

AUTOSPORT SHOW Leclerc, Norris and Vatanen star

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

16 JANUARY 2020

HAMILTON **NOW FOR SCHUEY**

**As Lewis closes on the big
F1 records we compare
two legends**





FERODOTM

RACING

BALANCED BRAKING PERFORMANCE

All the way to the APEX

BITE

DECCELERATION

MODULATION

THE DRIVER'S
PAD

RELLEASE

FERODO RACING BRAKE PADS

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.



Circuit Supplies (UK) Ltd, Unit 8, Eden Court,
Eden Way, Leighton Buzzard, Beds LU7 4FY
Tel: 01525 385 888 • Fax: 01525 385 898
info@circuitsupplies.com
www.circuitsupplies.com

www.ferodoracing.com

SELECTED RANGE NOW AVAILABLE
THERMALLY BEDDED



A worthy challenger to Schumacher's remarkable records

Motorsport statisticians have been keeping an eye on it for a while, and now we can say that Lewis Hamilton is on the verge of matching Michael Schumacher's Formula 1 world titles and wins benchmarks.

Both drivers have incredible CVs and now currently hold most of the major records. Providing the 2020 Mercedes is as good as recent Silver Arrows, Hamilton could make more of them his own.

There's much more to assessing drivers than mere stats, of course, so this week we've taken the opportunity to compare Hamilton and Schumacher. Doing so is always fraught with difficulties because each era is different and the drivers face varied opposition and challenges, but such debates are (hopefully!) interesting and thought-provoking.

A light-hearted aside is that, if you took Hamilton and Schumacher out of the history books, Sebastian Vettel would lead the wins list, while Damon Hill and Nico Rosberg would both be triple world champions. Quite a different-looking sport.

Hoping to join the list of champions – and end Ferrari's long wait for another drivers' title – is Charles Leclerc. The 22-year-old Monegasque was one of the stars of Autosport International last weekend, as we kicked off both the 2020 season and our 70th birthday celebrations. We assess Leclerc's chances on page 13 this week, while our bumper show coverage starts on p30. We also hear from stage presenter and leading British Touring Car Championship interviewer Alan Hyde on p14.

Thank you to all those who made the trip to Birmingham and, in some cases, participated in some lively question-and-answer sessions. Take a look at Autosport.com and YouTube to relive the best moments – or see them for the first time.



Kevin Turner

Kevin Turner
Editor

kevin.turner@autosport.com

NEXT WEEK
23 JANUARY

We look ahead to F1 2020
– and the World Rally
Championship season



COVER IMAGES

Motorsport Images/Mauger; Sutton

PIT & PADDOCK

- 4 WRC teams gear up for Monte opener
- 6 Chilton back in a BTCC Honda
- 8 Obituary: Tom Belso
- 11 Sainz still leads the way on Dakar
- 13 Opinion: Kevin Turner
- 14 Opinion: Alan Hyde
- 15 Pictures of the week

INSIGHT

- 16 Hamilton v Schumacher
- 24 Japan's greatest racing driver?

RACE CENTRE

- 28 World of Sport: Dubai 24 Hours;
Asian F3; Asian Le Mans Series

AUTOSPORT SHOW 2020

- 30 Introduction and stage stars
- 32 News round-up from the NEC
- 34 Autosport 70's special cars
- 39 Williams wins Esports encounter
- 40 Why motorsport has to change
- 42 The best of Live Action
- 44 Autosport International highlights

CLUB AUTOSPORT

- 58 Plowman/Fletcher in GT3 Bentley
- 60 Carrera Cup champion to BMW
- 62 Fford Festival targets biggest gathering
- 64 Chateau Impney gets axed
- 65 Opinion: Marcus Pye
- 66 Rise of a new Britcar era

FINISHING STRAIGHT

- 70 What's on this week
- 72 From the archive: 1989 Le Mans
- 74 Autosport 70: Mears opens up

SUBSCRIPTION OFFER

- 38 Special deals for Autosport

VISIT AUTOSPORT.COM

For other ways to read Britain's
best motorsport weekly



MOTORSPORT IMAGES/WOOD



WORLD RALLY TEAMS GEAR UP FOR MONTE CARLO OPENER

WORLD RALLY CHAMPIONSHIP

Birmingham, Frankfurt and Tokyo added colour to the picture of the 2020 World Rally Championship in the past few days as all three factory teams launched their attacks on the forthcoming season on the eve of next week's Monte Carlo Rally opening round.

Autosport International was, once again, at the heart of the unveiling action as the M-Sport Ford team whipped the covers off its Fiesta WRC, with the Cumbrian-built car's decals a nod to the 1990s. Drivers Esapekka Lappi, Teemu Suninen and Gus Greensmith were all present.

Phil Dixon, the man in charge of the new colour scheme, launched on Thursday's opening day of ASI, said: "My initial inspiration came from Francois Delecour's 1995 Ford Escort RS Cosworth. White cars have always been popular and, with the increased support from Castrol, that colour scheme was spot on."

The Fiesta WRC starts next week's Monte in a similar specification to last year, with the main steps on the car in terms of performance gains coming in time for round four in Argentina. Aerodynamic and engine modifications will be delivered in time for the season's only visit to South America in April.

At the Tokyo Auto Salon, Toyota team boss Tommi Makinen gathered alongside an all-new driver line-up of Sebastien Ogier, Elfyn Evans and Kalle Rovanpera for his squad of Yaris WRCs.

"On the outside, our car looks similar to before, and we are mostly keeping the same package that was strong in many different conditions last year," said Makinen.

"But we are always working to make some small improvements to make it even better, and we will go into this season with a lighter and more powerful car. I am confident that our talented new drivers will quickly feel comfortable and that we can aim high again."

Hyundai's unveiling of its team of i20 Coupe WRCs came behind closed doors at the firm's Frankfurt base. Following reigning champion Ott Tanak's decision to stick with his number 8, that means the WRC season will start for the first time in its history without a car sporting the number 1. Typically for Tanak, his reasoning for the move is entirely straightforward. "I've had the number 8 for the last two years," he said, "and I didn't see any reason to change."

For a wider overview of the year ahead, Adamo offered: "We had an extremely successful 2019, but the slate is wiped clean again as we prepare for 2020. We know the ferocity of the competition will remain intense, so we have to make sure our technical package is as strong as possible. We have arguably one of the strongest crew line-ups in WRC with Thierry [Neuville], Ott [Tanak], Dani [Sordo] and Sebastien [Loeb]."

There will be 88 starters in the French Alps next week. A five-strong WRC 2 field is headed by Mads Ostberg's Citroen and will include M-Sport Ford drivers Rhys Yates and Adrien Fourmaux, and Hyundai's pairing of Nikolay Gryazin and Ole Christian Veiby. Thirteen cars start in WRC 3.

DAVID EVANS

 P30 AUTOSPORT SHOW



DREW GIBSON

Symonds: aero rule tweaks for 2019 a mistake

FORMULA 1

Formula 1 technical boss Pat Symonds has admitted that the rush to make aerodynamic rule changes to boost overtaking for 2019 was wrong.

Front-wing rules were tweaked for last season in a bid to make it easier for cars to follow each other, using some of the concepts produced by early analysis in the work on the 2021 rules. But the 2019 cars proved to be no better at running closely than their predecessors.

Speaking at last weekend's Autosport International, the successful engineer was asked if there had been lessons learned from the 2019 aero rules. "In shaping these 2021 regs, probably not as much as I would have hoped for," he said. "They were done in a bit of a hurry. And with the benefit of hindsight, I wouldn't have done them."



"In terms of what they did to the wake of the car, relative to what we've done for 2021, it is minuscule. We'd done a lot of research by that time in mid-2018 and we were starting to understand critical areas, but we hadn't run the configuration we had to actually get some rules out for. So I think we could have done that whole exercise a bit better."

"But I don't regard that in any way as a precedent for what we've done for 2021."

JONATHAN NOBLE

CHADWICK GETS EXPANDED ROLE AT WILLIAMS

FORMULA 1

W Series champion Jamie Chadwick will have an increased simulator programme with the Williams Formula 1 team in 2020 after being kept on as a development driver.

Chadwick joined Williams as part of its driver academy during the 2019 season and, as well as some simulator work, she attended several European grands prix. In 2020, she will continue working with Williams at tracks and at the factory, and will increase her simulator programme to help with the team's development.

"The time spent in the simulator has been invaluable and I have enjoyed every moment, immersing myself within the team," said Chadwick. "I look forward to continuing to work with Williams this year."

Deputy team principal Claire Williams, who visited the W Series at Hockenheim prior to Chadwick joining Williams, added: "I have thoroughly enjoyed watching Jamie develop and excel, both with the team and her time racing in W Series. Jamie has done an excellent job promoting women in motorsport and we are extremely proud of the work she has done."

Chadwick slots in alongside race drivers George Russell and Nicholas Latifi and recently appointed fellow development driver Dan Ticktum. She is continuing in W Series, which now offers F1 superlicence points, and is currently racing in Asian F3, with a best result of sixth from the six races to date.

JONATHAN NOBLE



Lynn returns to Jag Formula E fold

FORMULA E

Alex Lynn has returned to the Jaguar Formula E team with which he contested seven races in 2018-19 as reserve and test driver.

Lynn, who raced with the Virgin Racing squad in 2017-18, took a best finish of seventh in Bern during his time with Jaguar last season after joining midway through the campaign as a replacement for Nelson Piquet Jr.

Jaguar will need a replacement driver for the Sanya round in March as James Calado has a clashing World Endurance Championship round with Ferrari at Sebring. But it is understood that Lynn's commitments with Aston Martin mean

he will race at Sebring, meaning Jaguar needs to look elsewhere for a driver to partner Mitch Evans at the Chinese event.

"I am excited to be rejoining the Jaguar Racing team and returning to Formula E," said Lynn. "I am familiar with the championship, the team, their goals and how they work."

Jaguar team principal James Barclay added: "Mitch Evans and James Calado are an exciting combination and they will be strongly supported by Alex throughout the season. Alex is not only a very talented and accomplished driver, he also has valuable experience in Formula E and a great relationship with our team."

ALEX KALINAUCKAS





Chilton back in a Civic as he switches teams for 2020

BTCC

Tom Chilton says that the strong impression made by the BTC Racing Honda squad in last season's British Touring Car Championship persuaded him to join the three-strong crew for the 2020 competition.

Chilton, a 14-time race winner in the BTCC and the 2010 Independents Trophy winner, announced that he will switch over from the Motorbase Performance Ford Focus team (above) to join BTC, which will again run the latest-spec FK8 Civic Type R this term. The team, which is owned by Bert Taylor and businessman Steve Dudman, upgraded to the new equipment last season and took Josh Cook to fourth in the points table.

"You couldn't help but be impressed with the results that BTC achieved last year," said Chilton, who made his BTCC debut in 2002. "For a relatively young team, it turned heads with the success that Josh had and I hope that my experience can add to what it already has on the table."

"I've raced Hondas before in the BTCC [as a works driver in 2003-04, and a privateer in 2005 and 2008] so it's a brand I know well, and the latest generation of Civic is one of the best cars out there, so I'm thrilled to put this deal together."

Cook had already been confirmed to remain on the grid this season with BTC, which has added a third car to its 2020 line-up. The team announced at last weekend's Autosport Show that second-year BTCC racer Michael Crees would drive the third FK8.

Crees, who scored points on two

occasions with Team Hard in a Volkswagen CC last season, said he was excited by the deal. "I need to put pressure on myself to perform, and switching to BTC Racing gives me a great platform," he said.

HOST OF BTCC DRIVER SIGNINGS

The BTC Racing boys are only part of a raft of BTCC driver confirmations in the past week. One-time race winner Senna Proctor also nailed on his place on the grid at Autosport International. The ex-Power Maxed Racing Vauxhall and BMR Racing Subaru man has inked a deal with Excelr8 Motorsport to campaign its new Hyundai i30 Fastback N Performance, which is in build at the team's workshop. No second driver has been revealed for the car, which team bosses say should be ready to begin testing in early March.

Former Excelr8 MG driver Sam Osborne, who was 30th in the standings last year, has announced that he will switch over to an AmD Tuning Honda Civic FK2 for 2020, partnering Jake Hill.

James Gornall, who was British GT champion back in 2008, will make his debut in the series, having concluded a deal with AmD sister team Trade Price Cars Racing to handle one of its Audi S3 Saloons. Gornall, who is the reigning Mini Challenge UK champion, will join Bobby Thompson in the Essex-based team.

Ciceley Motorsport has also confirmed it will continue with the Mercedes A-Class, and that it will field an unchanged line-up of Adam Morgan and Dan Rowbottom.

MATT JAMES

Barwell reacts to pit incident

DUBAI 24 HOURS

Barwell Motorsport boss Mark Lemmer says his team has suggested safety tweaks to Dubai 24 Hours organiser Creventic following the "deeply regrettable" pitlane incident in last weekend's race.

The British GT squad's Lamborghini led the race prior to a four-minute stop-go penalty after a Barwell mechanic pushed the car-controller of the neighbouring MRS GT-Racing Porsche. The MRS man suffered a dislocated shoulder after falling against the Porsche and hitting his head on its rear wing as it left its pit.

Speaking to Autosport, Lemmer expressed his best wishes to the injured team member and said he that the part-time Barwell contractor was "mortified" at the incident, which occurred during a Code 60 period when the pitlane was at its busiest.

"It's a deeply regrettable incident – we're all very relieved that the guy wasn't more seriously injured," said Lemmer. "We've been in contact with the MRS team checking on his well-being."

Lemmer said that he has recommended to Creventic that all team personnel are required to wear helmets in pitlane, which the MRS member was not. He added that it was the first time in Barwell's 30-year history that it had been involved in a serious pitlane accident.

"We take safety extremely seriously, we do safety briefings every day with our crew and we have all of our guys wearing helmets in the pitlane, regardless of whether that's mandatory or not, which it's not in Creventic," he said. "That is something we have discussed and recommended to the organisers. It's one that we feel very strongly about because the pitlane is inherently dangerous and the more you can protect those guys, the better."

JAMES NEWBOLD



Jarvis in, Kane out at Bentley

INTERCONTINENTAL GT CHALLENGE

Bentley has reshuffled its line-up for a downscaled factory campaign with the M-Sport team in 2020. Out have gone marque stalwarts Steven Kane and Andy Soucek, while Oliver Jarvis has returned to the fold after a two-year absence.

Mazda IMSA driver Jarvis has been joined by Alex Buncombe and Seb Morris, who have gained full-season Bentley contracts after running partial programmes with M-Sport in 2019. Together they will contest the five-race Intercontinental GT Challenge, which will be the only factory engagement in the coming season.

Maxime Soulet, Jules Gounon and Jordan Pepper have been retained and will be teamed in one of the reliveried Bentley Continental GT3s for the IGTC. But Kane and Soucek, who have raced with the brand since 2013 and 2015 respectively, have lost their factory contracts.

Soucek will, however, continue to race a Bentley. He will drive for the Flying Lizard-run K-Pax squad, which is swapping the GT World Challenge America for the endurance segment of its European namesake. The Spaniard, who drove with the team in North America last year, will line-up with fellow K-Pax regulars Alvaro Parente and Rodrigo



Baptista in one of its two Bentleys. Soulet, Gounon and Pepper will drive the other, except at the Spa 24 Hours that doubles as a round of the IGTC and the GTWCE.

New Bentley motorsport boss Paul Williams, who replaced Brian Gush last summer, said the new line-up had been driven by data. "I haven't made change for the sake of change," he explained. "We've simply looked at who's quick and who's not."

On Jarvis, who left Bentley after signing for Mazda ahead of the 2018 IMSA SportsCar Championship, he said: "Now

we're concentrating on the IGTC, he fits well with us. We looked at what he did with us in the past, and we're glad that he's back."

