-82 WINS 19

The personality, the intelligence... Niki was astute and understood how to build things around him. All these drivers were top drivers of their generation, capable of winning a grand prix on pace. But Niki was special for two reasons.

The first aspect was I had never seen an operator like Niki. He was clever; I was naive. He went to Brabham [where Lauda partnered Watson in 1978] partly to piss off Ferrari, and maybe he thought he could do something there – had it not been for the Lotus 79, maybe he could have won the world championship. Because of Niki's commercial attachment to Parmalat, he brought it to Brabham as a team sponsor as well as his personal sponsor, and that allowed him to have a significant amount of influence above and beyond the fact that he'd just become a two-time world champion. He was not just dealing with Bernie [Ecclestone, then the Brabham boss] as a driver, but also as a commercial partner. I didn't understand what was going on really.

The second element is he's very concise in describing things in an engineer's



language – ironically because English wasn't his first language. Also, he'd learned a lot at Ferrari with all the running he had at Fiorano. He understood that you've got to get the right people working for you, not your team-mate, and he was clever at implementing that. Getting into certain places isn't good fortune – it's because you make them happen. When he got his feet under the table at Ferrari, his incorporation with Mauro Forghieri [designer] and Luca Badoer [team chief] made it a three-part team – it's like what Michael Schumacher did with Ross Brawn and Jean Todt. He is the one of that era who really saw the big picture.

When he came to McLaren [in 1982 as Watson's team-mate], he was finding me a lot more awkward because some of my strengths were better than his. In Las Vegas [for the finale] I was the best-placed to beat Rosberg to the title, and on Saturday night Ron Dennis said, "If John is behind you let him past". He'd never been asked that and he checked out – although he drove in the race he might as well have been back in Vienna!







HOW FITTIPALDI FLOWERED AFTER LOTUS

He had his pick of teams for 1974, and the Brazilian made the right choice by joining McLaren. In doing so, he became the team's first world champion

CHARLES BRADLEY

PHOTOGRAPHY



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FITTIPALDI'S McLAREN WINS

YEAR	RACE
1974	Brazilian GP (Interlagos)
1974	Gran Premio Medici* (Brazilia)
1974	Belgian GP (Zandvoort)
1974	Canadian GP (Montreal)
1975	Argentinian GP (Buenos Aires)
1975	British GP (Silverstone)

*Non-championship race

It's the 1974 Dutch Grand Prix, and there's an odd sight at Zandvoort: Emerson Fittipaldi has a divining rod in his hands, given to him by Clive Hulme – a renowned mystic, Victoria Cross recipient and father to Emerson's McLaren team-mate Denny. As it twitches and turns to point towards him, Emmo laughs out loud, and Clive declares: "You're going to be world champion!" With Fittipaldi beaten into third place that day in June by a Ferrari 1-2, it looked like Hulme Sr's prediction was wide of the mark. But Fittipaldi knew what he needed – Goodyear's stiffer and wider tyres were holding his McLaren M23 back – and designer Gordon Coppuck knew how to fix it.

"On the bumpy tracks we didn't have a good suspension geometry for the rear," says Fittipaldi. "Then Gordon designed a new suspension for Brands Hatch [venue for the British GP in July]. And that's when the car started working really well everywhere."

"MOST OF THE GUYS WERE FROM NEW ZEALAND. COMPARED TO LOTUS, THE TEAM WAS MORE ORGANISED"

"The McLaren was a much more basic car [than the Lotus 72 Fittipaldi had driven previously]. Wishbone suspension with torsion bars, no inboard brakes at the front – what I'd call a very conventional car. But McLaren worked a lot with the wheelbase; we had three different wheelbases, depending on the track. That's why McLaren was very good at adapting to different circuits."

Although it was four years on from Bruce McLaren's death, the team retained its Kiwi core of excellence: "Most of the guys were from New Zealand, Alastair Caldwell was a very good team manager. And then there was Teddy Mayer, the American lawyer, who was very well organised, and a very good friend of Bruce. I really liked the potential during the first test beginning in December [1973] at Paul Ricard. The M23 was already very fast; I mean out of the box, the car was good to drive – easy! Compared to Lotus, the team was more organised logistically." >>

With the McLaren now handling as well as the edgier Lotus that had powered him to his first world title in 1972, Fittipaldi made up ground rapidly in the closing grands prix of 1974. He surged from fourth to first in just two races – thanks to second place in Italy and a win in Canada – and would enter the United States GP finale at Watkins Glen tied on 52 points with Ferrari's Clay Regazzoni. After both suffered poor qualifying sessions, they'd start eighth and ninth on the grid. Cue the worst night's sleep Fittipaldi has ever had at a race weekend...

"It was the only time, in all the races I've experienced in my life, that I only slept four hours," he admits. "Because I was thinking, 'Tomorrow, myself or Clay will be world champion!'. And because the car was not handling well, we started far back. It was tremendous pressure mounting for me – more than the Indianapolis 500, more than any Brazilian Grand Prix."

Ticking over in Emerson's mind that night was his gameplan for the title showdown's opening lap. Factor in, too, Fittipaldi's wariness of his title rival... "Clay was a great friend, I enjoyed time with him outside of the cockpit," says Fittipaldi. "But he was very dangerous in the car. Always."

"I was thinking to myself, 'For the race we will drop the rear wing off to have more speed on the straight and if I pass Clay there, then I can go away'. So that was my target: to get past on the first straight."

"We started the race, into Turn 1, Turn 2 and into the fast Esses, and as we came to the straight Clay was just ahead. I saw him look to the mirror. I was coming with more speed on his inside, and he started going to the right, to the right... And he put me on the grass. When he put me on the grass, I thought there's only one thing I can do now to beat his Ferrari. I turned the steering wheel to the left, against him, and he never thought that I would make that move. I passed him by the end of the straight, I was half a car ahead, but he moved again – and I thought we were going to both collide [Emerson's hands signify an explosion]."

Somehow, they survived this bruising encounter. And, despite the best efforts of Rega's Ferrari team-mate Niki Lauda to hold up title contenders Fittipaldi and Tyrrell's Jody Scheckter, it was all for nothing. Regazzoni suffered a defective damper, which ruined his



Canada win put him joint top going into last race

car's handling, and he finished four laps down after making multiple pitstops. With Scheckter also hitting trouble with a fuel-feed issue, Fittipaldi wrapped up his second world championship with a measured fourth-place finish. But that opening lap skirmish still rankles today...

"After the race, I was going to complain to him, but what am I going to say?" asks Fittipaldi rhetorically. "I'm the world champion – thank God! But he was dangerous. Some of the younger guys were dangerous, sometimes, but I was always suspicious of Clay."

It could all have played out very differently, of course. Given free rein for his next choice of team at the end of 1973, Fittipaldi had considered Brabham and Tyrrell before settling on McLaren. "Colin Chapman did everything for me to stay at Lotus," he says. "But I wanted to move. Philip Morris [Marlboro] come to me and said, 'You're going to choose the team'. So I went to Bernie [Ecclestone] at Brabham, Ken at Tyrrell, who was very good, and McLaren. It was a very difficult decision. I was defending vice-



Fittipaldi won at Nivelles, Belgium, ahead of Lauda. His third victory for McLaren



Friends, but rivals:
Fittipaldi, Niki Lauda,
Clay Regazzoni (l-r)

champion, second place to Jackie [Stewart in 1973], so there was a lot of expectation on my part. But what I felt at McLaren was the motivation – and the M23 was a very fast car. It was a very small team compared to Tyrrell and Brabham, but it was very motivated."

He'd stay with McLaren for 1975, scoring two more wins but losing out in the championship to Lauda and Ferrari: "We didn't improve as much as we should, and we lost the gap we had over the other teams."

In 1976, Fittipaldi left McLaren to drive for his brother Wilson's Copersucar-backed team, opening the door for James Hunt to join the team and, of course, win the title in the most dramatic circumstances. Does that rankle with him? Not a jot... "James comes to me and says, 'Thanks for the car!' He was so happy – it was simply a different era, it was so much fun."

"And James... he always came to my motorhome to piss or shit before races. I said, 'Hey, James, don't leave these odours in my motorhome!' That was true friendship. It was such a good time." ✨



AFTERSHAVE, AFTER HOURS



McLaren ran a third M23 in 1974, a Yardley-sponsored car alongside the Marlboro-Texaco machines of Emerson Fittipaldi and Denny Hulme. Driving that until his career-ending German Grand Prix crash was Mike Hailwood, the nine-time world motorcycle champion and (ultimately) 14-time Isle of Man TT winner.

Hailwood switched to four wheels after being paid by Honda not to race bikes for any of its rivals. He finished third in the 1969 Le Mans 24 Hours with David Hobbs in a Ford GT40, and won the European Formula 2 title with Surtees in 1972. Awarded the George Medal for bravery, for pulling Clay Regazzoni out of his burning car in South Africa in 1973, Hailwood was renowned for getting wound up before a race. But he found a novel way of staying relaxed...

"Mike the Bike! He was a comedian," remembers Fittipaldi of Hailwood, who was killed in a road accident in 1981. "He was always fun. I remember at Zandvoort, leaving the hotel – the one that's five minutes from the circuit's gate – on race day morning at eight o'clock. I was already dressed in my firesuit. As I'm walking out of the hotel's front door, Mike the Bike walks in, wearing T-shirt and jeans, looking at me with red eyes! I said, 'Mike, are you just coming back?' He says, 'Yes, I had such a great night in Amsterdam!'"

"That day he started right beside me, [Fittipaldi started third, with Hailwood fourth] and I'm thinking, 'How is he going to get on with no sleep?' We start the race, and he's on my tail – the whole race! It was a big surprise for me that he did so well. I thought he'd be tired or have poor reflexes, but he was perfect!"

Hailwood would finish fourth on that day in 1974, just a second behind Fittipaldi after 75 laps.

"There were many characters in those days," adds Fittipaldi. "I enjoyed the final years of Graham Hill. He was also a very funny comedian and an extremely nice person. Jack Brabham was very quiet, but Graham was the opposite!"

"When we were in Brazil for F2, Graham asked where we could see some girls, so I took him to a place that had some of the most beautiful girls in the world. And when he saw them, he looked at me and said, 'See you on Sunday afternoon!'"



TURNING THE AIR BLEU

Jacques Laffite and Ligier opened the 1979 season in crushing form, but their title challenge was soon to hit a rocky road

GARY WATKINS

PHOTOGRAPHY  **motorsport**
IMAGES

Two things had already dawned on Jacques Laffite when he climbed out of the brand-new Ligier JS11 after a short, first test run. He now understood how the dominant Lotus 79s had done what they did during the season just finished, and he realised that for the season ahead he might have a car good enough to win the world championship. His pace in the French team's first ground-effect Formula 1 contender through the fast Signes right-hander at the end of Paul Ricard's long Mistral Straight convinced him on both counts.

The Frenchman communicated his thoughts to team owner Guy Ligier and technical boss Gerard Ducarouge after completing only a handful of laps at Ricard in December 1978 aboard the Cosworth-engined machine. "I was flat through Signes on my second lap," recalls Laffite. "I stopped in the pits and told Guy and Gerard that now I knew why the Lotus was so good. The car was completely crazy, so much grip. I could not be sure to have the best car, but I realised why Mario [Andretti] and Ronnie [Peterson] had been so quick, and I thought maybe I had the chance to do the same."

Laffite's hopes that he had a title-winning car under him were borne out when the F1 circus assembled in Buenos Aires in Argentina late in January 1979. He put his JS11 on pole by a second and took the victory after initially dropping to third in the restarted race. Two weeks later he followed it up with another victory, this time leading home new team-mate Patrick Depailler in a Ligier 1-2 in the Brazilian Grand Prix at Interlagos.

It wasn't that the JS11 was perfect straight out of the box. Laffite remembers the need for some aero revisions after an official day of testing on the Thursday ahead of the Argentinian Grand Prix that allowed him to take some of the quicker corners flat-out. That suggests Ducarouge was beginning to understand the complexities of ground-effect aerodynamics. What he did to bring a slightly heavy car down to the minimum weight proved that he didn't.

The Ligiers raced in the opening leg of the world championship in South America with venturi underwings made from aluminium. By the time they got to Kyalami for the South African GP in March, they were made of fibreglass. The performance of the JS11 was suddenly blunted: the two cars could qualify only fifth and sixth,



Laffite told Guy Ligier the team would be compromised by running a second car



Ligier team celebrates Laffite's win in 1979 Argentinian GP (above)

Depailler ahead of Laffite, and both would crash out of the race.

The less-rigid wing sections were now deforming under the massive aero loads generated. The problem for the team was that this issue was largely hidden. "When we were out on track the fibreglass was deforming, but when the car was in the pits it returned more or less to its original shape," recalls Laffite. "We knew there was some kind of problem, but we didn't really understand it."