Bentley has opted to step back from the GT World Challenge in order to leave the way clear for its customers, says Williams.

"We believe in customer motorsport," he explained. "A lot of our customers have said, 'We want to do it, but we don't want to race against the works team.' K-Pax is the first announcement and there will be others about programmes in the pro class."

GARY WATKINS



MOTORSPORT IMAGES/JEP

Trump/Iran conflict scuppers Butcher

DUBAI 24 HOURS

Iranian-launched missile strikes on US military bases in Iraq forced British Touring Car Championship race winner Rory Butcher to miss last week's Dubai 24 Hours after his flight was diverted to Istanbul.

The Scot was due to contest the race for the first time since 2016 in a Century Motorsport BMW M4 GT4, but his plans were disrupted by the attacks – a response to the US drone

killing of senior Iranian general Qasem Soleimani.

"We were just in a small window of time where flights had to land at nearby airports, because there was a safe route down past Egypt and then through Saudi Arabia," said Butcher. "A couple of hours later we could have redirected our route; we were just in the wrong place at the wrong time."

When his connecting flight to Dubai the next morning was delayed by a technical fault on

the runway, which meant Butcher arrived at the circuit after free practice had finished, he decided to return home.

"I've had some small self-inflicted travel nightmares, but I think this has got to take the trophy!" added Butcher, who is expected to remain in the BTCC this season.

In his absence, Century finished third in the GT4 class when heavy rain brought the race to an end after seven hours.

JAMES NEWBOLD

AUTOSPORT PLUS

UNLIMITED ACCESS
to the world's best motorsport journalism.

Tom Belso 1942-2020



OBITUARY

Denmark's first Formula 1 World Championship driver, Tom Belso died last weekend following a battle with stomach cancer. He was 77.

'The Smiling Dane,' as he was known to the racing fraternity, was a top mechanic who won his debut race in a Volvo and the Scandinavian Touring Car title — in a Ford Escort — in 1969.

His prize was some backing towards a Formula Ford season, so Belso upped sticks to England to race a Hawke. He

switched to the new Formula Atlantic category with a Brabham BT28/35 in 1971, finishing third in the championship with three wins. The jump to F2 with a Team Viking Brabham BT38 in 1972 netted fourth place at Albi.

Formula 5000 proved to be Belso's metier and he piloted one of Jackie Epstein's ShellSport/Radio Luxembourg Lola T330s in the Rothmans European championships of 1973-74, taking a win at Snetterton in the latter season. He qualified for two of the five F1 grands prix for which he was entered in Frank

Williams's Iso-Marlboros, finishing eighth in the 1974 Swedish GP.

Belso raced breakfast-cereal magnate John Jordan's Lola T332 in 1977 and, identifying a business opportunity, founded a similar company the same year. Having established the Danish market for cereals and baked products Belso sold out in 2005, but remained in England. He last raced in 2001, back in a Volvo 122S, at the Goodwood Revival.

He is survived by wife Barbara, with whom he had a daughter, and two sons.

MARCUS PYE

Fittipaldi and Doohan join Hughes in HWA team

FORMULA 3

Ferrari protege Enzo Fittipaldi (right), grandson of double Formula 1 champion Emerson, and Red Bull-backed Jack Doohan, son of motorcycle king Mick, have joined HWA alongside Jake Hughes in this year's FIA Formula 3 Championship.

HWA initiated its first junior-single-seater race team in FIA F3 last year, with Hughes taking seventh

in the standings. Fittipaldi steps up as runner-up in last year's Formula Regional European Championship, while Doohan was second in Asian F3, holds the same spot in the 2020 edition of that series, and also raced in Euroformula Open.

HWA boss Ulrich Fritz said: "I am delighted that we have managed to secure the services of Jack and Enzo. However, we did not opt for them because of their

famous names, but because of their immense talent, which they have both demonstrated emphatically in recent years. In Jake, they have the right teacher at their side, from whom they can learn an awful lot."

Meanwhile, ART Grand Prix has completed its line-up with Sebastian Fernandez, who switches from Campos Racing for his second year in FIA F3.

JACK BENYON



Tsunoda ran with Carlin
in post-season F2 test
in Abu Dhabi last month

PORTLOCK

Tsunoda in F2, Vips to Japan

F2/SUPER FORMULA/SUPER GT

FIA Formula 3 race winner Yuki Tsunoda's rapid promotion to Formula 2, plus the confirmation of Super Formula deals for F3 star Juri Vips and F2 competitor Tatiana Calderon – unexpected in the Colombian's case – were the talking points of last week's annual announcement by Honda of its motorsport programme for the season.

Tsunoda, who is also a Red Bull Junior, will step up with Carlin for his graduation to F2, which has been anticipated through most of the off-season. But Calderon's naming as the ThreeBond Drago Corse driver in SF – and the absence of outgoing Carlin F2 victor Nobuharu Matsushita in the announcement at all – points to Matsushita remaining in Europe for another season, but outside the Honda programme. F2 insiders say he is still very much in the series' driver-market jigsaw.

Red Bull Junior Vips, as expected, is set for a full season in SF with Team Mugen, having contested the 2019 season closer at Suzuka with the squad.

Elsewhere in the Honda ranks, impressive F3 hotshot Toshiki Oyu moves into the Nakajima Racing line-up in place of IndyCar-bound Alex Palou alongside Tadasuke Makino. Oyu's Toda Racing F3

seat is taken by Teppei Natori, who returns to Japan after one season in Europe.

Pietro Fittipaldi had already announced his campaign with B-Max with Motopark, and will be joined by French youngster Charles Milesi, whose rookie Japanese F3 campaign last year was disrupted by a broken wrist. Departing that team are Lucas Auer (who returns to the DTM) and Harrison Newey, who is linked with a full-time IMSA SportsCar switch.

In Super GT, not only has Jenson Button stood down from the series but so too has fellow ex-F1 racer Narain Karthikeyan, who is focusing his future on undisclosed racing activities elsewhere.

Makino, who co-drove Karthikeyan in the Nakajima NSX last year, moves across to join Button's 2018 co-champion Naoki Yamamoto at Team Kunimitsu. That leaves an all-new line-up at Nakajima, with veteran Takuya Izawa moving over from the Aguri Suzuki-run ARTA squad to join Hiroki Otsu, who is promoted from GT300.

Izawa's place alongside Tomoki Nojiri at ARTA is taken by ex-F2/GP3 ace Nirei Fukuzumi, who like Otsu is moving up from GT300. Japanese Carrera Cup champ Ukyo Sasahara replaces the ousted Daisuke Nakajima in the Team Mugen car.

MARCUS SIMMONS

IN THE HEADLINES

BRITISH GP'S LATE KICKOFF

The start time of the British Grand Prix, to take place at Silverstone on 19 July, has been moved back an hour to 3.10pm due to TV scheduling demands. That's in contrast to the 2000 running of the race, which started three months early.

LATVALA WITH HANNINEN

World Rally hero Jari-Matti Latvala has confirmed his Rally Sweden entry in a Toyota Yaris WRC – but it's his choice of co-driver that's a surprise. Fellow ex-Toyota works driver Juho Hanninen will be on the notes.

LOWNDES IN A PORSCHE

Australian touring car legend Craig Lowndes will contest next month's Bathurst 12 Hour with two-time Le Mans 24 Hours winner Earl Bamber's Porsche team. Lowndes will be bidding for a third victory in the 2 February event to go with his seven wins in the Bathurst 1000 at the wheel of an Earl Bamber Motorsport Porsche 911 GT3-R shared with the team owner and Laurens Vanthoor.

ROSSITER OUT OF NISSAN

While Honda was announcing its 2020 programme (see left), Nissan did the same. Briton James Rossiter and Frenchman Frederic Makowiecki have departed the manufacturer's Super GT line-up. GT300 talent Kazuki Hiramine replaces Rossiter alongside Daiki Sasaki in Kazuyoshi Hoshino's Team Impul GT-R. Katsumasa Chiyo, a 2015 Blancpain Endurance Cup champion, takes Makowiecki's berth alongside Kohei Hirate in the B-Max-run car.

COSTA'S LAMBORGHINI DEAL

Albert Costa, the Spanish talent who beat Jean-Eric Vergne and Antonio Felix da Costa to the 2009 Formula Renault Eurocup, has been named a Lamborghini GT factory driver. Costa won the 2019 International GT Open title with Giacomo Altoe, who is also given Lambo works status, in an Emil Frey Racing Huracan.

AUTOSPORT PLUS

SMART INSIGHT PUBLISHED DAILY

 **AUTOSPORT**

PLUS

ALL THE TEAMS

all the drivers, all the controversies

**How Ferrari threw away
golden victory chance**
By Ben Anderson
Read preview

The 'unsexy' way to win a title

By James Newbold

Read preview

Subscribe
from just £4.99

Autosport.com/plus

Sainz lead eroded as Al-Attiyah charges

A healthy advantage for Sainz has, ahem, 'deserted' him

DAKAR RALLY

Although the technical regulations have remained virtually unchanged, the 2020 edition of the Dakar Rally looked poised to usher in a new era. There was the new location in Saudi Arabia, with a five-year deal that gave the organisers respite from complex negotiations with the South American countries that had become home for the event over the past decade.

There was a new rally director, as former Dakar podium finisher David Castera took over from the long-serving Etienne Lavigne and made a host of changes that included trials for a new practice of handing out roadbooks to the competitors in the morning, as opposed to the day before.

And last but not least, there was a genuine superstar arriving in Fernando Alonso, the two-time Formula 1 world champion signing

up for potentially the toughest challenge of his multi-discipline post-F1 career.

All of these have had an undeniable impact, yet after nine stages of 12 the battle for victory in the car class looks the same as it ever was: as we went to press, Carlos Sainz, Nasser Al-Attiyah and Stephane Peterhansel, who between them have won nine of South America's 11 Dakars, were dominating once again.

After the shock result of Lithuanian rally champion Vaidotas Zala's win in his Mini 4x4 on the opening stage, and fellow Mini driver Orlando Terranova taking the lead after stage two, neither of this duo could maintain that kind of form.

Over the next five stages, the two X-raid Mini buggies of Sainz and Peterhansel took turns as the fastest. After topping the seventh test – which was marred by the fatal accident of accomplished bike class veteran

Paulo Goncalves – Sainz had established a 10-minute lead over Toyota's 2019 winner and pre-event favourite Al-Attiyah.

Though Al-Attiyah had kept the Minis in check, both he and team boss Glyn Hall insisted the Hilux "can't compete" with the buggy in a straight line, something Hall put down to the mandated air restrictor diameters – 37mm for the Hilux, 39mm for the Mini – that came into force in 2018.

Given Toyota's dominant win in 2019, X-raid boss Sven Quandt did not take kindly to this rhetoric. "The problem with Glyn is that he is always crying," Quandt said.

But Al-Attiyah had predicted that the balance of power would shift in a "completely different" second week – and indeed, Sainz's 10-minute gap to Al-Attiyah became 24 seconds after Tuesday's ninth stage. Peterhansel too remains a factor despite some early navigational setbacks, and is only a further six minutes adrift with another 1273km of competition remaining over the final three days.

While Al-Attiyah has looked head and shoulders above the rest of the Toyotas, Alonso has been the other positive for the marque. A two-hour stoppage for repairs on the second day was costly to his overall position, but he's been consistently on the pace since, and was even runner-up to another shock stage winner – Mathieu Serradori in the Century buggy – in stage eight. Alonso remained on course for a top-10 finish as we went to press.

VALENTIN KHOROUNZHIY

Alonso is getting up to speed and on course for top 10

TOYOTA

MAIN PIC: RED BULL

MOTORSPORT TRAVEL, RACE TICKETS, HOSPITALITY

Travel the World with our Escorted Tours and UK Travel Team

Select Motor Racing.com



ESCORTED TOUR PACKAGES
TO ALL FORMULA ONE EVENTS



2020 TOURS

- ◇ By Air with Airport & Circuit Transfers
Extended holiday options
- ◇ Holiday Coach Tours
- ◇ Team Factory Tours
- ◇ Select VIP F1
Track Experiences
- ◇ F1 Testing
Team Packages

TRAVEL WITH SMR Join the family!

Run by **Fans** for **Fans**

WE OFFER TRAVEL PACKAGES TO

ENDURANCE RACING

- ◇ Le Mans 24hr
- ◇ WEC Spa 6hr & Fuji
- ◇ Blancpain Spa 24hr
- ◇ WEC 1000km - Sebring 12hr
- ◇ Indy 500 & Daytona 500 & Rolex 24hr

HISTORIC RACING

- ◇ Mille Miglia
- ◇ Spa Classic
- ◇ Goodwood Festival of Speed
- ◇ Goodwood Revival
- ◇ Monaco Historic
- ◇ Le Mans Classic



Call your UK Travel Team: +44 (0) 1451 833 721
Book Online enquiry@selectmotorracing.com





Is Leclerc ready for a title attack?

He's only started 42 Formula 1 races, but Charles Leclerc is now the driver most people believe will lead Ferrari's charge in 2020. It seems he has the tools to do the job

KEVIN TURNER

Charles Leclerc is already regarded as a world championship threat, despite only two seasons in Formula 1. He says "there is still a big margin of improvement" to come with his own driving, but he has shown enough to be regarded as one of the new 'Big Three,' along with Lewis Hamilton and Max Verstappen.

Six-time champion Hamilton's title credentials need no introduction and Verstappen put in the sort of campaign last year that would have been good enough to fight for the crown had Red Bull been more consistently competitive. But what of Leclerc?

There were some errors in 2019, such as crashing in qualifying in Azerbaijan, and there were days when team-mate Sebastian Vettel had him beaten too, but reliability and strategy issues cost him more. And he still became only the second team-mate to outscore Vettel across an F1 season. There almost certainly is room for improvement, but the signs are that Leclerc is already good enough for a championship challenge.

There's precedent too. Hamilton fought for the title in his rookie season in 2007 and took the crown the following year, albeit with a campaign that included some errors. Vettel was in contention in his second full year in F1 and nailed the title the year after that, in 2010. If you're good enough – and the car you find yourself in is fast enough – it doesn't take long.

One of the challenges Verstappen and Leclerc face is the level

"In the races I've got a bit of work to do. Seb is stronger than me at the moment"

that Hamilton has now reached. Last year he left very few points on the table and in 2018, when Ferrari had the faster car for significant portions of the year, his mistake-free, high-level performances meant Hamilton won the drivers' championship by 88 points.

Like Hamilton, though, Leclerc is self-critical and is always striving to improve. It's an approach that should take him to that sort of level. "I always analyse my mistakes and what I can do better," said Leclerc at Autosport International last weekend. "I think my strength is to not make the mistakes again or to improve the weak points I've got and there's still a big margin of improvement. I'm not hard [on myself], I think I'm just objective."

There's been plenty of evidence of that. He went from being one of the weakest drivers at producing his best lap in qualifying while at Sauber in 2018 to taking more poles than anyone else last season.

"After the first three or four races I saw that my weakness was qualifying so I focused on that and made quite a big improvement from the French Grand Prix [in June] onwards," he said. "In the race I think I've still got quite a bit of work to do. Seb has lots of experience and is stronger than me at the moment, so my work this winter is mostly on the race."

"It's not only my driving, it's working with the team, the set-ups, trying to maybe sometimes sacrifice a little bit in qualifying to be stronger in the race. These small details make the difference."

This also helps to explain why Leclerc has quite a positive outlook on being team-mates with Vettel again in 2020. That's despite the odd bit of controversy, such as their Brazilian GP clash. "He is extremely professional and goes into the details a lot," added Leclerc. "Things I never thought would be helpful to the engineers he is saying. It is very interesting."