When the Williams FW07 first appeared at Long Beach in April, Laffite dragged Ducarouge down the pitlane to show him that the new car's underwings were constructed in aluminium honeycomb. The Ligier technical boss didn't want to listen.

Some of the big changes at Ligier for 1979 had a knock-on effect on its aero problems, reckons Laffite. Not only had it abandoned the Matra V12 with which it had entered F1 in 1976 for Ford's more compact Cosworth DFV, but it had expanded to two full-season cars for the first time with the arrival of Depailler. Laffite wasn't convinced a team that was very much his for the previous three seasons had the resources necessary for this growth. "I told Guy and Gitanes [part of the French state-owned tobacco company that

sponsored the team] that we didn't have enough budget for two equal cars," he says. "They said, 'No, no, no, it's not a problem.'"

But Laffite reckons an unpaid bill with renowned French aerodynamicist Robert Choulet's SERA organisation proved his suspicions. He isn't sure of the reasons for the debt, and he recalls that his fiery team boss was convinced that the team's secrets were being leaked to Alfa Romeo. All he knows is that had the relationship remained cordial, the JS11 could have been taken straight back into the tunnel. It was his and Ligier's misfortune that it wasn't. "If we would have gone in the tunnel we would have found the problem in two seconds," argues Laffite. "We would have seen the deformation of the underwings immediately."

The recruitment of another top-line driver wasn't necessary conducive to a championship challenge, believes Laffite. He had been good friends with Depailler, but he suggests their relationship turned cold at Ligier. "We would travel together to the races when he was at Tyrrell, but when he came to Ligier there would be some races where we would not even have dinner," explains Laffite. "Things are always different when you are in the same team." >>



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Ligier was back on form for the Spanish Grand Prix at Jarama in late April. Laffite qualified on pole from his team-mate, but lost out away from the line. He recalls hitting the brakes to stop the car rolling forward just as the start signal was given. Laffite trailed his team-mate for 14 laps. Now, as then, he believes he was the quicker of the two Ligier drivers that day, though it should be pointed out that they set almost identical fastest laps.

"THE STORY ABOUT SET-UP DATA BEING WRITTEN ON THE BACK OF A FAG PACKET, THEN LOST, IS A MYTH"

"It knew it was going to be difficult to overtake because he was braking a little bit later than me in the first corner after the straight," says Laffite. "I came up with an idea. The fast corner before the straight was taken in fourth gear and I decided to change up in the middle of the corner to have more speed at the end of the straight. I made a mistake because the g-forces were so big that I went to go from fourth to fifth and ended up in third. I had to stop almost immediately because I had taken something like 12,000 revs."

Laffite, who didn't see the end of the 16th lap, suggests that with two wins under his belt already that year there should have been some kind of team orders. His unhappiness resulted in him leaving the circuit long before Depailler stepped onto the podium to celebrate his second grand prix victory. It was, he concedes today, a mistake.

It has been written that the JS11's aerodynamic issues were fixed ahead of Jarama. Laffite says not, though there are any number of stories about the team's travails that probably preclude establishing the truth now that Ligier and Ducarouge have left us.

The one about the set-up data for the cars being written on the back of a fag packet – presumably Gitanes – that was somehow discarded is a myth. Ducarouge denied it to this author many years ago when being interviewed about the unraced Lotus 96T Indycar. Another one suggests that the team owner destroyed a batch of sidepods in a fit of rage after an argument over the direction of



Laffite chases Depailler during the early stages of the 1979 Spanish GP

the team's aerodynamic development.

Laffite is insistent that Ligier didn't get on top of the problem until the late summer. He believes that the hang-gliding accident that curtailed Depailler's season straight after the Monaco Grand Prix had a role to play in the team's failure to find a solution.

"Patrick's accident handicapped the team for sure," he says. "It affected everything. Jacky Ickx came in and hadn't been driving a competitive F1 car for a lot of years. We all know he was talented, but it was extremely difficult for him to be competitive."

Only for the Italian Grand Prix at Monza in September did Ligier have the aero problem licked, says Laffite. "We made the change and I was much more competitive," he says. "I was following the two Ferraris and catching them when I had a problem with the gearbox."

Ligier's championship challenger had arrived in Italy in second place in the points after a run of three third places at Hockenheim, the Österreichring and Zandvoort, though Laffite had only once qualified in the top three. His retirement at Monza meant that Jody Scheckter's third victory of the season aboard his Ferrari 312T4 was enough to seal the title with two races to spare.

"I always knew it was going to be a long season and that we would have to work hard to keep our advantage after the South American races," says Laffite, who ended up fourth in the points. "But I believe I had the car to be world champion but for those problems." ■

1981 WHEN LAFFITE CAME CLOSEST TO THE CROWN

Jacques Laffite flew out of the blocks at the start of his first near-miss in the Formula 1 World Championship in 1979. Two years later, he and the Ligier team started slowly but came even closer to the title. He again finished fourth, but this time fell just six points short.

Laffite actually thinks that the 1981 campaign aboard the Matra-engined JS17 was his best chance to win the title. Or rather it would have been had his team sought to circumvent the new rideheight rule introduced in the wake of the ban on sliding skirts in the same way as the British *garagistes*. Ligier wouldn't come up with its own dual-spring system until part-way through the season.

Designer Gerard Ducarouge initially insisted that the systems devised to allow the cars to pass the 60mm rideheight test in the pits while keeping the sidepods nailed to the ground out on track were illegal. When he



Pushing on at Boschkurve to Austrian GP success

did relent, Ligier's attempts were thwarted by team owner Guy Ligier's stature.

Ligier himself tested a dual-spring set-up back in France during the three-race leg of flyaways at the start of the season. It appeared to work but, as Laffite points out, his boss – a former French international rugby player as well as a sometime grand prix driver –

weighed 40kg more than him. What worked in testing with the heavyweight stand-in driver didn't work with the slimline Laffite.

A season that yielded just a solitary point in the opening three races picked up with a run of podiums through Zolder, Monaco and Jarama. A first victory of the season followed in the Austrian Grand Prix at the Österreichring.

Jean-Pierre Jabouille was now engineering his brother-in-law Laffite after moving into a technical role with the team following an abortive comeback from injury. The key to the win was his decision to put Laffite out on the soft-compound tyre in defiance of Michelin motorsport boss Pierre Dupasquier.

The smooth power delivery of the Matra V12 paid dividends in the wet-weather Canadian Grand Prix, where another victory suddenly made Laffite an outside contender for the championship heading for the season's finale in Las Vegas.



MONTEZEMOLO

FERRARI SAVIOUR

Interview originally published in Autosport, 30 October 1975

EOIN YOUNG

PHOTOGRAPHY SUTTON



Silent movies missed out on Luca Montezemolo, a striking young Roman who speaks as much with an ever-changing variety of facial expressions as with words. He is an intelligent, ambitious, intense individual consumed by a burning enthusiasm for whatever he happens to be doing at any given instant. The intensity seems to be permanently switched on.

At 25, having graduated from law schools in Rome and New York, he joined Ferrari as right hand man to the Commendatore, an occupation that must enjoy similar career potential to the man who puts his head in the lion's mouth at the circus. Montezemolo has made it a success. He almost pleads that Niki Lauda didn't win the World Championship for Ferrari after 11 arid summers simply because he, Luca Montezemolo, was manager of the team: "I think for me it was a big success but I would not presume to think that these results happened only because I was there. I think that I was lucky to be in Ferrari in this moment so good for us... I worked hard and I am happy that I was able to be the right hand man of Mr Ferrari, really to give him a help... of this I am happy."

He gives you to understand that the potential for success was always with Ferrari, what it required was the hand of calculated reason on the tiller, applying some sort of logic into track situations that often seem to dissolve into hysteria.

So how does a young Roman lawyer make contact with Enzo Ferrari in the first place? The way Luca tells the story he was home in Italy on a week's holiday and just happened to pay a call on Mr Ferrari. "He told me that the Ferrari situation was very tough at that time, that he was very worried because he was out of the job for a long time because he was sick and the situation was very, very bad. He needed someone to help him in the management at Ferrari, to be manager, to work in the organisation of the team... a young man with a good preparation, someone who was already started and has a little management experience to be his right hand and I was very happy because I didn't want to be a lawyer all day long in my office, so I appreciated his offer and as soon as I finished university in New York I joined Ferrari."

If being the voice of Ferrari at Grand Prix tracks sounds a daunting prospect, the job of keeping both Niki Lauda and Clay Regazzoni pointed in the right direction is really no less fearsome to the outsider. Place yourself in Montezemolo's position – how would you reckon to handle the aggression of Regazzoni, or the temperament of Lauda, compounded by having to balance these diametrically opposed personalities and yoke them together in a sort of harmony in one of the professions where something approaching an atmosphere of calm is essential and in-team rivalries can literally be fatal?

The fact that his drivers are so different to each other is one of the reasons that Montezemolo likes them. "I think Clay was



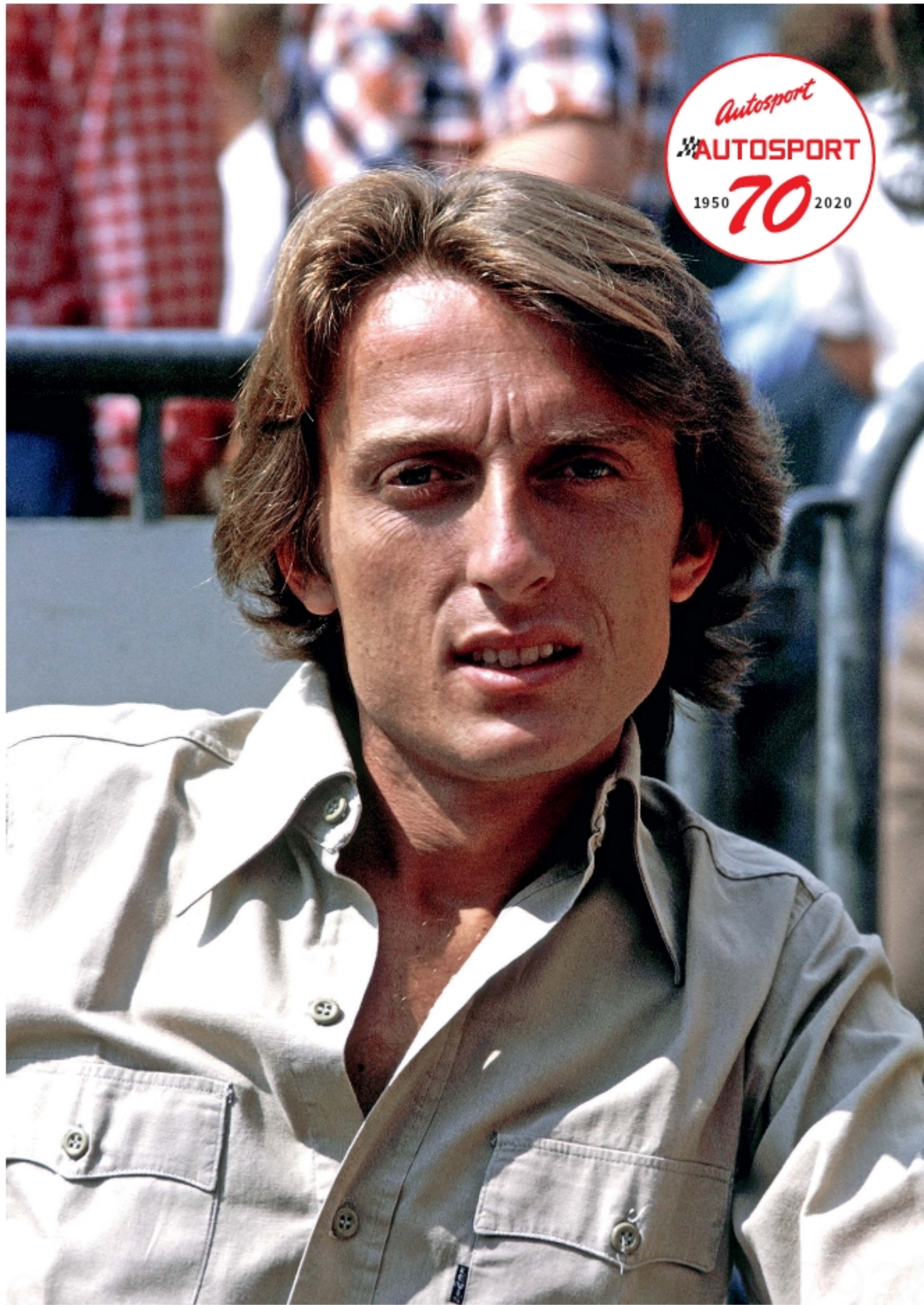
Plunging himself from uni to the Ferrari boardroom

"MR FERRARI TOLD ME THE SITUATION WAS VERY TOUGH. HE NEEDED HELP, A RIGHT HAND MAN"

necessary to Ferrari because when Clay arrived back we needed someone with good experience and someone who was good with the team – someone who had a good relationship with the mechanics and that sort of thing. This is why we asked Clay to come back after one year with BRM. To talk about Niki is for me quite difficult because I have with Niki a special relationship. I pushed Mr Ferrari to have Niki in the team and of course now that Niki got these results for me is a big satisfaction. But I think he was able to win the championship also in 1974 if he was a little bit more expert. You have to remember that last year he drove a Ferrari for the first time and for the first time he drove a very competitive car. He drove before for BRM but if he arrived fifth at the end of the race it was a big success. It is completely different to start in a race to win it, than to arrive fifth. My relationship with Niki is perfect because we are very close friends, but Clay and Niki don't forget in any moment that I am team manager and they have to do what I want. It's good to have a very friendly relationship, a very open relationship... but until a certain point."