Ferrari runs the risk of having Leclerc and Vettel take points off each other, but Leclerc is happy to be pushed by his team-mate. Having Fernando Alonso alongside him at McLaren almost certainly accelerated Hamilton's learning, even if the contest did cost them both the 2007 title.

"It pushes both of us to push our limits and be stronger," said the 22-year-old of his rivalry with Vettel. "When he is in front of me I don't like it and I work even harder. Sometimes on track we might have some friction, but we are mature enough to know that off-track we are different people. The most important thing is that we work together to develop the car in the best way possible and not exceed the limits on track like we've seen in Brazil. It was a good lesson for both of us and it won't happen again."

Leclerc now also has long-term stability, having signed a contract with Ferrari that takes him through to the end of 2024. Verstappen is also tied in to Red Bull until the end of 2023, so each of the big teams now seems to have their superstar set, assuming Hamilton decides to continue beyond 2020. But Leclerc believes the pool of rivals he'll be battling with in the coming years is rather bigger: "I don't think it's only us three. It's going to be a very exciting time for F1. There are a lot of youngsters coming that I know extremely well and I know how strong they all are."

But the more immediate concern is trying to become Ferrari's first F1 world champion since Kimi Raikkonen in 2007.

"I didn't know what to expect starting the year with Ferrari," said Leclerc. "It was very intimidating arriving in the team next to Seb. It was a big challenge for me, but I learned a lot from Seb. "I definitely feel more ready than at the beginning of 2019. I'm hoping that I'll be able to prove it on track."

He has to be regarded as the latest driver with all the right attributes to fight at the very top – assuming Ferrari can hold up its side of the bargain. 🏆



For the love of motorsport

Our Autosport stage presenter and all-round good egg on what got him interested in the sport and why he loves talking to drivers

ALAN HYDE

I've loved motorsport for years. In the 1970s it was a far-off world that I was aware of, but didn't think was actually real. It got as real as having an 'Embassy Racing with Graham Hill' sticker on my little holiday suitcase. Into the 1980s it became more real, when I went to my first British Grand Prix at Brands Hatch. My enduring memory of that was failing to fully understand why Murray Walker wasn't the commentator at the circuit.

It was at this GP that I started to ponder what the fans of motorsport love about it – me included. For example, during the race itself, there were people not actually watching the race, but wandering around the stalls and stands. Mums, taking their little race fans around the model car stalls, but not watching the race. Dads, chatting to the girls on the 'John Player Special' merchandise stand, and not watching the race. Actually, I get that.

I quickly worked out people love motorsport for a huge variety of completely different reasons, but we all came together at this festival of racing, united by one common passion. Each with our own agenda, allegiance, or interest. So that meant I had to analyse where I fitted in, and I quickly worked out – it was the people.

I was fascinated by the characters themselves – the drivers, the team bosses, the glamour of anyone wearing team kit, I found it fascinating. So to scratch the itch of getting a glimpse into their world, I started buying Autosport. I even became fascinated by

“It's never lost on me what a privilege hosting the stage at Autosport International is”

the journalists writing about the people, because they were that much closer to the world that interested me.

Johnny Herbert was a hero at that time. His horrible accident at Brands Hatch in Formula 3000 looked like it would spoil his chance to become the next British Formula 1 driver for me to cheer on, but it didn't. He drove his first GP just a few months later in Brazil, and so very nearly finished on the podium even though he could barely walk. I loved the human-interest story, and was fascinated by the guy – brave, heroic, and as cool as you like.

A few years later, one of Johnny's F1 Lotus cars was at The Racing Car Show, and I was allowed to have a picture taken, smiling from ear to ear, sitting in the car. It's still in my box file marked 'Precious'.

It's a few decades on now and, as my interest in the people in motorsport has led me into a completely unpredicted dream career

as a presenter and interviewer, I am still as interested in these people of motorsport as ever. Except now, I have been given the opportunity to ask the questions that other people used to have to ask for me.

Imagine, hosting the main stage at Autosport International, and being asked in last Saturday morning's production meeting if I'm OK to do the Herbert interview. OK?! 'How can I keep it to half an hour?' is more the question.

A quick show of hands in our audience last Saturday showed me that not everyone knew Johnny's story. Even better – we could tell the story and people would know him not just as the ex-driver who appears on Sky Sports F1, but know him for the hero he was. What a dream opportunity! And yes, I got the dreaded finger across the neck after half an hour to tell me to shut up.

It's never lost on me what a privilege hosting the stage at Autosport International is. I'm getting on a bit now, and I've made so many lovely acquaintances with so many characters along the way and, when I received my stage schedule, I realised many of them would be joining me!

Journalists included – Stuart Codling is a pleasure to work with. He knows his F1 to an intricate degree – and he laughs at the same Alan Partridge quotes as I do, so that relationship works beautifully.

Lando Norris had to talk to me when he was in Ginetta Junior. Now he is known the world over, he still can't shake me off. What a breath of fresh air he is and what a pleasure he was on the stage.

The stars of the British Touring Car Championship couldn't escape either. Perhaps I know them rather too well – I felt like a school teacher with them. Andrew Jordan didn't sit up straight and I'm sure Dan Cammish was chewing.

I haven't spoken to Rick Parfitt Jr for so long. He's a former staffer at Autosport who went on to be a rock star like his dad, a British GT champion, and someone who bravely battles every day of his life against Crohn's disease – and we told his story.

Kelvin Fletcher and Martin Plowman joined me on the stage – Kelvin a household name in even more homes since his success on *Strictly* at the end of last year. Martin used to talk with me on the karting stage at Autosport. He's won at Le Mans, raced at Indy.

And Ari Vatanen. The lady on the NEC PA system boomed out that "rally legend Ari Vatanen is about to appear on the main stage". He was – I was standing next to him backstage as she bellowed. "What does it feel like hearing that, Ari?" I asked him. "No, no, I am not a legend," he said as he humbly shook his head.

And that, sir, is what makes you a legend, and exactly why I love motorsport. The people, and the honour of chatting to them on stage, is a privilege I'll never take for granted. Thank you, Autosport, for having me. I'm available next year if you're interested. 🏁

 **P30 AUTOSPORT SHOW**

PICTURES OF THE WEEK



Red Bull does give you wings
Russian Dmitry Sotnikov
launches his Kamaz truck as
he tackles the Dakar Rally



Roger's supercar swapper
Aussie Supercars king Scott
McLaughlin tests Penske
IndyCar at Sebring



Homologation special
Toyota unveiled its 257bhp
GR Yaris, built to boost the
new WRC car's development

HAVE YOUR SAY, GET IN TOUCH


Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosport


YouTube
youtube.com/
AUTOSPORTdotcom

INSIGHT

HAMILTON VERSUS SCHUMACHER • JAPAN'S ALL-TIME GREATEST DRIVER?

GALLOWAY

HAMILTON



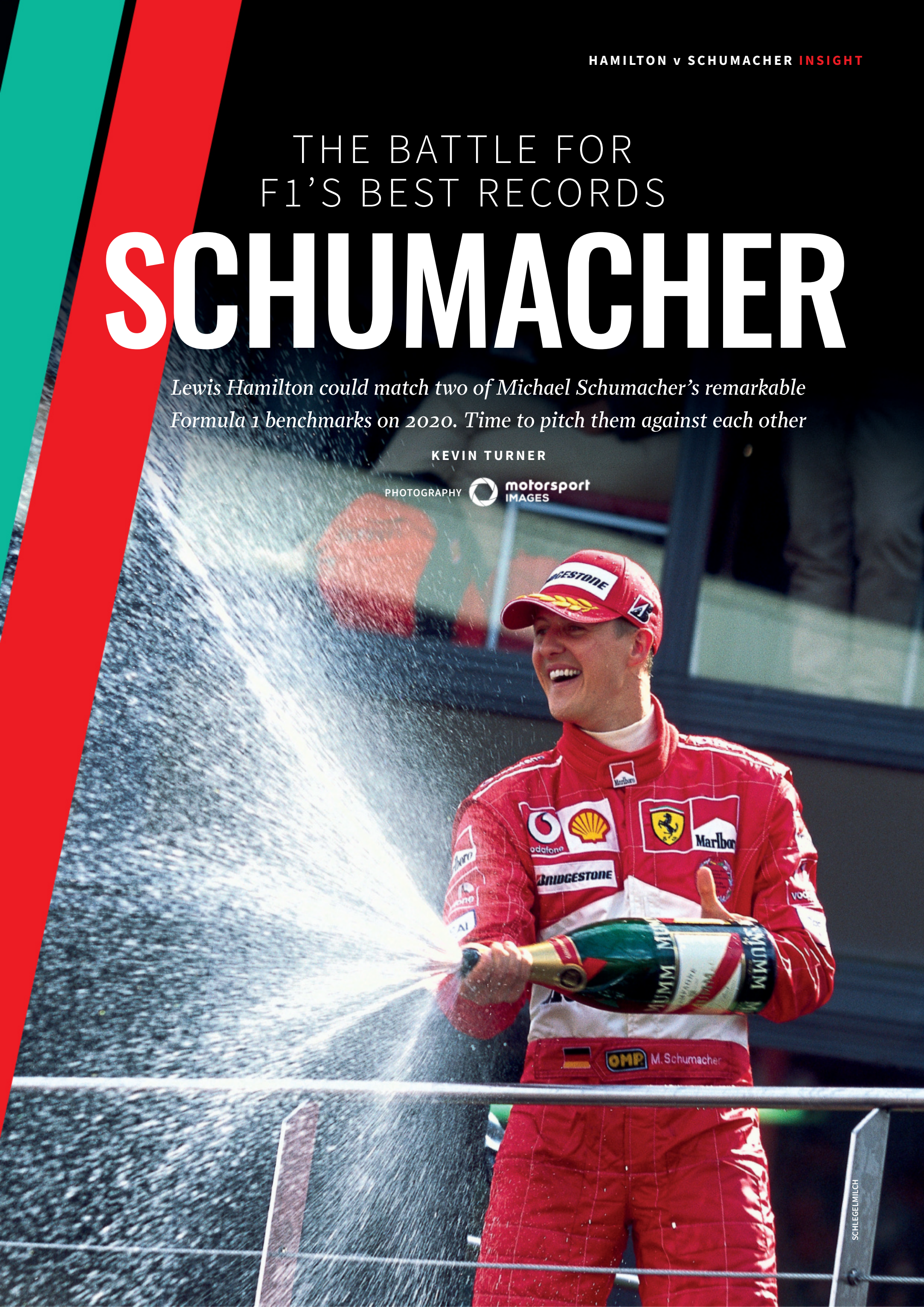
THE BATTLE FOR
F1'S BEST RECORDS

SCHUMACHER

Lewis Hamilton could match two of Michael Schumacher's remarkable Formula 1 benchmarks on 2020. Time to pitch them against each other

KEVIN TURNER

PHOTOGRAPHY  motorsport
IMAGES



When Michael Schumacher scored his 91st Formula 1 victory at the Chinese Grand Prix on 1 October 2006, many of his records looked unassailable.

Fernando Alonso would prevent the Ferrari legend from taking an eighth world title that season, but his seven still left him two clear of the next-best (1950s star Juan Manuel Fangio), his win tally was only one away from the

combined total of the next two on the all-time list – Alain Prost and Ayrton Senna – and he also led the pole positions and fastest laps charts.

Wherever you rank Schumacher in the list of great drivers – and there are plenty who would put him number one – his career statistics are incredible. But they no longer look safe.

Lewis Hamilton overtook Schumacher's pole record in 2017 and now stands one championship success and seven race wins away from matching the German legend. Only the less-important fastest lap mark looks out of reach: although he is second on the list, Hamilton is still 30 behind Schumacher's tally of 77.

Given that Hamilton's win rate has been 10 per season since the turbo-hybrid era began (see graph), it now seems likely that he will surpass the all-important 91 mark in 2020, assuming Mercedes produces another competitive car.

Although Hamilton has said "records have never really been something I've focused on", he has also noted that he "can at least get close" to Schumacher's wins record.

"It's odd to now be the person in the TV set, and be doing something like the great that I saw in Ayrton and the great that I saw in Michael," said Hamilton after clinching his sixth crown in November's United States GP. "It's beyond surreal to think that my life journey has brought me to this point."

But it has. The statistical similarities between the two – and the fact that Hamilton's period of domination with Mercedes now resembles that achieved by Schumacher at Ferrari – begs the question: which of the F1 World Championship's statistically greatest drivers is the best?

They also share many traits and attributes beyond the numbers. Schumacher, for example, was renowned for being able to change the settings of his car during the course of a qualifying lap, and a look at Hamilton's similar tweaks on a hot lap illustrates his spare capacity. Hamilton may moan a bit over the radio when

things appear to be going against him, but that doesn't stop him delivering, sometimes with tough-to-execute strategies, such as his 2008 German and 2019 Monaco GP wins. Just like Schumacher.

"They were both extraordinarily quick from day one," says Derek Warwick, who raced against Schumacher and has been an F1 driver steward for much of Hamilton's career. "Michael was sensational in the Jordan 191 on his debut at Spa and you have to hand it to Lewis for almost getting on top of Alonso, one of the greatest F1 drivers, in his first season. Both had massive ability."

To keep things a fair fight, Schumacher's second F1 stint will not be considered. The post-motorcycle-crash Schumacher that returned in 2010 aged 41 was clearly not the same man who ruled the sport in the post-Senna era. Hamilton is now also 35, which is how old Schumacher was when he took his seventh and final title in 2004, so Schuey 1991-2006 versus Hamilton 2007-2019 seems a sensible comparison.

TEAM BUILDING AND WORK ETHIC

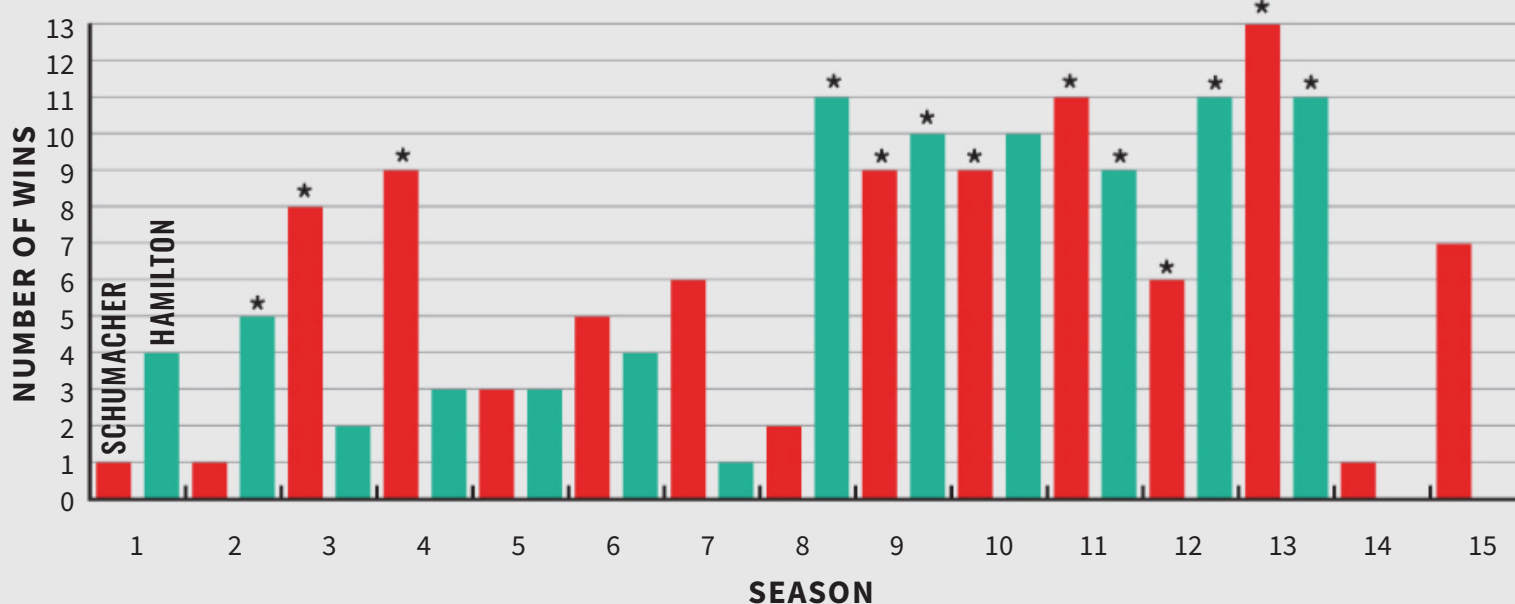
Arguably Schumacher's greatest achievement was his key involvement in creating the Ferrari superteam of the 2000s. Hired by then-team principal Jean Todt, Schumacher helped bring in Ross Brawn and Rory Byrne. He was a crucial member of the core squad that then created the Ferrari steamroller. His hard work and approach of not criticising the team when things went wrong – which they did frequently for the first few years after he joined in 1996 – helped build team trust and unity that paid dividends.