That 'certain point' happened after the Monaco Grand Prix in 1974 when the Ferrari duo had started off the front row of the grid and then proceeded to race each other into the ground! Regazzoni spun but gathered it up to finish fourth while Lauda retired with ignition problems.

"I tell you frankly at Monte Carlo we had a big fight after the >>





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Montezemolo on track in Spain as Lauda takes his first Ferrari win in 1974

race... BIG... but when we opened the door to go out of the hotel room everything was solved and from that moment I don't have one little problem. Sometimes people wrote that there were problems between Clay and Niki but that was never true. The press sometimes needed to find some problem with Ferrari but it has been so good that it is difficult to find something scandalistic."

The Italian press has always been capable of wielding enormous power on the Ferrari team from outside the walls of the factory, and I wondered how they had accepted the young newcomer on the Ferrari scene. Did they regard him as the saviour of Ferrari fortunes or as an opportunist arriving when the Ferrari star was ascending and went along for the ride to the top? "I have a very good relationship with all the press because from the very first moment when I started working with Ferrari I thought it was important to put the journalist in the best condition to do his job. But if I do everything for you, I need something back from you. In other words, if I tell you everything you need to know you cannot write bullshits about me because next time I don't talk any more. The press with Ferrari and with me was really very kind and objective and I think the Italian press this year gave us a big help to win."

How does the liaison with Ferrari work when the team is at a race track? Is Luca the dynamo of a manager that we see at work, or is he a puppet manipulated by telephone wires connected to Maranello? Montezemolo stresses the fact that Mr Ferrari gave him an excellent grounding in team control, presumably to the point where both men think the same in given situations.

"I got a big experience from him and he gave me a lot of



Friends from the start, Montezemolo loved working with Lauda

"I TELL THE PRESS EVERYTHING, BUT IF THEY WRITE BULLSHITS ABOUT ME, I DON'T TALK ANY MORE"

responsibility – this is what is most important. You ask me about tactics. I was always free to decide and he always told me, 'Luca, what you think, you do', and for me that's all right. For me this is very good from a human point of view."

Switching to the future, I asked about drivers. If he was in a position where, say, Niki and Clay had announced they wouldn't be available next season, who would he sign to take their place? He gave the matter careful consideration. "Today, two names... Fittipaldi and Tony Brise – one expert, good test driver and the other young, the same choice we have with Ferrari two years ago."

Ferrari's World Championship domination this season was a tribute to the tremendous amount of testing and development that went into the 312T with its transverse transmission, a car entirely built by Ferrari, a mechanical creation owing little to outside influences compared with the majority of teams who rely on over-the-counter supplies of engines from Cosworth and transmissions from Hewland. "I think if you compete in the World Championship for constructors you should have to be a constructor and from my point of view the English teams are not really constructors because they are not really car factories. We build our own cars, we sell our own cars. The Ferrari is a factory produced car. We really race for technical development of our cars and what we find in the race from the technical point of view, we put in the production cars. I don't know what McLaren or Brabham do or why they do it. Do they race just for the success? Just for the money? We make the races also for other reasons."

So the Marchese Luca Montezemolo emerges from 1975 as the golden boy at Ferrari, the man who put the championship package together, and who put Ferrari back on top. But he didn't do it on his own, and perhaps that is the secret of his success. There were plenty of clever people at Ferrari before Montezemolo came along it just happened that Montezemolo was the Whiz Kid who spotted the problem of overlapping responsibilities that fricioned into in-team problems, and sorted them out. At last the technicians and engineers, the drivers and the mechanics, had a clear goal and clearly defined paths to follow to reach that goal. Montezemolo didn't do it – he showed the others how to get the job done. ✽

GREATEST F1 ERAS
F1
 1974-1982
 READERS' VOTE



TOP FIVE

F1 CARS 1974-82

MAIN IMAGES: MATTHEWS

One of the great appeals of the period was the variety of interesting grand prix cars – some good, some not so good. Here are our top five, based on their results and impact on Formula 1

KEVIN TURNER

ALL PHOTOGRAPHY
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5 BRABHAM BT49

The BT49 was one of the best cars of a controversial era in which some Cosworth DFV runners tried all sorts of tricks – 'water-cooled' brakes and trick rideheight systems – to combat the turbos. Gordon Murray's design lasted from 1979 until 1982 and reached D specification, taking seven wins and a drivers' title with Nelson Piquet.



4 LOTUS 79

Compared to the other cars on this list, the Lotus 79's period at the top was brief. It arrived at the sixth round of the 1978 season, won six races and then quickly became obsolete. But during its reign it moved F1's goalposts by harnessing ground-effects and, on raw pace, had the biggest advantage of any F1 car during this period.



3 WILLIAMS FW07

This was the car that put Williams on the map in F1. Improving on the ground-effect concept introduced by Lotus, the FW07 was the fastest machine during the second half of 1979 and then stormed to both titles in 1980. Alan Jones, Carlos Reutemann and the FW07C retained the constructors' title for Williams the following year.



2 McLAREN M23

An all-time great, Gordon Coppuck's M23 first appeared in 1973 and was still capable of setting pole positions as late as 1977, in the hands of James Hunt. It took its (and McLaren's) first title successes in 1974, with Emerson Fittipaldi leading the charge, and 13 world championship race wins during this era to add to the three it scored in 1973.



1 FERRARI 312T

The 312B3 got the ball rolling, but Mauro Forghieri's 312T – with its transverse gearbox ahead of the rear-axle line for improved weight distribution – ushered in a new era of Ferrari success. But for Niki Lauda's 1976 German GP crash, the 312T and 312T2 would have taken three title doubles. Later iterations took the final tally to 27 wins and seven crowns.



KEY STATISTICS

WORLD CHAMPIONS

YEAR	DRIVER	CAR	CONSTRUCTOR
1974	Emerson Fittipaldi	McLaren M23	McLaren-Ford
1975	Niki Lauda	Ferrari 312T	Ferrari
1976	James Hunt	McLaren M23	McLaren-Ford
1977	Niki Lauda	Ferrari 312T2	Ferrari
1978	Mario Andretti	Lotus T39	Lotus-Ford
1979	Jody Scheckter	Ferrari 312T3 and 312T4 (right)	Ferrari
1980	Alan Jones	Williams FW07 and FW08	Williams-Ford
1981	Nelson Piquet	Brabham BT49C	Brabham-Ford
1982	Keke Rosberg	Williams FW07D, FW07C and FW08	Williams-Ford



DRIVERS For 1974-82 period



STARTS

John Watson (above)	133
Jacques Laffite	123
Carlos Reutemann	121
Mario Andretti	109
Jean-Pierre Jarier	108
Jody Scheckter	106
Emerson Fittipaldi	102
Jochen Mass	102
Niki Lauda	100
Alan Jones	96
Patrick Depailler	93
Clay Regazzoni	89
James Hunt	85
Riccardo Patrese	81
Ronnie Peterson	76
Hans-Joachim Stuck	74
Vittorio Brambilla	74
Didier Pironi	70
Gilles Villeneuve	67
Rene Arnoux	64

WINS

Niki Lauda	19
Carlos Reutemann	12
Alan Jones	12
Mario Andretti	11
Jody Scheckter	10
James Hunt	10
Nelson Piquet	7
Jacques Laffite	6
Ronnie Peterson	6
Gilles Villeneuve	6
Emerson Fittipaldi	5
Alain Prost	5
John Watson	4
Clay Regazzoni	4
Rene Arnoux	4
Didier Pironi	3
Patrick Depailler	2
Jean-Pierre Jabouille	2
Jochen Mass	1
Riccardo Patrese	1
Vittorio Brambilla	1
Elio de Angelis	1
Patrick Tambay	1
Keke Rosberg	1
Carlos Pace	1
Gunnar Nilsson	1
Michele Alboreto	1
Denny Hulme	1

POLES

Niki Lauda	24
Mario Andretti	17
Rene Arnoux	14
James Hunt	14
Jacques Laffite	7
Nelson Piquet	7
Alain Prost	7
Alan Jones	6
Jean-Pierre Jabouille	6
Ronnie Peterson	5
Carlos Reutemann	5
Didier Pironi	4
Jody Scheckter	3
Jean-Pierre Jarier	3
Clay Regazzoni	2
Gilles Villeneuve	2
John Watson	2
Emerson Fittipaldi	2
Patrick Depailler	1
Carlos Pace	1
Riccardo Patrese	1
Vittorio Brambilla	1
Keke Rosberg	1
Bruno Giacomelli	1
Tom Pryce	1
Andrea de Cesaris	1

FASTEST LAPS

Niki Lauda	17
Alan Jones	13
Clay Regazzoni	12
Mario Andretti	9
Gilles Villeneuve	8
Rene Arnoux	8
Ronnie Peterson	7
Carlos Reutemann	6
James Hunt	6
Jacques Laffite	6
Jody Scheckter	5
Nelson Piquet	5
Alain Prost	5
Didier Pironi	5
John Watson	4
Patrick Depailler	4
Carlos Pace	3
Jean-Pierre Jarier	3
Jochen Mass	2
Riccardo Patrese	2
Emerson Fittipaldi	1
Vittorio Brambilla	1
Gunnar Nilsson	1
Michele Alboreto	1
Denny Hulme	1
Marc Surer	1
Brian Henton	1
Derek Warwick	1

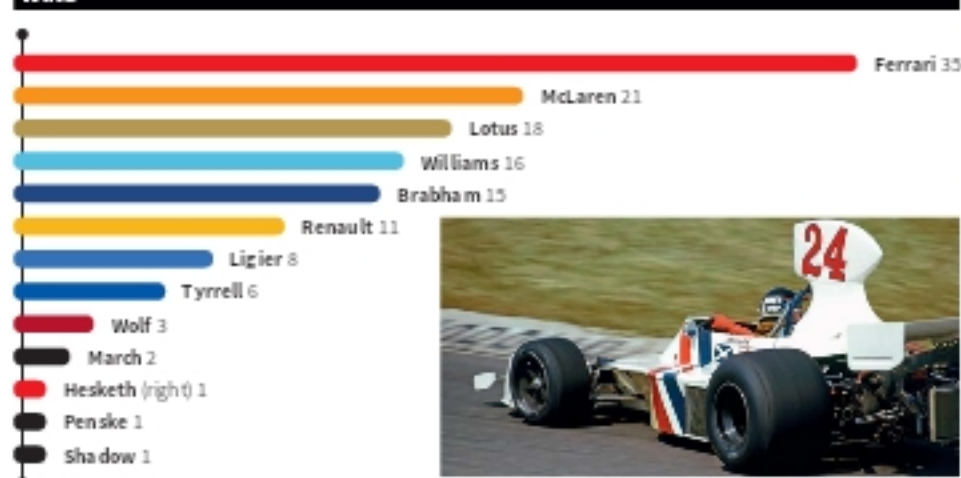
POINTS

Niki Lauda (below)	320.5
Carlos Reutemann	291
Jody Scheckter	255
Alan Jones	202
Jacques Laffite	182
James Hunt	165
Mario Andretti	160
Clay Regazzoni	149
John Watson	147
Patrick Depailler	141
Emerson Fittipaldi	137
Nelson Piquet	127
Ronnie Peterson	109
Gilles Villeneuve	107
Didier Pironi	101
Rene Arnoux	85
Alain Prost	82
Jochen Mass	71
Elio de Angelis	53
Riccardo Patrese	52



CONSTRUCTORS For 1974-82 period

WINS



POLES

Ferrari	33
Renault	27
Lotus	21
McLaren	16
Brabham	12
Williams	9
Ligier	9
Shadow	3
Tyrrell	2
March	2
Alfa Romeo	2
Wolf	1
Arrows	1

FASTEST LAPS

Ferrari	35
Williams	18
Brabham	17
Lotus	15
Renault	13
McLaren	12
Ligier	9
Tyrrell	9
Wolf	2
March	2
Shadow	2
Hesketh	1
Ensign	1
Parnelli	1
Toleman	1

JACKY ICKX'S 10 GREATEST DRIVES

*The legendary Belgian is 75 this week, so we've picked out his best races —
with a little help from the man himself*

GARY WATKINS



ICKX CV HIGHLIGHTS

- 8 world championship Formula 1 wins
- 37 world sportscar championship race wins
- 2 world sportscar drivers' titles
- 6 Le Mans 24 Hours victories
- 1977 Bathurst winner
- 1983 Dakar Rally winner

10

1972
GERMAN GP
NURBURGRING
FERRARI 312 B2 1ST

ICKX was in dominant form on the occasion of his final grand prix victory. On pole by more than a second, he just made it through the first corner in the lead and was never headed over the course of the 14-lap race.

His Ferrari 312B2 was three seconds clear by the end of the opening lap and he finished 48s ahead of team-mate Clay

Regazzoni. Along the way, Ickx set a sequence of laps below the lap record.

"I was always comfortable at the Nurburgring," he says. "There are some tracks that are better for you than others. I can't say why, but maybe it is because I started out racing motorcycles. That gives you a certain sensitivity on the throttle and the brakes."



9

1968
FRENCH GP
ROUEN
FERRARI 312 1ST

A maiden grand prix victory for Ickx was notched up in the kind of conditions with which he will forever be associated. It rained heavily just as the cars were forming up on the grid and the new Ferrari driver would go on to claim the win by nearly a full lap.

Ickx jumped from third into the lead of the race after the start and would head the field for all but one lap. Pedro Rodriguez and John Surtees got ahead, before the conditions worsened again and the Ferrari simply drove away. In the four laps after retaking the lead, he pulled 39s on Rodriguez's BRM P133.

When Rodriguez retired, Ickx found himself a lap ahead of the Honda RA301 driven by Surtees, who'd been delayed with both a spin and a stop for a new set of goggles. The Brit subsequently unlapped himself, although the margin was still nearly two minutes at the flag.

"I saw that from the next town, Elbeuf, there were some dark clouds coming and I knew from racing at Francorchamps what those clouds meant," recalls Ickx. "I chose the Firestone rain tyre and I know my team-mate Chris [Amon] went for a kind of intermediate."

Contemporary reports indicate that Rodriguez and Surtees were both on dry-weather tyres, though admittedly still with grooves in the days before the introduction of slicks.

But Ickx says he looks back on the day of the first of his eight GP victories with little pleasure after the death of Jo Schlesser aboard the new Honda RA302.

"It could have been a lovely victory for a young guy driving for Ferrari, but Rouen 1968 will always mean the death of a talented driver," he says. "The fact that I won is of little consequence."



8

1969
LE MANS
24 HOURS
CIRCUIT DE LA SARTHE
FORD GT40 1ST

ICKX played a starring role at Le Mans 1969 at the very start and the very finish. He famously walked rather than ran across the track to his waiting JW Automotive Ford GT40 in protest at the dangers of the echelon start procedure. Twenty-four hours later, he was involved in one of the most dramatic finishes in the history of the French endurance as he sealed the first of his six victories in the big race.

Ickx, who shared the Ford with Jackie Oliver, scrapped for the win with the Porsche 908LH driven by Hans Herrmann. The key to his victory was making sure he was ahead at Mulsanne Corner two-thirds of the way through the final lap. And that meant being behind as the cars sped onto the Mulsanne Straight.

"Whoever was behind would get the slipstream and be ahead at Mulsanne Corner," explains Ickx. "I knew I had to be behind out of Tertre Rouge."

Ickx got his tactics spot-on, or so he thought. The problem was there was no chequered flag at the end of what he believed was going to be the last lap. There were still a few, scant seconds left on the clock.

Ickx knew he had to do it all over again, but was concerned that he had showed his hand: "I was ahead out of Tertre Rouge, so I slowed down and pulled to the right. Hans followed me, so I put my indicator on. In the end I was going so slowly that he must have believed I was out of fuel. So he went, and then I went."

Now in the position he wanted to be, Ickx slung ahead of the Porsche co-driven by Gerard Larrousse into the tight right at the end of the straight and went on to take victory by an official margin of 120 metres.



7

1967

GERMAN GP

NURBURGRING
MATRA M55 DNF

If anyone in the F1 paddock hadn't heard of Jacky Ickx, they most definitely had after he raced a Matra Formula 2 car in the 1967 German GP at the Nurburgring. So quick was he in the Tyrrell Racing Organisation entry that his qualifying mark would have put him third overall on the grid. Politics dictated, however, that the F2 machinery that routinely bulked out the grid at the 'Ring should form up behind their big brothers.

That didn't stop Ickx, who'd been a staggering 20s faster in qualifying than the next best F2, from screaming through the field. The little Matra even briefly held the outright lap record early in the race.

The Matra started 18th as the F2 pole winner and was up to 12th by the end of the opening lap. Ickx got the car as high as fifth before encountering a recalcitrant Jack Brabham. He subsequently lost out to Chris Amon before a fractured rose-joint in the suspension forced his retirement after 12 of 15 laps.

"I consider it is much easier to drive an F2 than an F1 at the Nurburgring," says Ickx today. "Maybe it was much harder to go flat in a more powerful F1 car. But it is fantastic to be young – you do not fear anything."

Ickx also points out that he knew the Nordschleife like the back of his hand after contesting the 1964 and 1965 Marathon de la Route contests, the 84-hour regularity run at the 'Ring that replaced the Liege-Rome-Liege Rally.

"When you have done 168 hours, even if it's shared between two drivers, you have learned the race track very well," he says. "It's like riding a bicycle: you don't forget."

He admits, however, that he did make an impression on the F1 grandees. Within weeks he was on his way to signing a contract with Ferrari for the following season.



 **motorsport**
IMAGES



6

1968

SPA 1000KM

SPA-FRANCOCHAMPS
FORD GT40 1ST

So far ahead at the end of the opening lap was Ickx that it was presumed the track was blocked behind him. Yet the half-minute margin he had built aboard the Gulf-liveried JW Automotive Ford GT40 at the start of the 1968 Spa 1000km World Championship for Makes round was no fluke.

The local hero had doubled that margin by the end of a second lap of the old Circuit de Spa-Francorchamps made up entirely of public roads. The whole field would be lapped – on a circuit measuring 8.76 miles – aboard the car he shared with Brian Redman in the space of 20 laps.

Ickx has an explanation for his mesmerising performance that goes beyond his renowned wet-weather

prowess and familiarity with his home track. He was already in tune with the conditions after taking part – and winning – a touring car race aboard an ex-Alan Mann Ford Mustang ahead of the main event.

"When you are able to do a kind of warm-up, you know the conditions of the track, you know where to go," he says. "When I passed the line at the end of the first lap there was a silence. People were saying, 'What has happened to everyone else, has there been an accident?'"

The Porsche 907 that finished second in the hands of Jo Schlesser and Gerhard Mitter did briefly get back on the lead lap, but Ickx and Redman has restored their earlier advantage by the end the race.

5

1971

DUTCH GP

ZANDVOORT
FERRARI 312B2 1ST

This was a battle involving two rainmasters in the first wet grand prix in three seasons. Ickx and Pedro Rodriguez swapped the lead back and forth as they ran away from the rest of the field on the Firestone wet-weather tyres that proved superior to the Goodyears.

Ickx had qualified his Ferrari 312B2 on the pole and held the lead for the first eight laps. Rodriguez got his BRM P160 ahead at Tarzan and held the advantage to half

distance. The Italian car was back ahead, but only briefly, on lap 29, before Ickx finally made it stick.

The Belgian would pull away into a 16-second lead before easing off in the final stages to take the flag eight seconds to the good.

"A win is a win, but some are more valuable than others," offers Ickx. "It is the quality of your opponents who create the glory. We say in French that when you win too easily, you win without glory."



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4

1969

GERMAN GP NURBURGRING BRABHAM BT26 1ST

A recovery drive from "the worst start I ever made" yielded Ickx his second grand prix victory and the first of two during his season-long sojourn with Brabham between his two stints at Ferrari.

"I think at corner number one I was seventh – almost half the grid passed me," says Ickx. "What happened I don't remember, but obviously it was something bad."

Fourth by the end of lap one, Ickx was up to second behind Jackie Stewart's Matra, which he had beaten to the pole by three tenths, in the space of three laps.

A new lap record followed as the Brabham driver closed down a nine-

second deficit. Ickx had two attempts at passing a driver on course for the world championship on lap seven and then lowered his own record further as he tried to build a gap.

Stewart briefly closed on Ickx, before the intervention of the gearbox problems that would eventually leave him a minute behind at the flag.

"It was fantastic to have Jackie in front of you at that time," recalls Ickx.

"It was motivating, because he was the man to beat. I understand he had gearbox problems, but to me that is a detail. I think that day with or without his gearbox issues, he could not have resisted me."



3

1982

BRANDS HATCH 1000KM BRANDS HATCH PORSCHE 956 1ST

Ickx finally became a world champion after his 1970 F1 near-miss when he sealed the World Endurance Championship title at the eleventh hour at Brands Hatch in 1982. So late, in fact, that he didn't initially realise that his pursuit of the victory he needed together with Derek Bell in their Rothmans Porsche 956 had been successful.

The confusion was caused because this was a two-part race after an early stoppage resulting from an accident in heavy rain. Ickx started his final run 68s behind the Lancia LC1 Group 6 car with Teo Fabi at the wheel. He needed to finish within 4.6s, the Porsche's margin over the Italian car at the initial red flag, to claim the title from Fabi's co-driver, Riccardo Patrese.

The drama was only intensified by the fading light and a decision from race control to end the race before full distance. The reason was that not all the cars – the Lancias included – were equipped with the necessary lights to run into darkness. Ten laps' warning would be given of the early halt and, when the call came, Ickx still trailed Fabi by 14.6s.

The Porsche took the flag just 1.7s in arrears after a frantic charge that was almost undone when Ickx was badly baulked by a backmarker three laps from home. But he was still behind, which explained his initial confusion.

"Lancia finished believing they had won and I finished believing I had lost," remembers Ickx. "I had forgotten about those first 19 laps."

"I went flat-out. Normally you are at 98 or 99%, but there are some days when you are over 100%. It was the same type of race as Le Mans in 1977. When you talk about the race of your life, that was definitely one of them."



Third time lucky: Ickx won in '83 in a G-wagon



THE EVENT THAT CHANGED HIM

It would be wrong to describe Jacky Ickx's foray into the world of rally-raids as a second career. He was, after all, a true all-rounder who notched up multiple victories in Formula 1, sportscars, touring cars, Can-Am and Formula 2. But 14 starts in what was then known as the Paris-Dakar Rally, encompassing a victory and two seconds, had a profound effect on him.

"I am not the same person anymore and the change happened when I did the Dakar," he says. "I am more pleasant now! Before I was what I call monorail: my life was all about winning races."

"I had a limited angle of view on the world, but when I started doing the Dakar in 1981 I passed from a narrow angle to a wide angle. I think I won something like 30 stages in total on the Paris-Dakar. That means being on top for 30 days, but winning is a detail compared with the intellectual progress that you make when you compete in an event like that."

"As an event, it is something fascinating, three weeks long with stages of 800km each day in a hostile environment. You meet amazing people who live in a different universe."



Ickx reckons Dakar made him a better person

Ickx made his debut in the Paris-Dakar in 1981 and continued to compete in the desert beyond his retirement from circuit racing at the end of 1985. He contested the event for 12 consecutive seasons, before making low-key returns in 1995 and 2000.

Ickx won the Dakar at his third attempt in 1983 aboard a Mercedes 280GE entered in the truck category. Three years later he took second in a Porsche 1-2 with the 959. Three years after that, he finished runner-up again, losing the win to Peugeot team-mate Ari Vatanen on the toss of a coin.

Peugeot dominated the event with its 405 T1 and to ensure that there was no infighting between rally leader Ickx and Vatanen, who had lost time early in the event, the unusual tactical call was made.

"A choice had to be made, because even though there was strong opposition we were a long way ahead," recalls Ickx. "When I was offered the coin toss, I thought, why not? I really believed I was going to win it because I am a lucky guy."

Ickx stuck to the agreement, even when Vatanen got lost in the closing stages. "That," he says, "was the deal."



Second place in 1986 in a Porsche 959



2 1974 RACE OF CHAMPIONS BRANDS HATCH LOTUS 72E 1ST



Spray helped shield Ickx's attack on Lauda

Victory in the Race of Champions non-points F1 race in 1974 is held up by Ickx as one of his most special wins. The reason is that he overtook Niki Lauda's Ferrari around the outside of Paddock Hill Bend to claim the win.

The Lotus driver had qualified only 11th, but in horribly wet conditions he was up to third by the end of lap two. The Goodyear wets that the top-six finishers all used were superior to the Firestones, though both contenders for the win weren't without their issues. Ickx had to endure a slightly sticking throttle, while a rubber bump-stop on the Ferrari's suspension failed over the course of the race.

Third became second when Ickx passed Emerson Fittipaldi's McLaren. The lead of the race followed with 12 of the 40 laps to go thanks to his famous move at Paddock.