It's probably fair to say that Hamilton has not had the Mercedes team built around him in the same way that Schumacher managed at Ferrari. But he has led the Silver Arrows, has shown himself to be a strong motivator, just as Schumacher was, and has a similarly impressive work ethic.

Both his team-mate Valtteri Bottas and Mercedes junior George Russell have commented on just how much Hamilton puts into his craft behind the scenes. "He will work his arse off to maximise everything – pushing the team in such an amazing direction, really motivating everybody," said Russell early last year. "He's worked really hard at it. He isn't just relying on his talent; he's out there working at it."

Nevertheless, Schumacher probably wins this one, even though that should be seen as one of his best strengths, rather than a Hamilton weakness.

SCHUMACHER v HAMILTON: WINS SEASON BY SEASON



* Won drivers' title

Note 1:
Excludes
Schumacher's
part-1991 season

Note 2:
Schumacher
missed races
in 1999 due to
breaking his leg
in the British GP



ETHERINGTON

7 WORLD CHAMPIONSHIPS

SCHUMACHER

6 HAMILTON

RACECRAFT AND ABSORBING PRESSURE

Both Schumacher and Hamilton won plenty of wheel-to-wheel battles. Schumacher could plan and calculate a move, such as the one on Damon Hill in the 1995 Portuguese GP, and Hamilton has repeatedly shown he has a sixth sense-like ability to put his car in the right place at the right time. That could be the key asset he has over multiple title-winning rival Sebastian Vettel, who he has repeatedly defeated in a straight fight, with the 2018 Italian GP being one of the best examples.

Where Schumacher and Hamilton differ is in their ability to absorb pressure. While Schumacher had plenty of days when he did, there were also quite a few when he cracked. Whatever you think of the 1994 Australian GP clash with Hill that secured Schumacher his first F1 title, it was his error that allowed Hill the chance to overtake. Even at the end of arguably his best season for Ferrari, Schumacher's performance in the 2003 Japanese GP was not convincing, leaving team-mate Rubens Barrichello's victory to prevent McLaren's Kimi Raikkonen stealing the crown.

There were also unforced errors, some of which he got away with (heading down the Ste Devote escape road at Monaco in 1997) and some he didn't (such as the bizarre 2005 Chinese GP, when he crashed with Christijan Albers during warm-up and then spun into retirement under the safety car).

While Hamilton cannot be described as error-free, he has been

incredibly solid, particularly at crucial moments. There was his Chinese GP pitlane blunder as an F1 rookie in 2007, for which McLaren's strategists have to take some of the blame (would a more experienced Hamilton have demanded an early pitstop?), but for the most part Hamilton has raised his game when the championship has been on the line. In 2017 and 2018 Hamilton appeared to move onto another level after the summer break as the points fight moved towards its climax, leaving team-mate Bottas and Vettel trailing. Even in 2016, when he lost the title to Nico Rosberg, Hamilton finished the campaign brilliantly, winning the last four GPs.

"Michael was more prone to making the odd mistake," reckons Warwick. "Lewis doesn't make mistakes and if he does he owns up to them. I don't think he was always like that, but all those titles and wins have given him that confidence."

TEAM-MATE COMPETITION

Hamilton has been beaten twice by his team-mates in F1: in 2011 by Jenson Button and in 2016 by Rosberg. His 2011 campaign was erratic as he struggled to find equilibrium in the car, while in 2016 a combination of reliability issues and bad starts allowed Rosberg to take the title by five points.

Schumacher 1.0 was never beaten by a team-mate over a season, but the bald facts of the comparison do Hamilton a disservice. His team-mates have been stronger, including three world champions (Alonso, Button and Rosberg), plus a highly rated GP winner (Bottas), who blew away Felipe Massa at Williams. Aside from a handful of >>



The two drivers
raced together for
only three seasons

SUTTON



Hamilton battles
Alonso in 2007. He has
often had tough team-mates

SCHLEGELMILCH

88 POLES

HAMILTON
68 SCHUMACHER



Hamilton is impressive in the wet. This is Brazil, 2016

ETHERINGTON



Spa 2011 clash with Kobayashi was a rare hamfisted moment

ETHERINGTON



While not having a team build around him, Hamilton is an extraordinary motivator

ETHERINGTON



If Hamilton wins the Canadian or Hungarian Grands Prix in 2020, he will match Schumacher's record for most wins at the same race – eight in the French GP

HONE

races with the ageing Nelson Piquet at Benetton in 1991, Schumacher did not have a world championship-winning team-mate during his first F1 career. Rubens Barrichello was probably the best and was similar to Bottas: occasionally capable of beating his team leader but unable to sustain the challenge.

Perhaps more importantly, Schumacher's (in some cases, contracted) status at Benetton and Ferrari made him very much the number one driver. This sometimes even extended to his team-mates moving aside for him, most famously at the Austrian GP in 2002, which was just round six of a 17-race season.

That's not to say his pre-eminent position wasn't deserved, but Schumacher was simply not tested by intra-team competition to anything like the same degree that Hamilton has been. It's the same argument that F1 boss Bernie Ecclestone used in 2016 when he said that Prost was the greatest F1 driver: "Michael had a lot of help from the team or team-mates, but Prost never had such privileges. He always had competitors even within his own team."

That has to count as a plus for Hamilton too.

BAD CARS AND WET-WEATHER ABILITY

Schumacher's heroics in less-than-brilliant Ferraris in 1996-98 showed that he could win in mediocre machinery, another sign of the greats. Hamilton has spent less time in uncompetitive cars, but has won races against the odds. The 2009 MP4-24 was not one of McLaren's best, but Hamilton still took two victories. At McLaren Hamilton was known to be able to improvise to get the best out of a compromised car in a way Button could not.

Hamilton has also made the difference on a number of occasions at Mercedes, helped by his underrated ability to get the most out of the tyres while also making them last, such as his one-stop run to victory in last year's Mexican GP. During the first half of 2018 Ferrari often had the fastest car, but Hamilton went into the summer break leading the points race.

In terms of rain-affected wins, Hamilton's strike rate is marginally better than Schumacher's, but they are hard to split. Schumacher arguably has more wet-weather masterpieces on his CV, such as the 1996 Spanish GP, 1997 Monaco GP and 1997 Belgian GP, but Hamilton has also been the rainmaster of his generation and his 2008 British GP drive stands up to comparison with any F1 win in the wet. His run of nine rain-affected F1 wins from the 2014 Japanese GP to the 2018 German GP is also a record.

Both have had an ability to adapt and find grip in slippery or changeable conditions, putting them among the top F1 drivers in the wet, along with Jim Clark, Jackie Stewart and Senna. And Hamilton and Schumacher both usually had more of an edge over their team-mates when the cars weren't perfect, so this one is probably a draw.

CHANGING THE GAME

One way of assessing the greats is to look at what they brought to the sport. What did they do that meant subsequent generations of top drivers had to do things differently? Schumacher brought a new level of fitness to F1. In the decade before his arrival even drivers of the level of Piquet, Senna and Nigel Mansell had days when they had to be helped from the cars and racers often looked shattered on the podium. Schumacher started to change that almost as soon as he arrived, gaining the psychological advantage and being able to drive at his optimum for longer. All F1 drivers are now expected to be like that, and fitness is crucial all the way down the motorsport ladder.

In an extension of his leaving-no-stone-unturned approach, Schumacher also attacked the pitlane entry to gain an advantage on in-laps. Again, that is now a ubiquitous part of the racing driver's job.

"We had to raise ourselves," said Schumacher's 1992 Benetton team-mate Martin Brundle in an Autosport interview last year. "We had to get fitter and stronger and we had to look for every hundredth of a second." >>

HAMILTON'S GREATEST VICTORIES



2008 BRITISH GP

Only Ferrari's Kimi Raikkonen could get near Hamilton in the wet at Silverstone and, when more rain favoured McLaren's tyre selection after the first pitstops, it became a one-horse race. Hamilton took the flag over a minute ahead of second man Nick Heidfeld to record his first wet-weather masterpiece in Formula 1.



2014 BAHRAIN GP

How to win when you're not the fastest. Nico Rosberg had the edge on his Mercedes team-mate, but Hamilton took the lead at the start. On differing strategies, the two were brought back together by a late safety car, with Rosberg on the faster rubber. Despite several serious Rosberg attempts, Hamilton played his hand perfectly to win.



2019 MONACO GP

A Mercedes blunder left Hamilton a 67-lap stint on wilting medium Pirelli tyres, with arguably his fiercest rival – Max Verstappen – searching for a way by. Not only did Hamilton hold on, but he also managed to avoid an accident when Verstappen's ambitious move inevitably came. It was a fitting performance in the aftermath of Niki Lauda's death.

SCHUMACHER'S GREATEST VICTORIES



1996 SPANISH GP

Schumacher's first win for Ferrari was one of the great wet-weather masterclasses. After a poor start from third on the grid, the German inexorably scythed through the field to lead on lap 12 of 65. He then simply disappeared into the distance, winning at Barcelona by 45 seconds despite a broken exhaust.



1998 HUNGARIAN GP

The classic Ross Brawn/Ferrari/Schumacher strategy defeat of McLaren. A three-stop run required Schumacher to build a lead of 25s in 19 laps to jump the two-stopping McLarens of Mika Hakkinen and David Coulthard. A series of qualifying-style laps achieved that and more, providing a superb demonstration of how to win during F1's refuelling era.



2000 JAPANESE GP

The race Schumacher picked out as his greatest. After a flat-out head-to-head with arch rival Hakkinen, Schumacher defeated the McLaren to finally end Ferrari's 21-year wait for the drivers' title. "For over 40 laps Mika and I did almost identical lap times, like a perpetual qualifying lap," he said in 2009.

These are the positive sides of Schumacher's desire to push the limits in all areas. The negative one is the lengths he would go to on-track, and it's probably their actions in wheel-to-wheel combat that differentiate Schumacher and Hamilton the most. Schumacher did not invent dubious driving tactics. The odd bad move had been around for decades and Senna's win-at-all-costs commitment created some of F1's most controversial incidents. But Schumacher made it a regular part of his armoury.

It's not just the famous title-deciding clashes with Hill at Adelaide in 1994 and Jacques Villeneuve at Jerez in 1997, there were numerous 'Schuey chops', often at the start of races in front of the entire field. Then there was also the infamous Rascasse 'parking' incident at Monaco in 2006, when Schumacher tried to ensure he kept pole by ruining the closing moments of qualifying.

Although involved in several incidents, Hamilton has rarely done anything that an objective observer would regard as deliberately dirty, though it's probably fair to say that some of Schumacher's moves would not be deemed acceptable by F1's stewards today. Like Schumacher, he definitely caused incidents in the earlier part of his career — his collision with Kamui Kobayashi in the 2011 Belgian GP remains arguably his most clumsy on-track moment — but there is nothing on a par with Senna's 1990 Japanese GP removal of Prost or Schumacher's numerous misdemeanours. Even in normal racing terms, Hamilton was penalty-free between the 2015 Hungarian GP and last year's Brazilian GP clash with Alex Albon.

It's also hard not to feel that part of Hamilton's frustrations during the Rosberg battles was that his rival was prepared to do things Hamilton does not think were entirely fair. Disappearing down the escape road during Monaco GP qualifying and spoiling Hamilton's lap in 2014, for example. It's also hard to imagine Schumacher handing a place back to his team-mate as Hamilton did at the Hungaroring in 2017 after his failed bid to challenge the Ferraris.

"Michael's and Lewis's personalities are quite different," adds Warwick. "One was win at all costs, whereas Lewis is a bit more ethical — he cares about *how* he wins."

Some may consider *not* being prepared to play dirty as a weakness, but Hamilton has shown that it's possible to win *a lot* and do the right

“OLD-FASHIONED FANS DON'T LIKE HIM BECAUSE HE IS A CELEBRITY AS WELL AS A RACING DRIVER”

thing. Just as Senna's and Schumacher's antics had an undesirable impact on the next generations of drivers, it could be that Hamilton's greatest legacy will be to reset that.

While the level of current F1 means there is less scope for Hamilton to move other goalposts in the way Schumacher did, his perpetual quest to find ways of minimising his 'weaknesses' has set a new benchmark. The drive and motivation to keep on winning over incredibly long periods is present in both Schumacher and Hamilton, but Lewis has perhaps managed to keep on improving for longer.

Hamilton's continual push to do that has made him the most complete and relentless driver currently in F1, perhaps ever in F1. Peerless in wheel-to-wheel combat, able to absorb pressure, great in the wet, a superb qualifier and a team player, he no longer has any obvious chinks in his armour.

He has put together some incredible career numbers in what can be regarded as a more sporting way than Schumacher. There is a tendency to rate things from the past more highly than the present, which is often why true perspective often comes only after time to reflect, but Hamilton has already done enough to win this contest. Taking Schumacher's records will be the icing on the cake.

"Old-fashioned fans don't like him because he is a celebrity as well as a racing driver, but that seems to help Lewis," says Warwick: "I don't think we'll give him the full credit he deserves until he stops." ❄



Schumacher's fitness was obvious from the start

91 F1 WINS

SCHUMACHER
84 HAMILTON



Bid to decide 1997 title with a 'Schuey chop' marred his legacy



Creation of the Ferrari superteam raised the game to a new level

Schumacher holds the record for most consecutive seasons with a grand prix win – 15 between 1992 and 2006. Hamilton is on 13 and counting

	SCHUEY	HAMILTON
STARTS	248	250
WINS	91 (36.7%)	84 (33.6%)
POLES	68 (27.4%)	88 (35.2%)
FASTEST LAPS	76 (30.6%)	47 (19.0%)
GPs LED	141	148
LAPS LED	5108	4486

* Excluding Schumacher's 2010-2012 return

STATISTICS*		
	SCHUEY	HAMILTON
STARTS	248	250
WINS	91 (36.7%)	84 (33.6%)
POLES	68 (27.4%)	88 (35.2%)
FASTEST LAPS	76 (30.6%)	47 (19.0%)
GPs LED	141	148
LAPS LED	5108	4486

* Excluding Schumacher's 2010-2012 return

JAPAN'S ALL-TIME GREATEST DRIVER?

There's a school of thought that Kazuyoshi Hoshino is the best racer ever to emerge from his nation. His big regret is that he rarely got to prove that to the rest of the world

MARCUS SIMMONS



'Where did that come from?'
Regazzoni's Ferrari is passed
by Hoshino's Tyrrell in 1976



Hoshino qualified 11th
for 1977 Japanese GP

MOTORSPORT IMAGES/SUTTON

The driver of the red-and-white, Lark cigarettes-liveried March-BMW lay injured in his cockpit, in severe pain. Seventy laps of the short circuit at Donington Park was hard work for anyone, let alone a 35-year-old for whom this had been the first race in Europe for five years. That driver, 10 to 15 years the senior of most of his opposition, had just finished fourth in the latest round of the European Formula 2 Championship. That driver was arguably the greatest racer Japan has ever produced.