"At Paddock you go to the apex and leave the outside wide open," he recalls. "That day I felt comfortable and had grown some little wings because I could smell victory. I made something happen."

Ickx reveals that he had actually made an attempt at Paddock on the previous lap. His luck, he reckons, was that Lauda didn't see him in the spray.

"Maybe if he had seen me, he would have changed his line," he says. "But I must say that was a good overtake. It means something because I was passing a good one, a future world champion."



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1

1977

LE MANS 24 HOURS

CIRCUIT DE LA SARTHE
PORSCHE 936 1ST

This was the greatest Le Mans performance of one of the masters of the French enduro. Ickx led an amazing comeback by Porsche to claim victory in a race that looked lost in the early hours.

Henri Pescarolo had trailed into the pits with a blown engine in their Porsche 936 Group 6 car with less than four hours on the clock. The Belgian then swapped to the sister car of Hurley Haywood and Jurgen Barth, which itself had lost 28 minutes with fuel-injection problems. When Ickx left the pits at 8.21pm, the car was eight laps down in 41st position.

What followed has to stand as the most amazing comeback in Le Mans history as Porsche vanquished the multi-million-franc Alpine-Renault operation. Three hours after starting his stint, Ickx brought the car into the pits in sixth position, having set a new lap record and lost four kilos in bodyweight. Just 90 minutes

later, he was back at the wheel for another double stint.

When Ickx climbed out of the car for a second time, the remaining Martini Porsche was up to third, the gap to the leader was down to six laps and Renault had suffered its first engine failure.

"For me this is the most incredible and exciting race I ever had," says Ickx. "You think everything is lost. Of course you go as fast as you can and try to finish, but no one thought we could win."

"But as you start to come back it is very motivating. The gap comes down and your position goes up, and the leaders have to start pushing a little bit. The Renault cars started to have problems and then we started to believe."

Ickx, Haywood and Barth moved into second when the Alpine-Renault A442 shared by Jacques Laffite and Patrick Depailler required a gearbox rebuild. At the 17-hour mark, the



leading A442 shared by Derek Bell and Jean-Pierre Jabouille holed a piston.

The Porsche now led but, like all good Le Mans tales, this one had a final twist. The 936's flat-six engine also holed a piston, and with 45 minutes to go the factory team had to blank off the offending cylinder so that Barth could nurse the car home.

"You had to be conservative at Le Mans in those days," reckons

Ickx. "The fascination of the race in 1977 was that with nothing to lose we drove flat-out."

The story of the 1977 Le Mans is well chronicled, but Ickx reveals an interesting and little-known detail about the race: the rev-counter had stopped working before he even sat in the car.

"My whole race in that car was done without a rev-counter," he says. "That means you had to drive and change gear only by ear."

STARTER'S ORDERS

Autosport International is the signal that the new racing season is on its way. Here's what to look out for at the 2020 show

MATT KEW

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SHOWS**

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Here to end the Christmas lull, Autosport International is just one week away from taking over the Birmingham NEC across 9-12 January to kick off the 2020 racing season.

This year, visitors to the largest indoor pre-season motorsport exhibition in Europe can look forward to the greatest line-up of cars in the show's history as we celebrate Autosport's 70th anniversary.

Plus, the stars of the Formula 1, Formula E and British Touring Car Championship paddocks will take to the Autosport stage as they preview their forthcoming campaigns.

As in previous years, the Thursday and Friday are dedicated to the motorsport industry before the doors swing open to the public on Saturday and Sunday. Here's a taste of what will be on show next weekend...

P42 LINE-UP OF LEGENDS



STARS OF THE STAGE

Charles Leclerc's 2019 Italian Grand Prix win was one of the standout moments of the Formula 1 season – enough for you to rank him fourth in our readers' ratings.

Visitors to Autosport International will be able to put their questions to Leclerc in a fan Q&A as the Ferrari driver headlines.

Also taking to the stage for interviews with Alan Hyde will be ex-F1 stars David Coulthard and Gerhard Berger, plus a host of Formula E and BTCC faces, and inaugural W Series champion Jamie Chadwick.

LIVE ACTION ARENA

For anyone who has watched a show in the concrete-barrier-lined Live Action Arena before, you'll know that space is tight and there's little by way of a margin for error. But, rather than play it safe, the 2019 edition will host the fastest ever indoor drag race. Featuring machinery that can accelerate faster than a fighter jet, let's hope they stop just as effectively...

To mark the series' 25th anniversary, the rapid Legend racers will also take to the arena in front of a 5000-strong crowd. They'll be joined by the SXS racers, the country's top rallycross drivers and the thumping chorus of 700bhp V8 BriSCA Formula 1 cars.

Then, to close the hour-long show hosted by Sky F1 lead commentator David Croft and YouTuber Miss Emma Walsh, is a still-secret spectacular finale featuring the talents of the world's top stunt stars and showcasing the work of Mission Motorsport, the armed forces motorsport charity.

A visit to the Live Action arena is included in the public-day ticket price.



THE CARS THAT MADE US

Kicking off Autosport's 70th anniversary celebrations, the halls at the NEC will fill with some of the greatest cars

MATT KEW

After the Second World War, motorsport was set to enter a boom period. Scottish racing enthusiast Gregor Grant sought to improve upon the limited national newspaper coverage and so, funded by Connaught grand prix driver Dennis Poore, he devised Autosport. The first issue of the magazine hit shelves on 25 August 1950 (see page 74). To celebrate that fabulous history, the showstopper at Autosport International will be a display dedicated to some of the most influential racing cars of those seven decades. From Formula 1 title winners to sportscar game changers, here are the machines that defined their eras.



JAGUAR C-TYPE

Won the Le Mans 24 Hours on its debut in 1951 and then again in 1953. Equipped with disc brakes all-round for the latter success, the C-type became the first car to win the French enduro with an average speed above 100mph.



MASERATI 250F

An eight-time world championship grand prix winner, the long-lived 250F helped Juan Manuel Fangio to his fifth title in 1957. That year at the Nurburgring, he recovered a 48-second deficit in 22 laps and broke the lap record 10 times.





COOPER T51

Set the template by which all modern Formula 1 cars have been designed when, in 1959, Jack Brabham became the first driver to win the world championship in a rear-engined car. The T51 also took Bruce McLaren to his first GP win.



FORD LOTUS CORTINA

The quintessential 1960s tin-top machine, reigning F1 world champion Jim Clark annihilated the 1964 British Saloon Car Championship in the Cortina. He bagged a Class B clean sweep in the points-paying races to win the overall crown.



LOLA T92 (T90 MK2)

Developed from the car with which Graham Hill claimed the 1966 Indianapolis 500 spoils, the T92 returned second place for A1 Unser the next year. It was also closely related to the 1967 Italian Grand Prix-winning Honda RA300.



LOTUS 49

Winner of the 1968 constructors' and drivers' titles, the 49 was the first car to use the long-serving Cosworth DFV engine, and pioneered using the powerplant as a stressed member. It also introduced sponsor liveries to F1.

PORSCHE 917

Set Porsche on the path to becoming the most successful make at Le Mans when it broke the marque's duck in 1970. In 917/30 spec, it decimated the evocative Can-Am series thanks to a 1500bhp output in qualifying trim.



**70 YEARS OF
AUTOSPORT**

**Stand 1150
Hall 1**



LANCIA STRATOS HF

Styled by the Italian design house Bertone and with a singing Ferrari V6 heart, the Stratos HF won 18 World Rally Championship events during its lifetime to give Lancia a hat-trick of manufacturers' titles between 1974 and 1976.

TICKETS AUTOSPORTINTERNATIONAL.COM OR PHONE 0844 338 8000

✓ **LOTUS 79**

The 79 was the final car to return Lotus glory in the world championship, as it won the 1978 title double thanks to Mario Andretti and Ronnie Peterson. It's more famous for being the first F1 car to fully utilise ground-effect.



✓ **FORD SIERRA RS500 COSWORTH**

Forty race wins made the RS500 Cosworth the weapon of choice in the British Touring Car Championship – if deprived of titles by the class system. It made up for it with successes in Australia, Germany, Japan and New Zealand.



✓ **MCLAREN MP4/4**

A 'lowline' chassis combined with the 1.5-litre Honda V6 in the last year of the turbocharged F1 regulations blew the opposition away. The MP4/4 won 15 of 16 races in 1988 to propel Ayrton Senna to his first drivers' title.

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JAGUAR XJR-9

The Tony Southgate-designed XJR-9 scored six wins on its way to snaring the 1988 world sports car championship teams' and drivers' titles with Martin Brundle. The seven-litre V12 machine also ended a run of seven straight Porsche wins at Le Mans that year, despite gearbox worries.

WILLIAMS FW14B

Headlined by its active suspension and traction control, the FW14B allowed 'Red Five' Nigel Mansell to dominate the 1992 F1 season with a then record of nine wins – including five back-to-back successes in the opening five rounds.



LOLA T94/00

Tasked with helping Mansell to successfully defend his 1993 IndyCar title, the T94/00 didn't enjoy the same results as its T93 predecessor thanks to the rise of the Penske PC-23. However, it did win the 1994 Michigan 500 courtesy of Scott Goodyear.



SUBARU IMPREZA

Richard Burns and Petter Solberg earned the World Rally Championship's top prize in 2001 and 2003 respectively, but it's with Colin McRae that the Impreza became synonymous. His famous 1995 RAC Rally victory kick-started Subaru's hat-trick of manufacturers' titles.

TICKETS AUTOSPORTINTERNATIONAL.COM OR PHONE 0844 338 8000**< AUDI R10 TDI**

Diesel-fuelled cars weren't new to Le Mans when the Audi R10 TDI made its debut in 2006. But it was the first oil-burner to win the race thanks to Frank Biela, Emanuele Pirro and Marco Werner. The R10 beat the Peugeots in 2007 and 2008, while also winning in the American Le Mans Series.

✓ MERCEDES F1 W06 HYBRID

Mercedes continued to steam-roller the V6 turbo-hybrid era of F1 with the W06 in 2015. This car won 16 races and assisted Lewis Hamilton to the drivers' crown. The W06 still holds the record for most 1-2s in a season at 12.

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WHAT HAVING PENSKE IN CHARGE MEANS FOR INDYCAR

American racing legend Roger Penske has just bought the series and the Indianapolis Motor Speedway — so what next?

DAVID MALSHER

ALL PHOTOGRAPHY



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T

wo years ago, in the course of an interview before practice for the Indianapolis 500, Autosport asked Roger Penske somewhat facetiously if he had any plans for retirement. His reply confirmed what most of us had always suspected.

"They'll have to carry me out of here in a box," he said with a little smile. "[Retirement] is not something I even think about."

Which is why, at the age of 82, he's sealed the greatest deal of his life. Financially it may not be the biggest, but for a man steeped in IndyCar and Indianapolis Motor Speedway history like Roger Searle Penske, this was the sweetest purchase imaginable. And it took just six weeks.

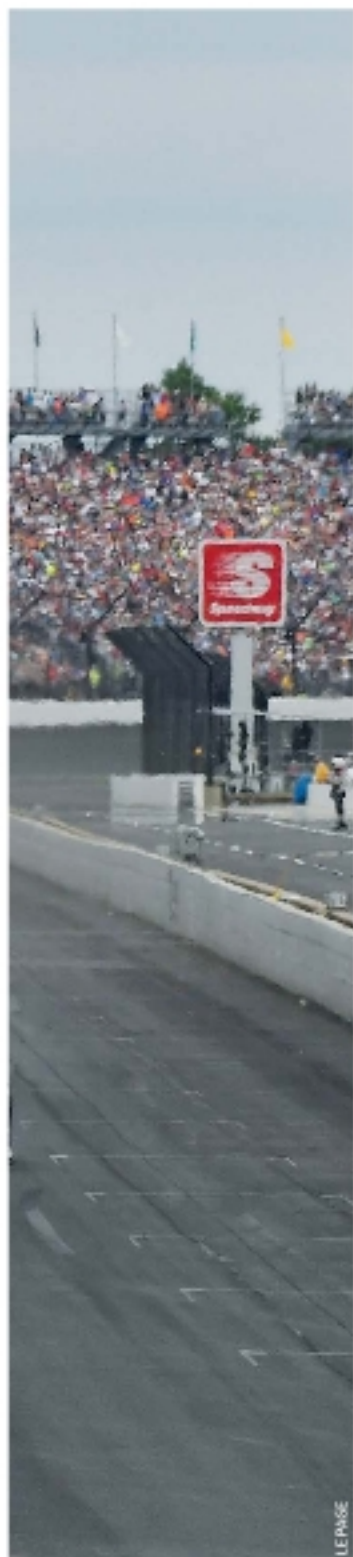
The Speedway's long-time steward was the late Mari Hulman George — daughter of the wise, determined and ambitious Tony Hulman Jr, whose Hulman & Co brand bought the Speedway in 1945, but who died in 1977. Ever since becoming chairperson of IMS and Hulman & Co in 1988, Mari had seemed immovable on the

matter of the track's future: it would remain in the family forever.