Seven years before that F2 race at Donington in June 1983, Kazuyoshi Hoshino had already starred in the torrential rain of the 1976 Japanese Grand Prix at Fuji. But, if you want to be cynical, you could put it down to the wet-weather Bridgestone tyres (this was the first time the company appeared in Formula 1) he had fitted to his car – an old Tyrrell that had been the works team's spare the year before. Two years later, in 1985, he would win the typhoon-truncated Fuji round of the World Endurance Championship single-handedly in his March-Nissan by over a lap. But, being cynical again, you could point to those Bridgestones, and the fact that the European teams had pulled their cars into the pits before the green flag, citing impossible weather conditions.

The win in the 1992 Daytona 24 Hours; the podium in the 1998 Le Mans 24 Hours – both with Nissan? Yes, but endurance racing was all about finishing in those days, not a true reflection of speed.

But Hoshino... Here is a guy who won the 1993 Japanese Formula 3000 Championship, aged 46, against future Formula 1 stars including Eddie Irvine, Heinz-Harald Frentzen and Mika Salo. Heck, he was still good enough to place third in the points in 1996, when he was 49! A young chap called Ralf Schumacher won the title that year. "When Ralf came to Japan, he was always checking my car," chuckles Hoshino in an amused 'my-reputation-went-before-me' anecdote. "He was, 'Oh, this is Hoshino – now I know!' Schumacher was learning off me."

And, OK, you could channel that cynicism and say that Hoshino was just putting his experience to good use. But Donington in 1983 was different. On this occasion, he was the interloper in a foreign culture, the one lacking experience. Take out the Ralt-Hondas that finished 1-2 in the hands of Jonathan Palmer and Mike Thackwell – those cars had so much downforce and cornering speed that they could hardly lose around the sweeps of Donington. So that leaves Hoshino finishing a mere five seconds behind the only car he could realistically have beaten: the AGS-BMW of Philippe Streiff, and »

**“I WAS ASHAMED AS A
PROFESSIONAL TO SHOW ANY
PROBLEMS. I WAS DOING MY BEST”**



Stunning drive with
crushed disc in 1983
Donington F2 round

MOTORSPORT IMAGES/SUTTON

ahead of drivers of the calibre of Stefan Bellof, Kenny Acheson and Christian Danner.

But Hoshino was in a bad way. Due to an ill-fitting seat, a disc in his back was crushed by half-distance, and he collapsed as he finally got out of the car and was taken to hospital. Not that he made anything of it – or makes much of it to this day. “Because I was ashamed as a professional to show any problems, I didn’t want to blame the result on my back,” he recalls. “I was doing my best.” And, in doing so, he was showing his superstar potential.

The Great Man, whose Team Impul squad he established in the 1980s is still a leading light in Japan’s Super Formula and Super GT championships, granted Autosport an audience at the Sugo Super Formula round last June. He speaks no English, we speak no Japanese, so the interview takes place via the series’ indispensable interpreter Sonia Ito. Hoshino, who will celebrate his 72nd birthday a few weeks later, is genuinely funny and a cracking bloke. The Beatles were breaking through when he began competing on motorcycles: “If I had long legs and was handsome, I would be a pop star,” he guffaws. “But because I’m not, I was a top racing driver. I can’t do anything well besides being the fastest driver. It’s my only talent.”

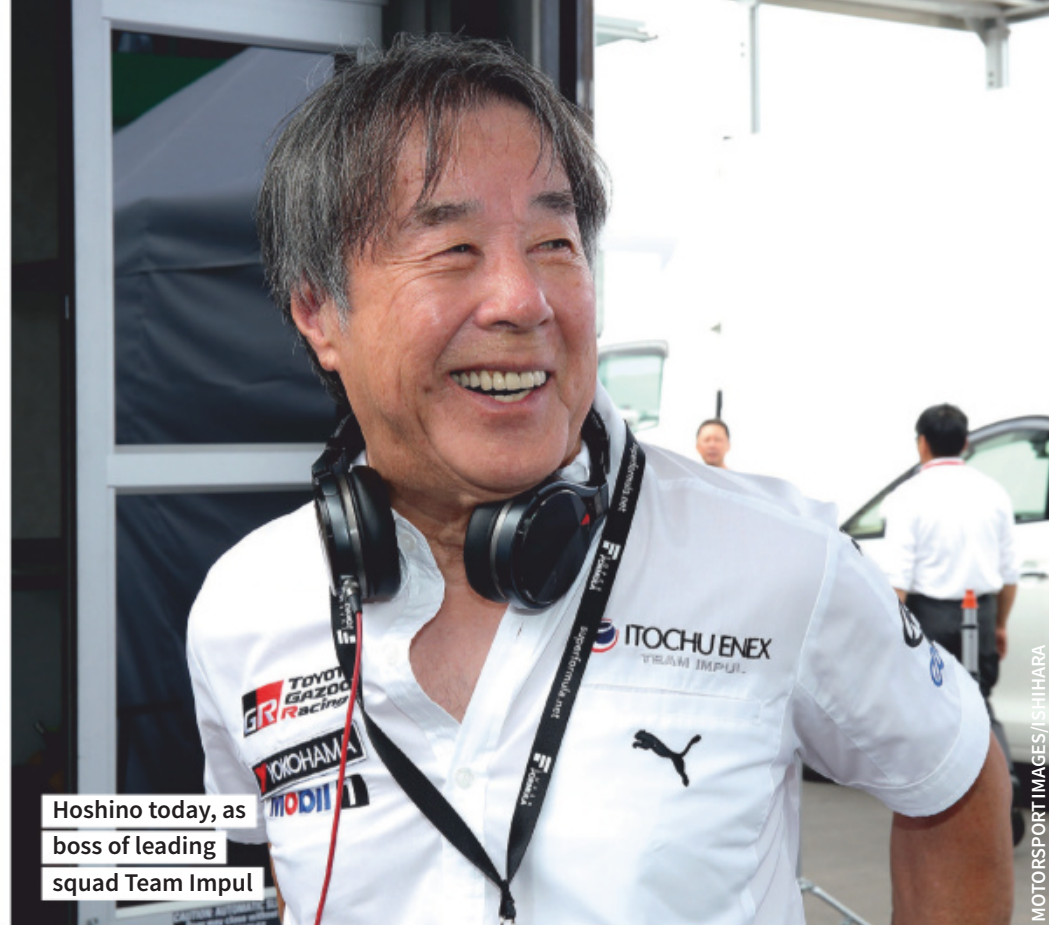
Later he modifies this, the one-liners and digressions continuing as he explains the decision to set up his own team after so much 1970s success in F2 with Heros Racing: “After I had learned so much [at Heros] I became confident I could make my own business, so I did it. My two goals in life were to become a racing champion, and also a business champion in the racing world.”

Hoshino’s path to this began in motocross, where he won Japanese titles through the 1960s with Kawasaki before he emerged as the most promising talent in a Nissan recruitment test, and was picked to move into touring car racing in 1969. “For me it was just two more tyres,” he says. “I used to ride on two tyres, now I had four. I was ready, I was very confident.

“With Nissan [for which he started in a Skyline] we had only three races a year, but I was the one with more circuit time than anyone. I would test all the cars for everything. I did rallies as well, all these different categories. No time to go to the gym! I was always training in different cars, different categories, driving, driving, driving, so it was a very happy time for me.”

In 1974, by which time he was already 26, Hoshino made his single-seater debut in the FJ1300 class in a Nissan-powered March F3 chassis, winning on his debut. He carried that momentum into an F2 taster in the end-of-season JAF Grand Prix at Suzuka, taking third place in a Surtees. The following year, he became champion in F2 machinery at the wheel of a March-BMW, and joined top team Heros Racing for 1976.

When the F1 circus visited Japan for the first time that October, Hoshino was at the wheel of the modified Heros Tyrrell, while his friend and rival Masahiro Hasemi steered the brand-new

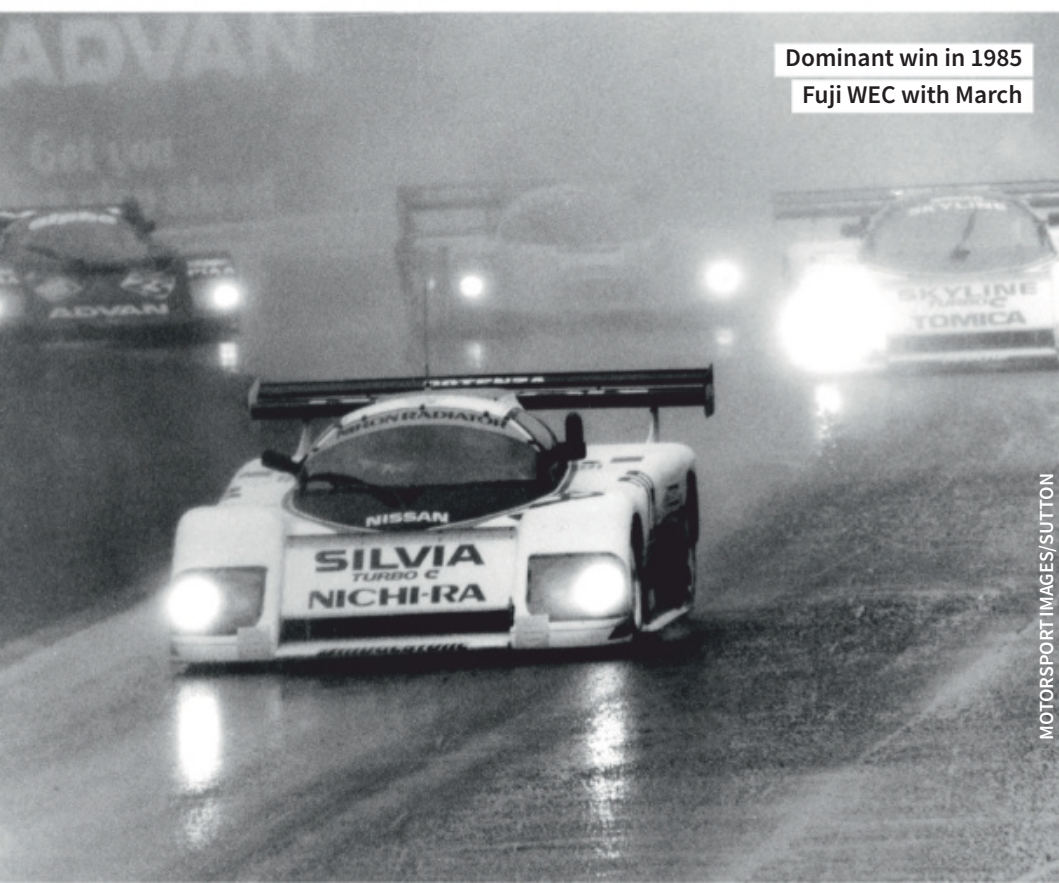


Kojima chassis. Both starred over the weekend. “Hasemi-san was another person who came from motorcycles,” smiles Hoshino. “We were rivals from day one, first from the bikes and then with four wheels. We were always glued together and stepped up together. It’s good, because we were always competing against each other and it really helped us to grow as drivers all the time.”

Hoshino started that famous Fuji race, which crowned James Hunt as world champion, from 21st slot on the 25-car grid. To his irritation, works Tyrrell driver Jody Scheckter approached him before the getaway: “He told me, ‘When you’re being lapped, wave left hand or right hand, that’s how you communicate.’ I was so upset. We had no chance in the dry, but in the wet...”

Within a few laps, Hoshino had stormed up the field, and when he passed the six-wheeled P34 of Scheckter for third position the crowd went wild: “I was really aiming for that one chance; I couldn’t miss that chance in the wet. They said, ‘Oh, that’s because you’re used to that track,’ but now I’m admired for that great move [on Scheckter].” Sadly, the Bridgestones were wearing out, and he pitted twice before retiring: “We didn’t have enough tyres, we didn’t have enough wheels, we didn’t have enough equipment to win the race.”

Hoshino qualified 11th for the 1977 Japanese GP at the wheel of the follow-up Kojima, but his main focus remained on his domestic programme with Heros – he drove the team’s Nova-BMW to titles in 1977 and 1978. The team also made a mid-season visit in the latter year to the European F2 rounds at Rouen and Donington. “That Nova wasn’t perfect compared to the European chassis,” says Hoshino. “I really wanted to race in Europe and try how it felt, but I was born too early. For my generation [Hoshino was already in his early thirties] the timing wasn’t there. For Satoru Nakajima




 A white and red Formula 2 race car with the number 27, sponsored by Pentax and KLM, driving on a track. The car is angled towards the right.

motorsport
IMAGES

Herost Racing took F2
Nova to Rouen in 1977

“THE ONLY THING IS I WANTED MORE RACES IN EUROPE. BUT I FEEL PROUD OF NISSAN’S DEVELOPMENT”

and Ukyo Katayama, they were ready. I did my best to succeed and do lots in Europe, but I believe I was too old.”

Nakajima became his biggest opponent in Japanese F2 in the early 1980s and, as the younger man went to F1 with Lotus, Hoshino at last got an international break: with Nissan in the Le Mans 24 Hours, where he would compete from 1986-90 and again from 1995-98. The greatest moment came in that last year when, aged 50, he shared the R390 with Aguri Suzuki and Masahiko Kageyama to third position. “We were just trying not to get into trouble, not to go too fast in the long stints but keep a very regular pace,” he relates. “In France all the ladies with their grandchildren were cheering for us!” It was a culture shock for a man from a conservative background: “If you’re in Japan and you’re riding a bike it’s, ‘No, no, no, you’re no good, bad reputation’. But in Europe it’s, ‘Oh, racing driver. Fantastic’. So we were stars in Europe, like baseball players in Japan. I envy people like Michael Schumacher, treated as racers and superstars.”

Hoshino had already won the Daytona 24 Hours in 1992, sharing the NISMO Nissan R92CP with Hasemi and Toshio Suzuki and obliterating the field to win by nine laps from the leading Jaguar, having been 19 laps ahead at one point. Not a particularly memorable race apart from the victory, and Hoshino takes this

as his cue to discuss his non-reliance on physical conditioning: “Nissan had a lot of trainers. I’m very soft here [he points to his calves] compared to others, and the trainers were surprised how soft in the muscles I was, so no need for massage because they said, ‘You have so much power, you don’t get stiff’. I’m full of muscle always, and this is not because I’ve trained my body, it’s because I was born this way.

“I’m lucky. When I was on my bike my body was a shock absorber, and I was doing races when the economy in Japan was starting to boom, so I grew with Japan – I was winning 20,000 yen [equivalent to £140 on today’s exchange rate!] for each championship. Now there is so much budget for sport – if that type of money came to motorsport it would be fantastic for educating young drivers. Honda and Toyota have their ‘students’ [their young driver programmes], but Nissan has problems now with Carlos Ghosn so we can’t push very hard!”

For Hoshino, who says “I was brought up by Nissan”, there was never any doubt as he transitioned in his early days, and became an overnight sensation at almost every level. “I was always very confident,” he explains. “It’s not like, ‘Oh, I want to win the championship’. It was, ‘I am going to win the championship, I am champion already’ in my head. I was crazy, but if you’re not that way you’re not going to achieve what you wish to. It’s like with my testing with Nissan. Day stops at five o’clock, time to go home, but not me. If it got to that time and I was in second position, I would say, ‘No, give me more time, bring me more tyres, let me do long distances’. And I would only go home when I had the fastest lap.”