But Mari's death in November 2018 meant that her children — Tony George Jr, Nancy, Josie and Kathi — became more open to the idea of relinquishing the family grasp on the self-proclaimed Racing Capital of the World. While it was not officially 'on the market', the people who could afford to consider such an investment knew it was available, thus there was swelling speculation that it would one day pass to the highest bidder.

Thankfully, that wasn't true: the family's respect for the Speedway, IndyCar racing as a whole and the family legacy meant they were seeking not the highest bidder but the *right* bidder, and so Tony George approached Roger Penske on the Laguna Seca grid just before the 2019 IndyCar season finale.

"I said I'd like to meet with him and talk about stewardship," explained an emotional George during the announcement of the sale at IMS in November. "He got a very serious look on his face and followed up with an email and then another email the next



PENSKE WINS IN THE INDY 500

1972	Mark Donohue	McLaren M16B
1979	Rick Mears	Penske PC6
1981	Bobby Unser	Penske PC9B
1984	Rick Mears	March 84C
1985	Danny Sullivan	March 85C
1987	Al Unser	March 86C
1988	Rick Mears	Penske PC17
1991	Rick Mears	Penske PC20
1993	Emerson Fittipaldi	Penske PC22
1994	Al Unser Jr	Penske PC23
2001	Helio Castroneves	Dallara IR-01
2002	Helio Castroneves	Dallara IR-02
2003	Gil de Ferran	G-Force GF09
2006	Sam Hornish Jr	Dallara IR-04
2009	Helio Castroneves	Dallara IR-04
2015	Juan Pablo Montoya	Dallara DW12
2018	Will Power	Dallara DW12
2019	Simon Pagenaud	Dallara DW12



morning, and we set it up. I invited Mark [Miles, CEO and president of parent company Hulman & Co] to join us for that meeting, and kudos to both organisations, which worked very closely together very quickly... Not many things are kept under wraps around here, but this was fairly well contained.

"We're just very thankful for the opportunity to be here today and to work towards this closing.

"I think we all realise that as a family and as an organisation, we probably had taken it as far as we can. Roger, his structure, his resources, his capabilities that he demonstrates, is only going to take this to another level, and that's what we're all about. We're supporting that continued elevating of this asset and staking a new claim on its future. We, with emotion, are happy to be here today."

George's sentiments were echoed by seemingly everyone, as it ended speculation that the track and series would be sold to a non-racing entity. The idea that someone might barge in, carelessly or callously wreak havoc with Indycar heritage and then a few years later flip it all for profit to some like-minded goons had caused many to shudder.

There was a similar reaction to another strong notion – that it might pass into the hands of International Speedway Corporation or NASCAR/Speedway Motorsports Inc. Given that the Indycar Series came with the Speedway as a package deal and US open-wheel racing is not able to produce eye-catching profits, a company that was used to seeing NASCAR-size dollar amounts might have kept IMS and sold off the series, thereby weakening both entities.

That won't happen on Penske's watch. He truly is the ideal keeper of the keys to these two kingdoms (and IMS Productions, the third part of the deal), as his longest-serving employee Rick Mears remarked last month.

"I'm so happy for Roger – and happy for the Speedway and the Series," he said. "I'm biased, but even if I take the bias out, there isn't another person on this planet better for that position, because of his work ethic and talent in all areas, and because he will make decisions based on what's best for the sport. He'll put his heart into it. He's always done that as a competitor; now he can do it as the owner."

Mears, three-time Indycar champion and four-time Indy 500 winner for Team Penske, remains a member of the squad as driver advisor and occasional spotter. Even after 40-plus years in The Captain's presence but before this seismic shift in open-wheel

"HE WILL MAKE DECISIONS BASED ON WHAT'S BEST FOR THE SPORT. HE'LL PUT HIS HEART INTO IT"

racing occurred, he was in awe of his boss. A couple of years ago he explained to Autosport why this was so.

"Apart from talking about drivers and some of the racing itself – you know, the real details and things I've noticed while watching the track – I kinda usually stay quiet and just listen to Roger," he said. "Any of the bigger stuff about the sport itself – where we're going and so on – I'll have my opinions, but whatever I think of, he's already thought of... and usually months or years before it ever crossed my mind! That's just how far ahead of the curve he always is, and I'm sure it's the same in his businesses. That's why he's successful."

That and his ambition. Although Penske pledged to devote his initial period of IMS/Indycar ownership to analysing and opinion-gathering, his purchase was not merely a prestige deal in which he is a dull caretaker owner, content with stasis. He will listen to advice from those within and without Penske Entertainment and then make changes.

For example, after hearing questions about the much-vaunted idea of an Indycar/NASCAR double-header, and plans for IMS >>


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itself, Penske went on to say: "Look, we've got to break some glass on some of these things, don't we? We've got to try some of this. I'm prepared to take a risk – no risk, no reward in many cases. I think we have to look at investments in lights or something else we can do here to make the Speedway and IndyCar a going entity that gives us the results that we expect. Can we run a 24-hour race here? Can we run a Formula 1 race here? What are the things we can do?"

Indianapolis Motor Speedway of course serves as the nucleus for the American open-wheel scene, but the truth is that the Indy 500's inbuilt prestige and reputation means that 250,000 people would pour through the gates every Memorial Day Weekend for the next few years even if Penske did no more than what's been done for the past couple of decades. In the fullness of time, RP's influence on the IndyCar Series as a whole may prove more profound.

Some 41 years ago, Dan Gurney wrote his famous White Paper that heralded the arrival of CART – Championship Auto Racing

**“ROGER'S THE PERFECT STEWARD TO
TAKE THE SPORT FORWARD. HE'S GOT
THE HISTORY, THE PERSPECTIVE”**

Teams – a consortium of like-minded team owners who would wrest control of topline US single-seater racing away from the United States Automobile Club. One of Gurney's primary motivations in leading this uprising was that he felt the Indycar season consisted of the Indianapolis 500 and a bunch of barely visible 'other races' for which purses were feeble and media coverage was negligible.

Unfortunately, more than four decades on, parallels can still be drawn. Yes, Long Beach is special, St Petersburg is doing fairly well, Barber Motorsports Park and Mid-Ohio have a consistent following, and Gateway and Portland are recent welcome returnees to the IndyCar schedule, but there is still much work to be done. Two years ago at the Indy 500, Charlie Kimball, a full-time driver then, was asked by one of his sponsor's guests: "What do you do the rest of the year?" So it's clear that Penske has to send the marketing of the full IndyCar season into orbit, and as soon as possible – but that should be feasible given his character, prestige and reach.

Something he should be able to count on is support from his fellow team owners, because his integrity too is beyond reproach. Primary rivals such as Chip Ganassi, Michael Andretti and Bobby Rahal were swift to publicly applaud Penske's purchase of IMS and IndyCar, offering no hint of worry over conflict of interest. They know The Captain is a true enthusiast of the sport who recognises that a rising tide floats all boats. That explains why, despite his cars being the best funded on the grid and his team being deep in human resource, he has always sought to avoid unnecessary expense. For example, Penske became vocal in expressing disapproval for the manufacturer aerokits of 2015-17 because they hurt teams' bank balances, hurt the chances of another manufacturer joining the series and hurt the racing. And fellow team owner Dale Coyne recalls another instance when he realised that Penske can set aside his team's interest and see the bigger picture.

"Everyone knows that one of our stupidest wastes of money is shock and damper programmes," says Coyne. "It's one of just a couple of areas open to the teams, and so we spend silly money there – and for what? Who benefits? The race fans don't want something that spreads the field out and don't care about something they can't see. Obviously Penske has been one of the best in that area for a while now, but I remember when we had a team owner meeting in 2011 to decide which areas of the new car [the DW12] should be made spec, Roger said, 'Look, I'll vote for everyone running the same shocks if we can all save ourselves a bunch of money.'

"In the end it was other team owners – some who were



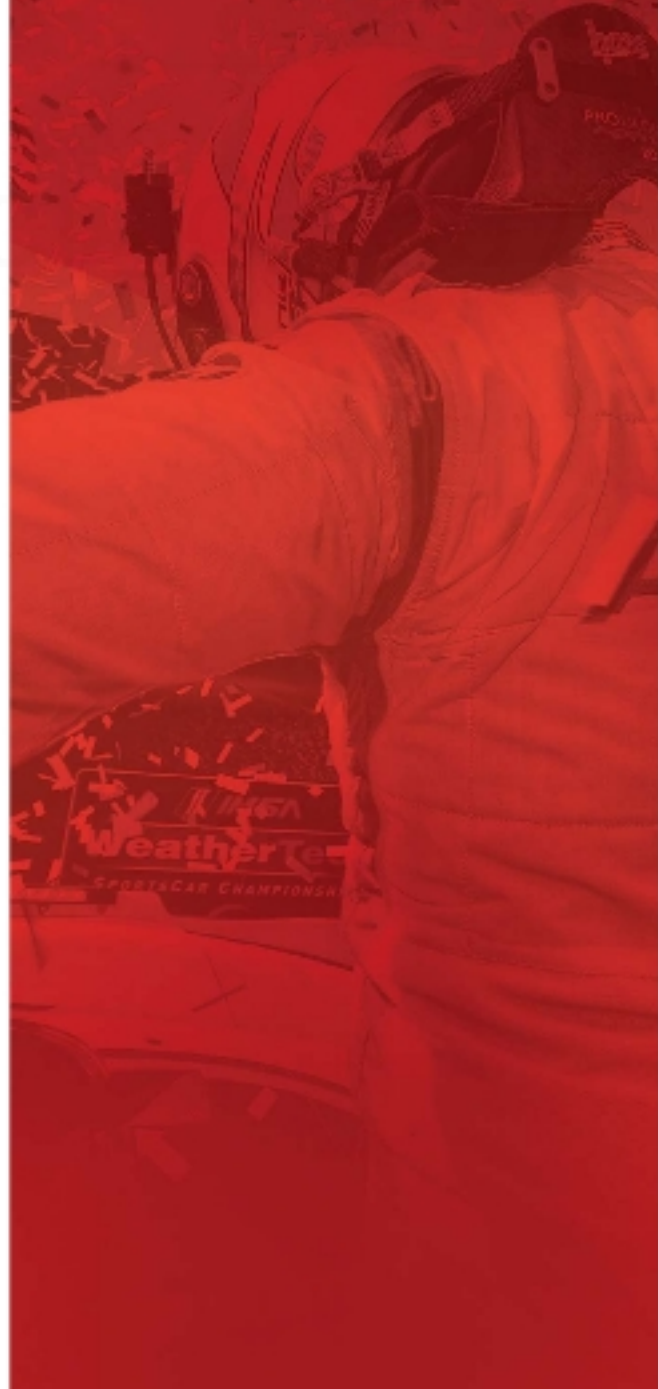
never going to win anyway — who voted to keep that area open and screwed the whole deal up. But I thought that was pretty big of Roger to be prepared to lose one of his team's advantages just to help some of us others and the series overall. So he gets it, and he listens to the rest of us. I think he'll work well with [IndyCar president] Jay Frye and Mark Miles. No worries there."

"Roger is the perfect steward to take the sport forward," said Miles. "He's got all the history, all the perspective — not just of open-wheel and IMS but all aspects of motorsport all these decades. He's a true racer, he can talk engines, he knows everything there is to know about owning and running successful race cars and getting the best from his drivers. But he's also an incredibly successful businessman who knows how to execute."