Such determination served Hoshino well. As well as six titles in Japan’s premier single-seater class, he wrested two Japanese Sports-Prototype crowns with Nissan in 1991-92, the Japanese Touring Car honours (also with Nissan) in 1990, two Formula Atlantic championships (or Formula Pacific, as it was known in Japan), and five victories in the Fuji Grand Champion series for sports-racers. He was a front-row starter in the 1982 Macau Grand Prix when it ran for FAtlantic, and a month before that he even took a class win in the Bathurst 1000 with Hasemi in a Nissan Bluebird Turbo.

Regrets? “The only thing is I wanted more races in Europe,” he reflects. “But what I feel most proud of is Nissan did their best to develop to the top from zero, and I’m very proud to have been involved in that development and to have such a wonderful career with Nissan. I developed all the cars, experienced all this progress, which is now used in regular cars and applied to the name and fame of Nissan all over the world. Racing is like an experiment, and I was the experiment for the development of cars worldwide.”

In a parallel world, one in which Hoshino is born 10 years later, it’s not too difficult to imagine him being Japan’s first F1 grand prix winner. After all, there are plenty who earned that honour who were beaten by him. ❧

Winning F3000 title in
1993 in Impul Lola

Podium at Le Mans 1998
with the Nissan effort

ADAM COOPER

MCKLEIN

The winning Mercedes – and its rivals – only covered seven of the 24 hours due to heavy rain



Black Falcon Merc in front at red flag

DUBAI 24 HOURS
DUBAI (ARE)
10-11 JANUARY

Dubai and rain aren't known for being bedfellows, but when the heavens opened after seven hours of the Dubai 24 Hours last Friday and caused the race to be halted indefinitely the identity of the winners was somewhat less surprising.

The Black Falcon Mercedes squad took its fifth victory in nine years at the 24H Series opener with Jeroen Bleekemolen, Manuel Metzger, Khaled Al Qubaisi, Hubert Haupt and Porsche specialist Ben Barker – making his debut aboard a Mercedes – as Al Qubaisi, Bleekemolen and Haupt became the first drivers to win the event three times.

The victorious crew had been demoted from second to fifth on the grid as Haupt hadn't completed the mandatory two laps in official practice prior to night running on

Thursday, and were shuffled down to sixth in the early laps with Bleekemolen at the wheel. But the Dutchman had risen to fourth by the end of the first hour, and a double stint from Metzger kept them in the hunt into nightfall as others fell by the wayside. These included the GPX Porsche, which had crashed out on lap four with 2007 winner Dirk Werner at the wheel, and the HTP Mercedes that led much of the first hour in the hands of Maxi Buhk before losing its left-front wheel and requiring a spell in the pits.

The Barwell Motorsport Lamborghini led at this stage, having charged up from 14th on the grid in the hands of an inspired Dennis Lind. But the British team's spell at the front would be short-lived, handed a four-minute stop-go penalty for an unsavoury incident in the pits that has been the subject of widespread social media debate.

As the neighbouring MRS GT-Racing Porsche pulled away from its pitbox, a

Barwell mechanic carrying a wheel pushed the MRS car controller into the path of his car, sickeningly catching his head against the Porsche's rear wing. An MRS GT statement said that the mechanic "got hurt by a needless pitstop accident" but added that he "will recover soon". After serving its penalty, Barwell was classified sixth.

That opened the way for Black Falcon to seize the initiative, which it did in the fifth hour when Haupt stayed out on slicks as the much-expected rain began. It proved to be the correct call: the track quickly dried, saving Black Falcon a pitstop over those who had come in for wets and had to change back.

Thereafter, the red Mercedes led the way from the WRT-run MS7 Audi of Dries Vanthoor, Christopher Mies, Michael Vergers, Mohamed Al Saud and Rik Breukers.

But as the rain became heavier and standing water appeared all over the track – Barker had a spin in the "lethal" conditions – a Code 60 came on the seven-hour mark and became a red flag 20 minutes later. "On the last [green] lap, I was on 50% throttle and I was floating," said Vergers. "I think on a jetski we'd have been quicker!"

Barker handed the Merc over to Al Qubaisi under Code 60 shortly before the red flags. While the Mercedes held onto the lead, the Audi lost second to 2019 Dubai winner Dmitri Parhofer's Car Collection Audi in which Breukers was also entered, along with Markus Winkelhock, Christopher Haase and Mike Ortmann. As the rain continued and with much of the pitlane submerged, the race was unsurprisingly not restarted.



Car Collection Audi nabbed late second from WRT-run car

JORGE/FERRARI

Alders and Doohan win amid drama

ASIAN FORMULA 3
DUBAI (ARE)
9-10 JANUARY
ROUND 2/5

Dutch youngster Joey Alders may be in a battle to raise the finance to keep going in the Asian Formula 3 Championship, but he's coming out top during the battles on the track. He took a further win with BlackArts Racing in the wet to retain his points lead.

Alders's success in Dubai came in the second of the three races, which took place on a slippery circuit on Friday morning. From the second row, he immediately got ahead of slow-starting Hitech GP driver Nikita Mazepin, then moved into the lead when Mazepin's polesitting team-mate Jake Hughes ran wide at Turn 1.

Asian F3 debutant Sebastian Fernandez (Pinnacle Motorsport) passed Hughes for second in the early stages, but could not catch Alders. Mazepin later took Hughes for third, but neither could hold off the Pinnacle car of Jack Doohan, who stormed

through as the track dried and grabbed the final podium position on the final lap.

Doohan had won Thursday's opener in dramatic style. He hunted down the Hitech car of race-long leader Ukyo Sasahara, and the two collided on the final lap. Sasahara was out on the spot with deranged suspension, while Doohan continued to win. Puzzlingly, both were deemed at fault for what seemed a racing incident, non-finisher Sasahara hit with a grid penalty and Australian Doohan given a five-second time addition, which did not affect his win.

Alders just held off a charging Fernandez

for second, with Mazepin fourth.

The finale was a thriller, with BlackArts driver Yu Kanamaru winning from ninth on the grid. The Japanese made little progress early on, but eked out his tyres while others' wilted on the abrasive track surface.

Hughes took Doohan out early on as they battled for the lead. Mazepin moved in front, but his tyres faded. He couldn't hold back Kanamaru, but kept Sasahara, Alders and Fernandez at bay at the flag, pursued by a huge snaking train late on. Mazepin was then relegated to sixth with a penalty due to an incident earlier in the race with Alders.



G-Drive on top as Ligier fails

ASIAN LE MANS SERIES
THE BEND (AUS)
12 JANUARY
ROUND 2/4

The Aurus-badged ORECA of G-Drive Racing by Algarve made it two wins out of two around the new 4.83-mile The Bend circuit near Adelaide.

The race was one of fluctuating fortunes between the G-Drive trio of Roman Rusinov, Leonard Hoogenboom and James French, the two Eurasia Motorsport Ligiers and Carlin's Dallara. Going into the last quarter of the four-hour race, Rusinov was in front

from Nick Cassidy in the Eurasia Ligier he shared with Shane van Gisbergen and Daniel Gaunt. Cassidy made his final stop first, but Rusinov was able to benefit from a full-course yellow for his splash-and-dash, before the Ligier retired at the last gasp with gearbox problems.

Up to second came the sister Eurasia Ligier of Roberto Merhi, Nick Foster and Aidan Read, while the Carlin Dallara finished third in the hands of pole qualifier Ben Barnicoat, Harry Tincknell and Jack Manchester. Carlin had to recover after losing time to Manchester's collision with the GT-class Aston Martin and a subsequent penalty.

LMP3 spoils went to British pair Colin Noble and Tony Wells at the wheel of the Nielsen Racing Norma. They were helped by some handy FCY stops to beat Nigel Moore and Martin Hippe (Inter Europol Ligier) and the Villorba Ligier of David Fumanelli, Gabriele Lancieri and Alessandro Bressan.

Ferraris finished 1-2-3 in the GT class, with Come Ledogar this week joining the strength on the Car Guy squad to win alongside Kei Cozzolino and Takeshi Kimura from HubAuto and Spirit of Race.



WEEKEND WINNERS



DUBAI 24 HOURS
DUBAI (ARE)
Jeroen Bleekemolen/Manuel Metzger/
Hubert Haupt/Ben Barker/Khaled Al Qubaisi
(Black Falcon Mercedes-AMG GT3)

ASIAN FORMULA 3
DUBAI (ARE)
Race 1 Jack Doohan (Pinnacle M'sport, above)
Race 2 Joey Alders (BlackArts Racing)
Race 3 Yu Kanamaru (BlackArts Racing)

ASIAN LE MANS SERIES
THE BEND (AUS)
Roman Rusinov/Leonard Hoogenboom/
James French
G-Drive Racing by Algarve
(ORECA-Gibson 07)

 **motorsport**
STATS
For full results visit motorsportstats.com



PLATINUM JUBILEE SETS GOLD STANDARD

Charles Leclerc arrived at the Birmingham NEC for the Autosport International Show fresh from signing a new deal that will keep him at Ferrari until the end of 2024. After a breakthrough Formula 1 season, it's evident that the two-time race winner has the prowess to win a world championship, so long as his team can provide a car and race strategy that's capable of the task.

If Ferrari can deliver on those fronts then that future grand prix machine could very well be expected to form part of the celebrations for Autosport's 80th anniversary at the show in a decade's time.

Leclerc and fellow F1 contemporary Lando Norris drew astonishing crowds over to the Autosport stage as they reflected on the past 12 months while also previewing the season ahead. Those thousands of fans were flanked by three cars from each of the seven decades since the first issue of Autosport went on sale on 25 August 1950.

From the Jaguar C-type through to the double-title-winning hybrid Mercedes W05 of 2014, each car looked sublime as part of the greatest and most ambitious motorsport ensemble ever assembled at the Autosport International Show.

Also present was 1981 World Rally champion Ari Vatanen, ex-grand prix

drivers Johnny Herbert and Karun Chandhok, plus the British Touring Car Championship field – as no fewer than five of the tin-top drivers chose the NEC as the place to unveil who they would be driving for this year.

Elsewhere, there was late drama in the Le Mans Esports Series qualifier, the M-Sport World Rally Team unveiled its stunning retro-inspired 2020 livery for the Ford Fiesta and a new electric kart was launched.

As ever, no visit to the NEC was complete without a trip over to the Live Action Arena, which this year featured seven buglers and a jump over a £2million star of the silver screen... naturally. ■

MAUGER



ALL PHOTOGRAPHY
motorsport
IMAGES

AUTOSPORT INTERNATIONAL 2020 GUESTS

Jonny Adam, David Addison, Carl Boardley, Catherine Bond Muir, Lee Bowers, David Brabham, Zak Brown, Mike Bushell, Mickey Butler, Dan Cammish, Hugh Chambers, Karun Chandhok, Tom Chilton, Josh Cook, David Coulthard, Ben Crawley, Michael Crees, David Croft, Robbie Dalglish, Martin Donnelly, Charlie Eastwood, Abbie Eaton, Matt Edwards, Steve Evans, Kelvin Fletcher, Tom Gamble, Tony Gilham, Jack Goff, James Gornall, Terry Grant,

Andy Green, Gus Greensmith, Kevin Hansen, Johnny Herbert, Anders Hildebrand, Jake Hill, Johnathan Hoggard, Shaun Hollamby, Chris Ingram, Tom Ingram, Mario Isola, Ollie Jackson, Kiern Jewiss, Andrew Jordan, Harry King, Andy Lane, Esapekka Lappi, Charles Leclerc, Charlie Martin, Yves Matton, Richard Millener, Aiden Moffat, Sarah Moore, Seb Morris, Matt Neal, Gerard Neveu, Lando Norris, Michael O'Brien, Tom Oliphant, Sam Osborne,

Manish Pandey, Monty Panesar, Rick Parfitt Jr, Giorgio Piola, Jason Plato, Martin Plowman, Alice Powell, Senna Proctor, David Richards, Daniel Rowbottom, Ollie Shepherd, Ayrton Simmons, Dan Skocdopole, Rob Smedley, Rob Smith, Teemu Suninen, Ash Sutton, Pat Symonds, Bobby Thompson, Colin Turkington, Ricky van Buren, Ari Vatanen, Miss Emma Walsh, Ian Warhurst, Derek Warwick, Adam Weaver, Malcolm Wilson, Ross Wylie, Rhys Yates



MAUGER



MAUGER



PORTLOCK

FORMULA 1

LECLERC: I STILL HAVE A LOT TO LEARN FROM VETTEL



Charles Leclerc reckons he still has a lot to learn from Ferrari Formula 1 team-mate Sebastian Vettel despite a strong first campaign against the four-time champion.

The Monegasque took more poles, wins and points than Vettel during a 2019 season that included some controversial moments between the pair, including a collision in the Brazilian Grand Prix.

Speaking on stage at Autosport International, Leclerc said having Vettel alongside him was still a positive because of the way the German had opened his eyes about the job he needed to do.

“I learned a lot,” said Leclerc about working with Vettel. “I mean, he’s extremely professional, and he’s going a lot into the details. And Seb, he’s also a very nice person. We were working well together. Obviously, we’ve had our moments on the track, in which we’ve learned together, and hopefully things won’t happen again like in Brazil.

“At the end, I think we are mature enough out of the car to work together and to try to develop the car in the right way. But I think in the way he’s working with the team and the engineers, I’ve learned a lot and I’ve still got a lot to learn. Sometimes I’m just here listening for one hour what he has to say about the session. He’s just very, very interesting.”

While Ferrari was unable to put together a title challenge last year, Leclerc says the short-term ambitions are high ahead of a campaign that he believes will be crucial for laying the foundations for 2021 and beyond.

“I think 2020 will be a very important year, where teams are going to invest a lot obviously because then the budget cap is coming in 2021,” Leclerc added. “I’ll try to be as ready as possible for 2021 as I think it will be a big year. Hopefully we’ll be working properly with the team to build the right car to be able to win the championship.”

ESPORTS

LATE DRAMA IN RALLY ESPORTS



Finnish gamer Joona Pankkonen was crowned champion of the *DiRT Rally 2.0* World Series at Autosport International, after beating 72,000 entries for a share of the \$10,000 prize pool.

Six finalists competed over four stages before three went through to an all-or-nothing final-stage decider.

Reigning *DiRT 4* champion Pankkonen made a number of minor errors, including a brush with the railings — which left him in tears — but had done enough to hold on to victory by 0.8 seconds.

Killian Dall’olmo won four of the six qualification races before leading the grand final from pole to earn the rallycross title.

ELECTRIC KARTING

SMEDLEY LAUNCHES E-KART

A company fronted by ex-Formula 1 engineer Rob Smedley has launched an electric kart to boost the “democratisation” of grassroots motorsport.

Smedley, who worked with Jordan, Ferrari and Williams during his time in F1, is in charge of Electroheads Motorsport, a division of the Electroheads company, which is described as a “media, motorsport and talent group”.

The e-kart will make its debut in the UK in 2020 alongside the Bambino and Cadet karting categories.

“People are investing a lot into their children’s future and it’s not always warranted,” Smedley said at Autosport International. “We have [heard] some

crazy figures that actually get spent. We went and had a look at how we would like to get involved and democratise the grassroots of motorsport. What became apparent was that the main cost is the internal combustion engines.

“Democratisation will create a more even playing field, a landscape for more families to get involved... there are four million kids that go and play football on Saturday and Sunday afternoons, and there are about two thousand who go karting – so there’s a bit of an imbalance.

When asked how much cheaper the e-kart’s powertrain is compared to an ICE in other karts, Smedley said: “Roughly, we’ll be about 80 to 90% cheaper.”



WRC

FIESTA TO RUN RETRO LIVERY

The M-Sport Ford World Rally Team unveiled a retro-inspired livery for its 2020 World Rally Championship-contending Ford Fiesta WRC at Autosport International.

M-Sport boss Malcolm Wilson said the livery, which now features a white-and-blue scheme instead of the predominantly blue-and-silver colours of last year, is inspired by the early-1990s Ford World Rally Cars.

He cited the livery used during the 1993 season, when Francois Delecour narrowly missed out on the championship in a Ford Escort RS Cosworth.

The 2020 design also features more-prominent sponsorship from Castrol.

M-Sport has already announced its 2020 driver line-up, with ex-Toyota and Citroen driver Esapekka Lappi signed alongside Teemu Suninen and a part-programme for Gus Greensmith.



MAUGER

INDYCAR

BROWN ADMITS ‘PRETTY STUPID’ INDY MISTAKES

McLaren Racing CEO Zak Brown says he made “pretty stupid” mistakes during the team’s failed 2019 Indianapolis 500 assault, but will “do things differently” during its 2020 IndyCar campaign.

Last year’s entry was McLaren’s second Indy 500 attempt with double Formula 1 world champion Fernando Alonso, and it decided to run its own programme rather than repeating the partnership it had with Andretti Autosport in 2017. Alonso failed to qualify for the race when he was bumped from the 33-car field by Kyle Kaiser.

Speaking at Autosport International, Brown called that programme a “fiasco” and said he could not hide from the mistakes



LePAGE

made in preparation for it, which included a missing steering wheel at McLaren’s first test in Texas, and set-up confusion over metric and imperial measurements.

Asked how he has approached his time at McLaren, Brown said: “I would say some of the mistakes I made there were pretty stupid, in hindsight. But through all that,

through the thick and thin, they’re outstanding bosses [at McLaren] to have and they’ve kind of given me the mandate to get McLaren back to the front.”

McLaren has partnered with existing squad Schmidt Peterson Motorsports and will contest a full season as Arrow McLaren SP in the IndyCar series this year.



BEST OF THE BEST

Autosport technical consultant Giorgio Piola picks out the most innovative F1 cars from a sensational Autosport 70 display

PHOTOGRAPHY



Eleven Le Mans 24 Hours victories, five World Rally manufacturers' titles, 47 British Touring Car Championship race wins and a staggering 15 combined drivers' and constructors' Formula 1 championships. The total achievements of the cars – three from each of the past seven decades of motorsport – that made up the Autosport 70 anniversary display at last weekend's Autosport International Show ensured it was a tall order for any one to truly stand out.

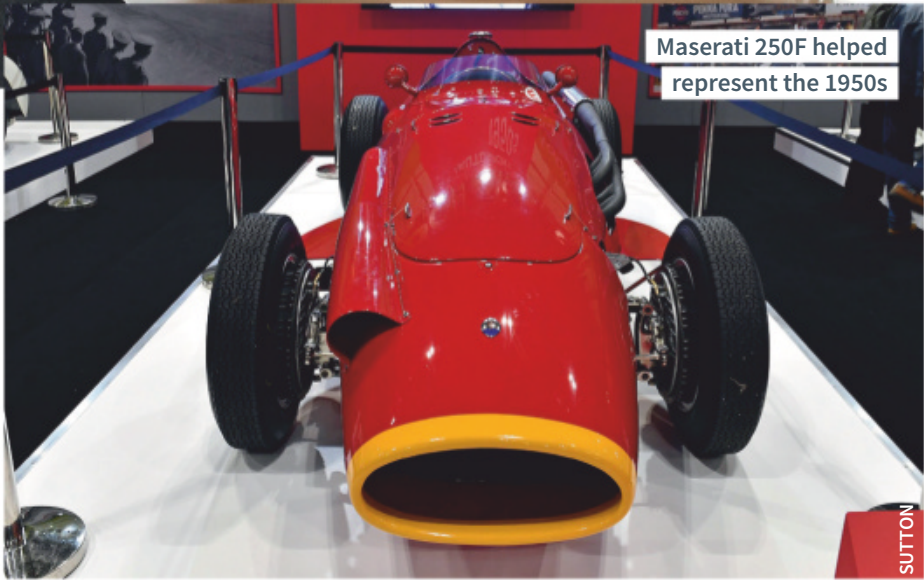
Success and statistics alone have never made for a complete barometer of a car's significance. When it comes to the McLaren MP4/4, for example, it's impossible not to mention that it won

15 out of 16 grands prix during 1988. But there's a strong case to be made that its utter domination was born from it being the ultimate consolidation of the regulations of its time, rather than offering a step-change or being a pioneer of brand-new technology.

Attending races since the 1969 Monaco Grand Prix, Autosport technical consultant Giorgio Piola was on hand at the Birmingham National Exhibition Centre to explain which of the F1 cars on display had brought the most to the table.

First up is the "beautiful and successful but old and traditional" Maserati 250F, which returned eight world championship GP wins during its long active life. The contribution of its next-door neighbour, the Cooper T51, is rated much higher, however.

Piola talked his captive audience round the Autosport 70 car display



“Enzo Ferrari said you can’t put the engine in the back. But, unfortunately for him, Cooper made this car. This for me, and for everybody, is the start of the new Formula 1 car,” Piola says of the first rear-engined car to win the F1 world title. “You can see the difference: it’s a much smaller car than the 250F with a completely different weight distribution, a completely different package. It became immediately the trend.”

The Lotus 49, which appeared in 1967 and then earned a title double the following year, receives similar praise for its integration of the chassis and its standard-setting Ford Cosworth engine.

“This car is very important because it was the first car with the engine fixed as a stressed member and it featured the ▶

THE NON-GRAND PRIX GREATS

Jaguar C-type	Jaguar XJR-9
Ford Lotus Cortina	Lola T94/00
Lola T92 (T90 Mk2)	Subaru Impreza
Porsche 917K	Audi R10 TDI (above)
Lancia Stratos HF	Spark-Renault SRT_01E
Ford Sierra RS500 Cosworth	Porsche 919 Hybrid

**WANT MORE
THAN F1?
THE BIGGEST
STORIES IN
WEC,
FORMULA E
AND MORE.**



Black beauty: Lotus 79 was praised for how it built on ideas of the 78

introduction of the Cosworth DFV,” adds Piola. “It was a very important step forward.”

The engineering excellence of Colin Chapman is also celebrated by Piola as he walks over to the John Player Special-liveried Lotus 79, which Mario Andretti drove to the 1978 championship spoils, marking the team’s final F1 title success.

“I call her ‘Black Beauty’ and I don’t think I need to explain why,” enthuses Piola. “This car is beautiful, very simple and very neat. It was again a milestone for Colin Chapman because this was the ground-effect car, which was first seen on the mother of this car: the Lotus 78. The secret of this was that the venturi tunnels underneath were sealed to the ground of the skirts from the sidepods. It was an efficient system that always maintained the same amount of downforce. The rear and front wings are not so big because of the ground-effect, which meant you could still have the downforce but not make the drag. The year after, Williams, with



Slot loophole meant Brawn could beat superior Red Bull

HARTWELL



the FW07, made a much better car because on the 79 the chassis was not stiff enough and the inboard brakes were not good. But it still had such an advantage that Mario Andretti won the title. He was straight away faster than everyone else.”

Next up in the Autosport 70 collection comes the MP4/4, but it doesn’t receive quite the same love. Its 1.5-litre turbocharged Honda engine wrapped up a ruleset before naturally aspirated engines took over a year later. While it remains a pin-up of the sport, perhaps its contribution to innovation is more equivocal.

That, though, cannot be said of the Williams FW14B, as driven by Nigel Mansell to the 1992 title double. “The car that is the most advanced and sophisticated,” says Piola. “For me, it is the leader and teacher of engineering in F1. This was the culmination of Adrian Newey’s aerodynamics and Paddy Lowe on the active suspension.”

For its double diffuser, the Brawn BGP 001 might be expected to receive similar adoration from Piola – someone who obsesses over the aerodynamic details – but not so.

“I hope Ross Brawn doesn’t get upset with me, but I don’t consider this the best car of 2009,” Piola says. “Even though it won the championship, for me the best car was the Red Bull RB5. That was totally innovative and a revolutionary car in all its aspects.

“The Brawn was very good and capable but it had a wonderful secret: it had the double diffuser. There was a big discussion because of the English dictionary between the different meanings of holes and slots. Slots were allowed but holes not. The rules are written in a very complex way.”

Last up among the F1 cohort is the Mercedes W05 from 2014. It marked the arrival of the turbo-hybrid era from which the team stole an incredible march and has so far never dropped a drivers’ or constructors’ crown.

“I have to say, they deserve what they did,” Piola concludes. “Unfortunately for the public, domination is not very appealing but Mercedes have done a wonderful job. Every year they make the car better and better.” ■

**THE IN-DEPTH,
INDEPENDENT
F1 ANALYSIS
YOU DESERVE.**





AUTOSPORT

PLUS

AUTOSPORT MAGAZINE SUBSCRIBER?

You can already access Autosport Plus

**Simply visit [autosport.com](https://www.autosport.com)
to create your account**

Two ends of
the spectrum:
Esports finalists
battled in 1966
Ford GT Mk2s



VIRTUAL REVIVAL

Williams gamer Nikodem Wisniewski left it late to secure the spoils as he progressed to the Le Mans Esports finale

JOSH SUTTILL

PHOTOGRAPHY



Two hours of racing 1966 Ford GT Mk2s around the famous Le Mans circuit crescendoed into a thrilling final-lap showdown for the win between two teams that had visited the gravel trap on the opening lap.

Unexpected comebacks have become a staple of the Le Mans Esports Series and its Autosport Show qualifier was no different. Twelve teams were invited to fight for an automatic place in the Super Final at the

Le Mans 24 Hours, where teams will fight for their share of the \$200,000 prize pool.

The Williams squad sealed pole position, but there was little to separate the top four on pace. On the opening lap of the race, Williams plummeted down the order due to an off, while Jota Esports dropped to last when 2019 Autosport Show qualifier winner Shaun Arnold went into the gravel at the Dunlop Curve.

Both teams then staged remarkable comebacks to emerge at the front for

the final phase of the race. Jota's Jacob Bowkett reeled in Williams's Nikodem Wisniewski on the 32nd and final lap. A small mistake in the final sector from Wisniewski opened the door to a lunge from Bowkett. The pair collided and Bowkett was sent spinning, while Wisniewski survived to hand Williams the victory. Bowkett recovered to second place, but it was Wisniewski, along with team-mates Isaac Price and Kuba Brzezinski, who secured the team's place in the Super Final.

Reigning series champion Veloce Esports was leading the race at the halfway stage, after overhauling the early-race-leading team of Jean Alesi. But Veloce inevitably suffered from its unexpected driver line-up handicap. One of its drivers – best known as 'Veloce Storm' – was robbed of his passport in France and was unable to travel to the UK. This meant one of Veloce's content creators Haydon Gullis had to replace him. Despite Gullis's best efforts, Veloce slipped from the lead to sixth by the end.

The podium was completed by Alesi's team. Three show attendees also booked their place at Le Mans by topping the time trial event. They will compete in the 'Pro-Am' race at the Circuit de la Sarthe. ■



Wisniewski's (left) win at Autosport Show put Williams team in final

WHERE RACING FITS IN

Why motorsport needs to stick up for itself in the face of climate pressure

JAMES NEWBOLD

PHOTOGRAPHY



“

I think we've been apologetic about our sport for too long. It's very easy to think that we've got to apologise for running around in circles, burning rubber and fossil fuels when there are lots of other positive aspects to it.”

Motorsport UK chairman David Richards is a person who understands better than most the very real threats facing the motorsport industry in 2020, and was pulling no punches as the Motorsport Leaders Business Forum convened at Autosport International last Friday.

Joined on stage by the Rt Honorable Lord Hain for a session debating whether governments should care about motorsport, Richards presented an intriguing take on its struggle to remain relevant amid ever-increasing environmental pressures. Dismissing the notion that entertainment alone will be enough, Richards called on the motorsport industry to put innovation at the forefront to underscore its contribution to the UK economy.

“We've fallen into the trap of, ‘We're really entertainment, it's not about technology anymore,’” Richards said. “We have to get the initiative again. We've got to be leading the way, we've got to look at electric motorsport, we've got to look at hydrogen for the future and show what we can do.”

It was followed by a session assessing whether motorsport

is credible as a platform for good causes, featuring FIA Disability and Accessibility Commission president Nathalie McGloin, also a Porsche club racer (below), Formula 1 director of strategy and business development Yath Gangakumaran and Extreme E head of business affairs and legal director James Taylor.

Gangakumaran admitted F1 had been “terrible” at communicating the 50% thermal efficiency rating of its V6 turbo-hybrid engines – Richards had earlier criticised the “foolish” in-fighting that “pulled the rug from underneath it straight away” in 2014 – and



SUTTON



PORTLOCK



JEP



SUTTON



David Richards stressed the need for motorsport to be politically relevant

pointedly stressed that F1's plans to be net carbon neutral by 2030 are not a "short-term gimmick".

"We are a minority sport, we are really not top of the pile," added Richards. "Unless we make our voices heard and have specific issues we want to be tackled, we're not going to come up on the agenda of a government that has got lots of other issues to tackle."

Hain, a former secretary of state in Gordon Brown's government and a serving Labour MP for 24 years, explained that the political class's default "neutral to hostile" position on motorsport owes more to a lack of understanding of its importance to the UK's worldwide standing than any environmental agenda.

Noting that the government's commitments to tackling climate change haven't arisen "because of a sudden change of heart" but pressure from the high-profile Extinction Rebellion protests and natural historian David Attenborough, he called on industry leaders to "become missionaries" for motorsport.

"Politicians and government ministers react to events, to pressure, to public opinion," said Hain, best known as an anti-apartheid campaigner who regularly attended meetings at Kyalami while growing up in South Africa. "You can't complain that a politician is either being indifferent or possibly hostile if you are not getting your message across."

"Motorsport has got a big story to tell. If you look at what the FIA does on road safety, on disability and on sustainability, there are a lot of fantastic things that the sport is doing, but not enough people know about it."

Richards is acutely aware of this problem and, together with CEO Hugh Chambers, has overseen a shift of emphasis at Motorsport UK. This has involved an increase in race licence and event permit fees to invest more in promotion, training and innovation projects.

Richards explained that in addition to attracting new participants, against a backdrop of falling licence holders and ageing competitors, the move was also made with a view to increasing the visibility of motorsport to government circles. All grassroots competitors in autotest and autosolo events will be licensed from this year and contribute to what Richards described as a "far more effective" lobbying force, adding that Motorsport UK would be giving all motor clubs "all the ammunition to defend themselves from local lobby groups".

"We are in a position where we should be promoting all the great things we're doing and looking for government support," he said. "It doesn't have to be financial support necessarily, it just means build awareness and make people realise just what great things the industry in this country does."

"We're about to launch electric karting in the UK [the Electroheads Motorsport scheme fronted by ex-F1 engineer Rob Smedley], we're looking at different sustainable fuels in sporting categories in the UK as well and a whole range of initiatives. Only by making ourselves relevant will we make ourselves sustainable in the long term."

And that starts with motorsport breaking free of its self-imposed shackles. ■

LEAP OF FAITH

A heartstopping flying trophy truck finale rounded out another thrilling stunt show in the Live Action Arena at the NEC

MATT KEW

PHOTOGRAPHY



motorsport
IMAGES

Grant leapt truck over
multi-million-pound
supercar line-up





HIGH OCTANE

1 Catherine wheel

Maltese stunt group Team Maximum Attack, complete with pyrotechnics, skidded around the arena.