"We know of no one better suited to take charge." *W*

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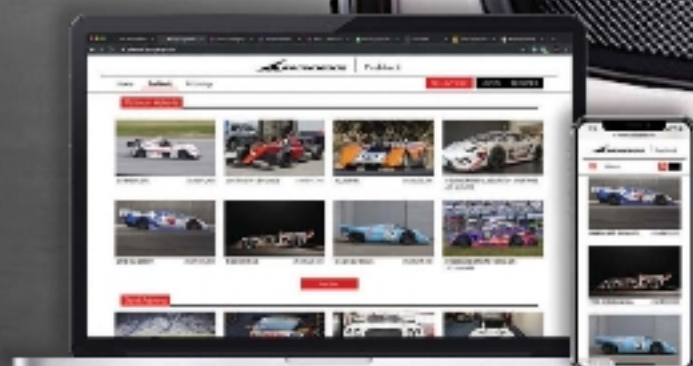
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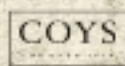
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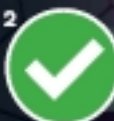
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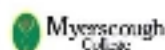
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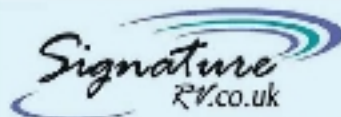
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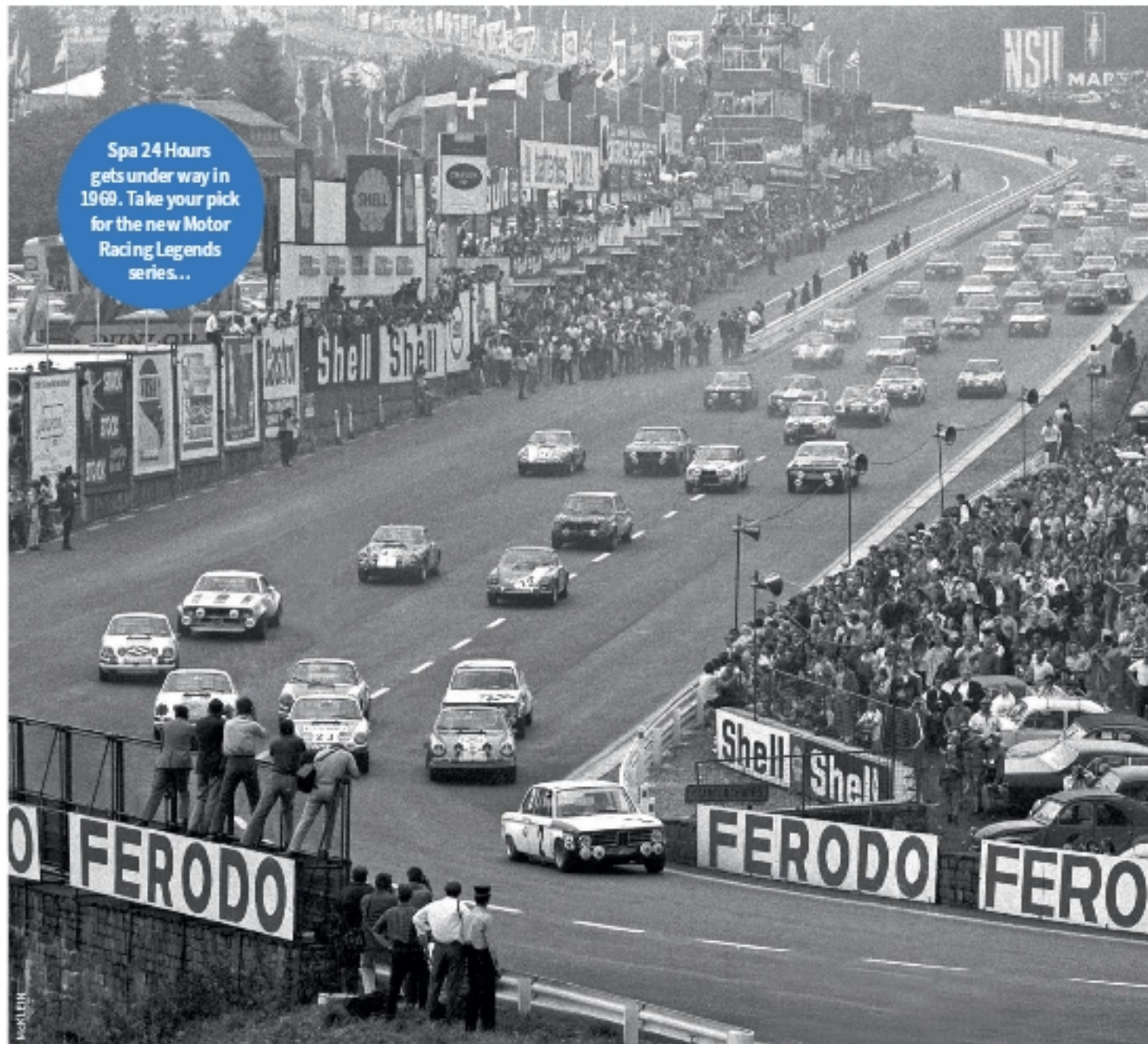
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NEW SERIES FOR LATER 1960s TOURING CARS

HISTORIC TOURING CARS

An overlooked period in tin-top racing will be opened up this season in the new Sixties Touring Car Challenge from Motor Racing Legends.

The traditional cut-off date for historic touring cars has long been set at 1966, but MRL is opening up the new series to Group 1 and Group 2 cars raced in the European Touring Car Championship from 1966 to the end of 1969.

The new five-race series will include the existing U2TC grid for pre-'66 cars and accommodate late 1960s two-litre, four-cylinder cars including the Ford Escort Mk1, Lotus Cortina Mk2, BMW 2002, Lancia Fulvia and Alfa Romeo GTA variants as well as later Minis.

Duncan Wiltshire of Motor Racing Legends said: "Late-1960s touring car owners have suffered from a real void of racing opportunities, so we look forward to welcoming them into the Motor Racing Legends fold."

"Previously, U2TC has been one of the most competitive series in historic racing; by expanding the grid to allow '66 to '69 cars from the European Touring Car Championship era we are guaranteed to see some

thrilling competition across our five rounds in 2020."

In a significant change to technical regulations, cars running electronic ignition will now be permitted in the Sixties Touring Car Challenge and U2TC grid.

Newer classic touring cars will feature at Knockhill this year as the schedule for the Historic Sports Car Club's Dunlop Saloon Car Cup will include a trip to Scotland on 4-5 July as part of a four-event, eight-race season. The series for cars from 1970 through to 2006 will headline the Best of Scottish Saloon Car Festival as well as having dates at Silverstone GP, Donington Park and the Oulton Park Gold Cup.

• The HSCC is reporting a positive response to the Geoff Lees Trophy, its new race category for up-to-two-litre single-seater racing cars from the 1980s. Early enquiries have come from owners of two Formula 3 Ralt RT30s (both with notable histories), several F3 Reynard 883s/893s, an F3 Anson SA4, a Formula Ford 2000 Reynard 88SF and a Formula Atlantic Ralt RT4. At least one Formula 2 Toleman TG280 is race ready, and Tim Lawrence has just completed a two-year rebuild of the ex-Paul Tracy FF2000 Van Diemen RF86.

PAUL LAWRENCE

Trundley heads Team BRIT's Britcar entry

BRITCAR

BMW 116 Trophy race winner Bobby Trundley will step up to a GT4 Aston Martin this season, as part of a four-car Team BRIT entry across Britcar's two series.

Trundley, 20, is due to share the Aston in the Britcar Endurance Championship with Compact Cup racer Aaron Morgan, but that is dependent on Morgan securing the required budget.

Trundley, who has autism, won four of the five BMW 116 Trophy races last season in his first year of car racing and is now looking forward to the challenge of racing the Aston.

"To go from what's basically a road car to a GT4 car is a big step, but I'm looking forward to the challenge," said Trundley, who describes his 2019 season as "incredible". "I've driven the Aston Martin a couple of times and



it's a completely different animal."

As well as the Aston, Team BRIT will also run three BMW 116 machines for rookie drivers in the new Britcar Trophy category for production-based models.

These will be driven by Matty Street, who also has autism, paraplegics Ryan Ashman and AJ Gani, and Andrew Tucker, who suffered numerous injuries in a motorbike accident.

STEPHEN LICKORISH

HANKEY AND FLEWITT TO RACE GT4 McLAREN

BRITISH GT

Newly announced McLaren factory driver Euan Hankey and two-time Pure McLaren GT Series one-make champion Mia Flewitt will share a Balfe Motorsport McLaren 570S GT4 in the British GT Championship this season.

Hankey, 32, is a race winner in the Porsche Carrera Cup GB and class victor in the European Le Mans Series, and has made three Le Mans 24 Hours starts in a GTE-Am class Aston Martin.

His last British GT appearance came in 2018 in a one-off at Silverstone in a Track-Club McLaren GT4, and he also shared a Von Ryan Racing McLaren 650S in the GT3 class during the 2015 season. Hankey has also coached Flewitt to her 2018-19 Pure McLaren titles.

Flewitt contested three British GT rounds with Balfe last year, and finished second with the team in last month's Gulf 12 Hours at Yas Marina, sharing with Hankey (below) and BTCC race winner Josh Cook.

Hankey and Flewitt, who will run in the Pro-Am class of GT4, will be fielded alongside the sister McLaren of Michael O'Brien and Graham Johnson, who are staying on at the team.

Team boss Shaun Balfe said the intra-team competition would spur both crews on. "It's great that Mia felt comfortable after three races with us in British GT last season and happy to return for a full campaign," he said. "Bringing Euan with her will make the car ultra-competitive and I'm expecting to manage some internal team rivalry, but it will be very positive."

JAMES NEWBOLD



SPORTS 2000

The Sports Racing Car Club has joined forces with MotorSport Vision Racing for this season, with each of the four Sports 2000 categories now running with MSVR.

The Sports 2000 classes have previously been standalone series appearing at a variety of meetings, but this is the first time they have formally been part of another organising club.

A provisional calendar has been released that includes a support-race slot when the GT World Challenge Europe series – formerly Blancpain GT Series – races at Brands Hatch in May.

"We have always operated as a standalone club and frankly never thought we would find a series organiser who would be able to both organise our championships and promote our brand of sportscar racing," said SRCC competitions director Colin Feyerabend.

"However, soon after we began exploratory talks with MSVR we were bowled over by their willingness to support us. We will continue to compete on the best UK and European circuits, but will have the organisational and promotional support of MSVR. In turn MSVR will have one of the largest, most competitive and most sustainable grids in national motorsport."





HONDA UNVEILS CIVIC TYPE R TC

Honda has launched a turnkey race car dubbed the Civic Type R TC. Based on the hot hatch built in Swindon, the TC is capable of producing up to 325bhp and features an adjustable rear wing and digital dashboard. It is priced in US dollars, starting at \$89,900 (£68,905), marking a substantial saving against the \$172,000 (£131,832) Type R TCR car.

New BMW turbo class next year

BMW CAR CLUB RACING

The BMW Car Club Racing championship is to introduce a turbo class for the 2020 season, aimed at models such as the M2, M4, 135i, 335i and Mini Cooper.

The move was confirmed by a drivers' vote and will be carried out initially on an assessment basis. The new class will use the same power-to-weight ratio of 300bhp per tonne as fellow 750 Motor Club championship Club Enduro's Class A, and the turbocharged engines used should

be those originally fitted to that model.

BMW Car Club Racing already had a turbocharged car competing in some 2019 rounds, with Steven Schweikhardt driving an E46 in the Invitational class.

"We've got to acknowledge that the modern cars are coming," said championship boss Neil McDonald. "So we've got to be able to encompass them and race the old cars and the new cars together if we can. We can evaluate cars during the year while they're on track."

GRAHAM KEILLOH



Move aims to attract broader range of cars in the 2020 season

IN THE HEADLINES

ALLEN WINS ASIAN F4 TITLE

Former British Formula 4 racer Lucca Allen claimed the South East Asian F4 crown last month at Sepang. The Irishman, who finished 14th in the 2018 British F4 standings, claimed the title by just two points over Finn Elias Seppanen after taking a win, a second, a fourth and fifth places over the season-fine weekend.

MITTELL INCREASES ENTRY

Champion manufacturer Mittell Cars' 750 Motor Club RGB Sports 1000 presence will be enhanced by another MC-53 this season, sold as a new kit to Tim Pell. It will be raced by former karter Michael Roots, Scott Mittell's best friend at university. British GT-bound Chippy Wesemael's 2019 title-winning MC-53 has been sold, while Danny Andrew and Paul Smith are set to continue with their versions.

IRISH FIESTA SCHOLARSHIP

The Irish Fiesta Zetec championship has launched a karting scholarship. The shootout will feature an on-track test and interview, with the winner receiving a season in the category. The Zetec series and Fiesta ST category will head north of the border to Kikistown and Bishopscourt this season, and in a separate initiative the mid-season points leader in both championships will get a prize test. The Zetec leader will receive a run in an ST, while the ST pacesetter will have a test in a SEAT Supercup.

VW RACING CUP MOVE

Junior Saloon Car champion Scott McIntyre will switch to the VW Racing Cup this season with Team Hard. "I think the VW Racing Cup is the perfect entry into senior racing, as I would like to eventually graduate to the BTCC," he said. "With an intensive winter testing programme, I'm aiming to hit the ground running from the get-go and continue where I left off in 2019."

OLDFIELD SIGNS BELGIAN

Belgian teenager Milan de Laet will compete in the 2020 National Formula Ford 1600 season with Oldfield Motorsport. The 16-year-old took part in last November's Walter Hayes Trophy with Oldfield, finishing 17th, and is set to race the same Van Diemen J13 in the forthcoming campaign. De Laet won the French Trophée Formule Ford Kent title last year in his first season out of karting.

FASTEST LAPS OF THE DECADE

Every Christmas, we look at who's set the fastest lap of the year in car races on each circuit in the UK and Ireland. But who's topped the 2010-19 decade?

COMPILED BY MARCUS SIMMONS



TRACK, DRIVER AND CAR

ANGLES EY INTERNATIONAL

Sean Walkinshaw (Dallara-Mugen Honda F302)

1m21.287s

93.00mph

8 Sep 2012

ANGLES EY COASTAL

Alex Craven (Dallara-Mugen Honda F304)

1m02.666s

89.04mph

26 Sep 2010

BATTERSEA PARK

Sebastien Buemi (Renault Z.E.15)

1m24.150s

77.75mph

3 Jul 2016

BISHOPSCOURT

Paul O'Connell (Dallara-Renault T05)

1m03.560s

103.310mph

11 May 2019

BRANDS HATCH GRAND PRIX

Craig Dolby (Panoz Elan-MCTDP09)

1m13.460s

119.24mph

1 Aug 2010

BRANDS HATCH INDY

Marco Wittmann (Dallara-Volkswagen F308)

40.953s

105.37mph

4 Sep 2010

CADWELL PARK

Richard Mitcham (Jedi-Suzuki Mk6)

1m21.138s

97.03mph

12 Sep 2010

CASTLE COMBE

Simon Tilling (Radical-RPE Suzuki SR3 Turbo)

1m01.152s

108.90mph

27 May 2013

CROFT

Ollie Millroy (Barazi-Epsilon-Renault EB01A)

1m17.451s

98.77mph

19 Jun 2010

DONINGTON PARK GRAND PRIX

Kimiya Sato (Lola-Zytek B05/52)

1m17.707s

115.23mph

31 Aug 2013





DONINGTON PARK NATIONAL

TRACK, DRIVER AND CAR	TIME	SPEED	DATE
DONINGTON PARK NATIONAL Marijn van Kalmthout (Benetton-Judd B197)	57.221s	124.51mph	8 May 2011
GOODWOOD Nick Padmore (Lola-Chevrolet T70 Spyder)	1m 18.217s	110.46mph	22 Mar 2015
KIRKISTOWN Philip Shields (Dallara-Mecachrome GP2/05)	50.782s	107.184mph	31 Aug 2013
KNOCKHILL Tom Blomqvist (Barazi-Epsilon-Renault EB01A)	48.438s	94.48mph	5 Sep 2010
KNOCKHILL ANTI-CLOCKWISE Josh Price (Honda Civic Type R TCR)	51.691s	88.23mph	13 May 2018
LYDDEN HILL Mark Burton (Jade-Vauxhall Trackstar)	39.499s	91.13mph	9 Apr 2011
MALLORY PARK Jeremy Timms (Dallara-Suzuki F399)	41.708s	116.52mph	26 Sep 2015
MALLORY PARK OVAL George Turiccki (SHP Pickup)	36.015s	99.95mph	26 Aug 2019
MONDELLO PARK LONG Dan Daly (Reynard-Ilmor 92D)	1m 32.248s	84.95mph	18 Sep 2011
MONDELLO PARK SHORT Jonathan Fildes (Ralt-Ford Duratec RT4)	51.180s	80.87mph	10 Oct 2010



GOODWOOD

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IMAGES

KIRKISTOWN

DENBY

TRACK, DRIVER AND CAR	TIME	SPEED	DATE
MON DELLO PARK SHORT ANTI-CLOCKWISE Sylvie Mullins (Dallara-Mugen Honda F305)	54.581s	75.82mph	10 Jun 2018
OULTON PARK INTERNATIONAL Lucas Foresti (Dallara-Mercedes F311)	1m28.669s	109.29mph	23 Apr 2011
OULTON PARK ISLAND Tom Blomqvist (Barazi-Epsilon-Renault EB01A)	1m18.556s	102.01mph	5 Jun 2010
OULTON PARK FOSTERS Jason Timms (Dallara-Suzuki F311)	56.861s	104.72mph	28 Mar 2016
PEMBREY NATIONAL Joni Wiman (Barazi-Epsilon-Renault EB01A)	53.057s	98.79mph	13 Nov 2010
PEMBREY CLUBMANS Paul Smith (Mittel-Honda MC-53)	1m03.74s	84.15mph	1 Jul 2018
PHOENIX PARK Martin Daly (Tatuus-Renault RC00)	1m09.153s	90.07mph	19 Aug 2012
ROCKINGHAM INTERNATIONAL SUPER SPORT SCAR Jean-Eric Vergne (Dallara-Volkswagen F308)	1m12.991s	95.68mph	17 Jul 2010
ROCKINGHAM INTERNATIONAL LONG Jack Harvey (Dallara-Volkswagen F312)	1m18.627s	93.94mph	10 Jun 2012
ROCKINGHAM NATIONAL Jeremy Webb (Caterham-Ford/Sigma)	1m18.083s	78.35mph	9 Aug 2014
ROCKINGHAM INTERNATIONAL Alex Sidwell (Holden Commodore)	1m49.720s	80.05mph	1 Sep 2018





TRACK, DRIVER AND CAR	TIME	SPEED	DATE
ROCKINGHAM OVAL Paul Poulter (SHP Pickup-Vauxhall)	40.001s	133.09mph	20 May 2012
SILVERSTONE GRAND PRIX Lewis Hamilton (Mercedes F1 W10)	1m27.369s	150.829mph	14 Jul 2019
SILVERSTONE BRIDGE GP Sebastien Bourdais (Panoz Elan-MCT DP09)	1m32.818s	123.89mph	4 Apr 2010
SILVERSTONE HISTORIC GP (pre-2011) Steve Hartley (Arrows-Cosworth DFV A4)	1m41.482s	112.56mph	24 Jul 2010
SILVERSTONE HISTORIC GP Nicolas Minassian (Jaguar XJR-14)	1m46.712s	122.77mph	28 Jul 2013
SILVERSTONE INTERNATIONAL Duncan Williams (Juno-Honda CN2012)	1m01.515s	108.31mph	14 Oct 2017
SILVERSTONE NATIONAL Martin Short (Dallara-Judd SP1)	51.023s	115.64mph	5 Nov 2017
SNETTERTON (pre-2011) Adriano Buzaid (Dallara-Volkswagen F308)	1m01.200s	114.82mph	30 Aug 2010
SNETTERTON 300 Felipe Nasr (Dallara-Volkswagen F308)	1m39.933s	106.95mph	15 May 2011
SNETTERTON 200 Chris Dittmann (Dallara-Mercedes F312)	1m06.572s	107.29mph	14 May 2017
THRUXTON Jean-Eric Vergne (Dallara-Volkswagen F308)	1m06.752s	127.06mph	8 Aug 2010

WHAT TO BUY, WATCH AND READ IN 2020

EXHIBITION AUTOSPORT INTERNATIONAL 9-12 January

Yes, next week's Autosport International show has already been plugged in this issue of the magazine. But the 70 years of Autosport car display – featuring a host of renowned single-seaters, sports and World Rally cars – is set to be the most impressive ensemble ever lined up for the show.

Add an extensive Group B rally contingent, plus the stars of Formula 1 being interviewed on stage by Alan Hyde, and the Birmingham NEC exhibition becomes the perfect remedy for those off-season motorsport withdrawal symptoms.



TV SERIES DRIVE TO SURVIVE Expected early March

The first series of Netflix's Formula 1 documentary *Drive To Survive* proved a smash hit.

Such was its widespread appeal that it stretched beyond motorsport fans. Now we're

all set for a second season that this time features both Mercedes and Ferrari. Diving behind the scenes at those teams for the dramatic 2019 German GP has all the makings for another stellar 10-episode run.

BOOK THE STORY OF XKD52 Expected April 2020

The Porter Press series that delves into the individual history of a specific chassis is a firm favourite in the Autosport office. In this book scheduled for late spring, John Elmgreen is set to recall the life of Jaguar D-type 'XKD52' in meticulous detail – including how the open-top sportscar came to have a roof and went on to win the Australian GT title.



RACE MEETING FORMULA E LONDON E-PRIX 25-26 July

Formula E returns to London this summer after a four-year hiatus. Replacing the previous site in Battersea Park, dropped because of local opposition, is the ExCel London in the city's docklands. This new venue is set to introduce a brand new element to the all-electric series – a mix of indoor and outdoor sections of the circuit. With no anticipated complaints from neighbours, hopefully the exciting race series can find a dynamic and more permanent residence.



MOTORSPORT IMAGES/WEBBARD

FILM BRABHAM Expected early 2020

The biopic on three-time Formula 1 world champion Jack Brabham has been in the pipeline for years. It has recently featured at the Brisbane International Film Festival and is due out in cinemas down under in February. Hopefully, UK viewers won't have to wait much longer.

After *Senna*, *McLaren* and *Williams*, there's now a clear blueprint for how to make a decent Formula 1 documentary. Let's hope that, at the very least, *Brabham* follows that brief.



MOTORSPORT IMAGES/SCHLUSSELMILCH


[autosport.com/podcast](https://www.autosport.com/podcast)


F1 REVIEW PART 1: THE BIG STORIES OF 2019



Sky Sports F1 presenter and former grand prix driver Karun Chandhok joins Autosport journalists Edd Straw, Jonathan Noble and Stuart Codling down the pub for the first part of our Formula 1 2019 season review podcast. In this hour-long opening instalment, the team dissect the biggest talking points of the year.



VIDEO GAME GRAN TURISMO 7 Expected late 2020

It's looking more likely that *Gran Turismo 7* will be held back until the Playstation 5 is released, which means it will end up at the top of the

Christmas list. But that's only 51 weeks away!

The blockbuster racing franchise will offer its usual tricks of a massive car selection, a realistic physics model and stunning graphics in a bid to outperform the concurrent *Forza Motorsport* title.



SMARTPHONE APP PROJECT CARS GO Release date TBC

We don't know for certain when *Project Cars Go* will work its way on to the Google Play and Apple App store. It was originally scheduled for release last year until it was hit by delays.

But now the smartphone app's developer Slightly Mad Studios has been recently bought by gaming behemoth Codemasters – maker of the annual official Formula 1 video game. Here's hoping that with fresh investment and new ownership, *Project Cars Go* is back on and set to rival the *Real Racing* series in an effort to while away the tedious commute.



YouTube

[youtube.com/AUTOSPORTdotcom](https://www.youtube.com/AUTOSPORTdotcom)


A helmet design is effectively a billboard to promote the driver's own brand. Red with seven stars? That's Michael Schumacher. A simple red tartan strip? It's Jackie Stewart. This week the Autosport panel has been debating who had the greatest colour scheme of all. Go to bit.ly/F1helmets to watch and to be in with a chance of winning your very own custom Bell helmet.

WHAT'S ON



INTERNATIONAL MOTORSPORT

Dakar Rally

Jeddah-Qiddiya, Saudi Arabia
5-17 January

FINISHING STRAIGHT



FROM THE ARCHIVE

Maurice Trintignant (Cooper-Climax T51), leads Stirling Moss (BRM P25) and Bruce McLaren (Cooper-Climax T51) in the 1959 British Grand Prix at Aintree. The race

was dominated by Jack Brabham (Cooper-Climax T51), who started from pole position (his first) and led all 75 laps, finishing 22 seconds ahead of Moss, who pipped McLaren to the runner-up spot by

just two tenths. The Kiwi had the consolation of taking his first podium finish and first fastest lap (shared with Moss). Trintignant was fifth and a lap down, behind the BRM of Harry Schell.

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FINISHING STRAIGHT



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ESTABLISHED 1950



Raymond Mays demonstrates the BRM V16 at 1950 British GP

The start of a big idea and a false hope for the new BRM

25 August 1950

This year, Autosport is 70 years old and as part of the birthday celebrations we'll be picking out some of the stories, drama and special moments that we've covered in that time.

The first issue of the magazine came out on 25 August 1950. After briefly outlining the publication's aim to devote space "to every aspect of the sport, from Grandes Epreuves to the most unambitious of local club events", founding editor Gregor Grant looked ahead to the hotly anticipated debut of the BRM V16, the first 'serious' post-war British attempt at producing a grand prix car. Although Autosport felt a win for the new car was unlikely first time out, it did hope the appearance at the BRDC

International Trophy at Silverstone would "demonstrate the race-winning possibilities of the BRM".

Sadly, an embarrassing transmission failure at the start of the heat meant Raymond Sommer's outing was rather shorter than planned. As Autosport would relate many times, that sort of story played out a lot in the early days of the BRM project.

The first issue was only 36 pages (including covers), but also included coverage of a Vintage Sports-Car Club event at Prescott, the Coupe du Monde 500cc Formula 3 extravaganza in Ostend, a road-test report on the Allard J2 and a technical assessment of independent suspension versus cart springs.



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ANSWERS TO 19-26 DECEMBER QUIZ Who, what, where, when? Willy T Ribbs, Brabham-BMW BT34, Estoril, December 1983. Who is this? Steve Posing. On this day A) Ford, Rover, Vauxhall. B) Ford. C) Zandvoort. D) Jim Clark. E) Rittipaldi. Name the helmet: Pete Aron.





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