2 Live Action Leclerc

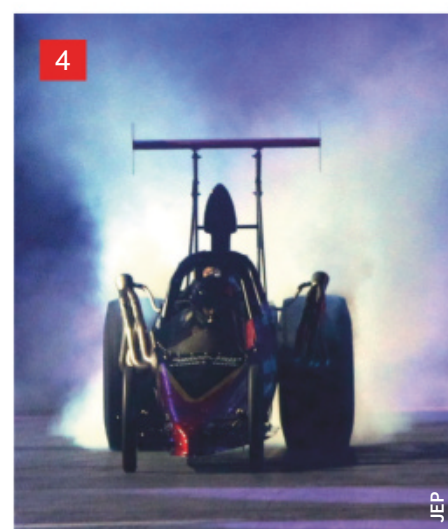
Ferrari grand prix driver Charles Leclerc paid a visit to the stunt show

3 Fire spitting

GT-R drift car launched flames across room as it annihilated the rear tyres

4 Presenter in drag

Miss Emma Walsh had her ribcage shaken by 1000bhp dragster



Renowned stunt driver Terry Grant is prolific at turning rear tyres into clouds of smoke. But when he's not yanking on the handbrake and dumping the clutch then he must be something of a sweet talker too.

A victim of his own success, each year in the Live Action Arena at the Autosport International Show he has to up the ante. For 2020, Grant had clearly charmed the insurance department into signing off on a spectacular and high stakes finale to the one-hour show: jumping a trophy truck over the £2million Lykan HyperSport.

The supercar – complete with its diamond-encrusted headlights – enjoyed a starring role jumping between skyscrapers in *Furious 7*, but that was risk-free thanks to CGI trickery. Last weekend in Birmingham, however, the Lykan was directly underneath Grant's flight path.

Fortunately for the show directors, W Motors – maker of the HyperSport – doesn't require a seven-figure settlement as Grant cleared the 240mph machine. But others weren't quite so lucky in the concrete barrier-lined arena. Although the

six races that form part of the show offer no championship points for their respective competitors, little was left on the table.

A Polaris UTV lost a wheel after a brush with the wall, while a replica Lancia Stratos tried to divebomb a Toyota MR2 competitor in the BTRDA Rallycross contest only to buckle the front clamshell. Make no mistake, the action is authentic.

Sky Sports F1 commentator David Croft was reunited with YouTuber Miss Emma Walsh to present the show. They were joined by Grant and motorbike sidekick Lee Bowers plus Maltese stunt group Team Maximum Attack and the back-flipping freestyle motocross outfit Bolddog.

The 5000-strong crowd were then treated to, or rather deafened by, the 9.8-litre two-seater dragster from Santa Pod. With Walsh acting as rear gunner, the 1000bhp machine – capable of hitting 140mph from rest in 4.9 seconds – performed burnouts before handing over to seven buglers from the Irish Guards. They signalled the start of Mission Motorsport's three-way race in Morgan three-wheelers between the army, navy and airforce.

After a four-car MM stunt team had

performed in Caterham 270s and Morgan Plus 6s, it was then back to massive-displacement Chevrolet power as an eight-way BriSCA F1 bout broke out between the six-litre, 635bhp machines.

The Monster Energy display team were hugely impressive as an R35 Nissan GT-R and Silvia S14 tandem drifted. With its exhaust exiting directly ahead of the front wheels, the GT-R attempted to ape the military theme with a pseudo 21-gun salute. Every time the engine bounced off the rev limiter flames lit up the stage, accompanied by a deep boom.

It was then over to Grant for the finale. Jumping a trophy truck is something that he has tried before, but that previous attempt had ended with a nosedive into a landing ramp, which tore the front wheels off the chassis.

That wasn't going to cut it as he launched over his own Aston Martin Vantage, Jaguar XE, the two Monster drift cars and the Lykan. Fortunately, he flew over their roofs and left just about enough space to land and come to a halt. So, Grant now has 11 months to plan something even more spectacular. ■

BEST IN SHOW

Pictorial highlights from a fabulous Autosport International

PHOTOGRAPHY



**motorsport
IMAGES**



CHAMPION

The 2019

Mercedes W10, which Lewis Hamilton drove to a sixth Formula 1 world title and earned his team a sixth-straight constructors' crown, starred on the F1 Racing stand.



PORTLOCK



MAUGER



MAUGER

**RIBBON CUTTER**

Ferrari's grand prix star Charles Leclerc officially opened the show on Sunday – the final day – in front of an adoring crowd.



1



2



3

1 Hall stalls

A staggering array of mini-helmets made up one of the many trade stalls at the NEC.

2 Guess Who? BTC Racing quite literally unveiled Tom Chilton as its new 2020 BTCC driver.

3 'Dirty' jewel An ex-Kenneth Eriksson Subaru Impreza formed part of the Autosport 70 line-up.

4 Lando fandom McLaren F1 driver Lando Norris drew a packed crowd over to the Autosport stage on Saturday.



4



8

5 In the spotlight Birth of the Audi Quattro was an epochal moment in the history of rallying.

6 Don't look around the eyes Jason Plato and Dan Cammish kicked off the pre-season mind games on stage.

7 Red 5 standing by Nigel Mansell's title-winning Williams FW14B was one of three cars to represent the 1990s as part of the Autosport 70 display.

8 Falling with style The Bolddog FMX team set the bar high with a superb opening to the Live Action Arena.



FOLLOW OUR CHALLENGE WINNERS AT DAYTONA!



Having got their first experiences of the historic Daytona circuit at the beginning of the month during the Roar Before the Rolex 24, 2020 Sunoco Challenge winners Johnathan Hoggard and Robbie Dalglish will return once again, this time for the race.

Having consistently built up speed and confidence throughout the Roar, Robbie will be looking to put in a solid performance during the four-hour race on Friday 24th January. With two strong team-mates a top ten result will surely be in his sights.

Johnathan will be looking forward to his return and

setting more laps around the awesome, 31 degree banked, 5.729km circuit. He will be out to impress on his LMP2 debut with Rick Ware Racing, as he takes on his first ever Rolex 24 At Daytona on the 25th & 26th January.

You can follow their progress via our social media channels as they take on one of the biggest challenges in global motorsport.



@sunocouk



@Sunoco_uk



@Sunoco_uk

or follow their progress online at www.sunocochallenge.com



Anglo American Oil Company
+44 (0) 1929 551557 www.aaoil.co.uk



MAUGER



MAUGER



SUTTON

THANK YOU

Autosport would like to thank all the drivers, team bosses, designers and industry specialists who generously gave us their time and for their valued contributions to this year's Autosport International Show.

We would like to give special appreciation to Zak Brown, Lando Norris, Charles Leclerc, plus Haas, McLaren, Mercedes, Racing Point, Red Bull Racing, Renault F1 and Williams Racing.

Thanks also to Solutions2, Image Innovations, Network Productions, Zee FX and Waltham Services for their work on the excellent Live Action Arena.

We would also like to extend our sincere gratitude to Bernard Cottrell, Peter Higham and everyone else who helped bring together the fantastic Autosport 70 display feature in honour of our anniversary.

Finally, our thanks to the tireless Autosport International production team for its amazing work in putting the 2020 show together. ■



SUTTON



MAUGER

DRY SUMP

PAC
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, L.I.B Solicitor
07887 713512

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

Co-ordsport PartBOX
Performance and Tuning Parts
Leading performance brands online
www.part-box.com

Passionate About Motorsport

JJC race and rally
www.jjcraceandrally.com

RACE PARTS

Autoparts and Hydraulics
LMA
sales@LMAautoparts.com

RACE RADIO

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACING

www.mcrracecars.co.uk
phone. 07771 762145
MCR's for sale
arrive & drive packages

RACING

PORSCHESHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

demon-tweeks.com

AUTHORISED DISTRIBUTOR
OMP YBRACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RACING

CARTEK
MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
023 80 457747
www.CARTEKMOTORSPORT.com

RACEWEAR

GPR Grand Prix Racewear
Silverstone
The best of racewear & kartwear
www.gprdirect.com

TRACK PREPARATION

KENDALL DEVELOPMENTS
3D SCAN - REVERSE ENGINEERING
Tel: 01480 718117 • Track Support • 3D Design
• Track Preparation • Restoration
www.kendall-developments.com

TRAILERS & TRANSPORTERS

Signature RV.co.uk
RV SALES AND SERVICE

CHAMPION RV
WWW.CHAMPIONRV.CO.UK

WOODFORD TRAILERS
www.WOODFORDTRAILERS.com

AUTOSPORT

TO ADVERTISE IN AUTOSPORT CLASSIFIEDS
PLEASE CONTACT OUR ADVERTISING SALES TEAM

Christian Plucknett
T: +44 (0) 20 3405 8110
E: christian.plucknett@motorsport.com

Nick Gavigan
T: +44 (0) 20 3405 8148
E: nick.gavigan@motorsport.com



HIGH QUALITY TRAILERS
FOR CLUB, PRIVATE AND
PRO MOTORSPORTS

Woodford covered trailers

Superior in design, quality and finish



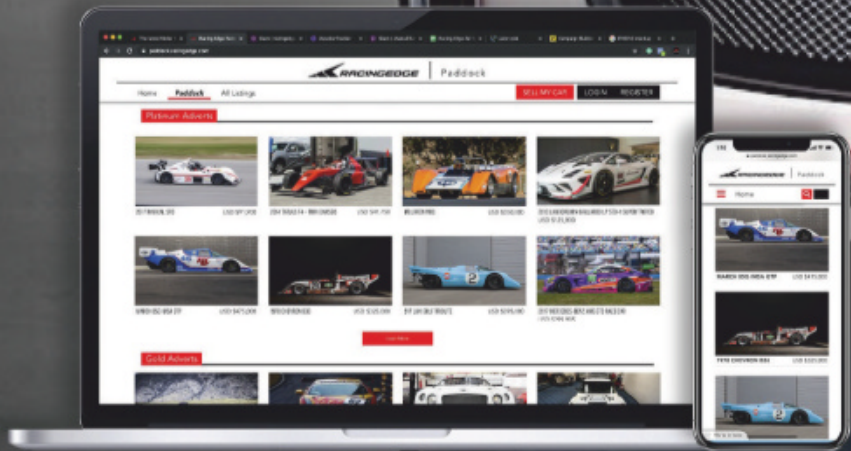
TRAILERS & TRANSPORTERS

Woodford Trailers Limited | 14 Great Central Way, Daventry, Woodford Halse, Northants, NN11 3PZ | Telephone 01327 263384



The #1 Global Marketplace to Buy & Sell Race Cars

MARKETPLACE



RACINGEDGE.com
Buy | Sell | Consign

Explore here!

TRAILERS & TRANSPORTERS

CHAMPION RV**WWW.CHAMPIONRV.CO.UK****LUXURY RV HIRE
SALES & SERVICING**

Thanks to everyone who came to visit us at Autosport International this year!
Give us a call to hear about our season hire deals.



BOOK NOW TEL: 07827 929613 WWW.CHAMPIONRV.CO.UK

STORAGE



SYSTEM
STORE
SOLUTIONS LTD

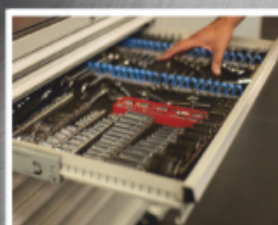
**SETTING THE STANDARD IN MOTORSPORT
WORKSHOP DESIGN & STORAGE**

Fami
Storage Systems



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units

DK Engineering
The Farnham Specialists

Lanzante

CKL

JOTA Sport

URT

Carlin

THE CLUB

MEMBER

01622 859522 | SALES@SYSTEMSTORESOLUTIONS.COM | SYSTEM-STORE.COM



Facet (UK)

PUMPS FOR PROFESSIONALS

 **Made in the USA** 

BUY GENUINE PRODUCT
Quality ~ Reliability



GLENCOE
UK Distributor
www.glencoeld.co.uk



from £33.48
POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE



from £49.68
CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT



from £38.68
'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST



from £77.52
CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SUPPRESSION



from £86.46
CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER



THE FACET CREST OF QUALITY

 **PRICES EXCLUDE VAT @ 20%**

Tel: +44 (0)1784 493 555 **Email: sales@glencoeld.co.uk**



MOTORSPORT FUEL PUMPS



SYT610E



SYT620EM



SYT342EM



SYT420G



SYT340G

See the full range available on our website

www.glencoeld.co.uk
tel: 01784 493 555
email: sales@glencoeld.co.uk



GLENCOE



Historic Engine Specialists

Ford Cosworth BDA/BDG,

Lotus Twin Cam, BMW M10



Craig Beck Racing Ltd

T: **07876 221 932**

E: craig@craigbeckracing.co.uk

www.craigbeckracing.co.uk





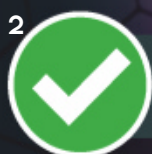
GTECHNIQ
SMART SURFACE SCIENCE

LEADING THE WAY IN
**AUTOMOTIVE
DETAILING
TECHNOLOGY**

THREE WISHES FOR YOUR CAR:



1 APPLIED BY A MASTER
**GTECHNIQ
ACCREDITED
DETAILER**



2 THE BEST AVAILABLE
**PRODUCT
PERFORMANCE
& FINISH**



3 **7 YEAR
GUARANTEE**

Crystal Serum is the only ceramic coating that comes with its own **Gtechniq Accredited Detailer**.

The unique service ensures your car is detailed to unrivalled levels of perfection, with a product that offers the ultimate durability, scratch and chemical resistance. Plus, the same slick finish and candy-like gloss you can expect from the world's finest carnauba waxes.



Meet Adam

One of our Gtechniq Accredited Detailers.

GENIE

WITH A BOTTLE

service.gtechniq.com





motorsport
JOBS

RECRUITMENT
DRIVEN BY
PASSION



Find your dream job

Here at Autosport we've been helping people find great jobs in motorsport for over 60 years. Today we're launching a new global motorsport jobs site, where you can:

- Find the latest jobs in motorsport
- Apply for a job with just one click
- Upload your CV and let recruiters find you
- Set up job alerts - don't miss out on your dream move

Register at motorsportjobs.com today 

motorsport
NETWORK

Motorsport Jobs
- A Motorsport
Network Company



Scan, Read, Edit, Write, Drive.

Your vehicle isn't complete without HP Tuners; speak to your tuner about the latest must-have tuning tool coming to Europe now.



HP Tuners: Overpowered – and over here

Everything's bigger in America. Portion sizes. Engine sizes – and of course, horsepower sizes. Indeed, our transatlantic cousins are famed for their automotive over-delivery in almost every respect, so when respected ECU artisans HP Tuners decided to release their clever electronic modules and tuning tools over here in the UK, many enthusiastic owners took note.

From the relatively humble beginnings of a group of binary and hexadecimal savvy chaps clubbing together to remap their own vehicles when applications weren't available, HP Tuners has grown exponentially to become one of the USA's largest tuning and diagnostic solutions for a vast range of vehicles equipped with OBD-2 ports. Since 2003 HP has offered an almost endless array of digital adjustments, seamless live data logging, diagnostic and tuning capabilities via to a range of clever software and hardware solutions.

The mission statement for the company when it began was simple – to offer the most complete, cost effective tuning and data acquisition remedy for dealerships, enthusiasts and professional workshops. Thanks to the ability to connect, read, edit, write and then drive the results, it's perhaps no coincidence that HP Tuners could be accused of democratising, if not revolutionising, remapping.

Thanks to a series of products that allow you to tweak and alter your very own map, the latest MPVI2 dongle and VCM Editor software suite allow anyone to code and write their own tune, whether that's intended for economy purposes, or to tease every last drop of horsepower from a highly modified vehicle. It gives you, the owner, the power to alter every conceivable element of boost pressure, fuelling and ignition tables to get the most from any set-up. No longer do you have to be constrained by the factory settings, opening a world of opportunities for the brave, the horsepower obsessed, or indeed, those that just want a little fun with a car that's the best it can be.

As well as allowing owners to read, diagnose and tune their own car, the pre-perfected 'plug and play' tunes for many core tuner cars can also be purchased fully installed from HP Tuner's burgeoning dealer network. In addition, HP Tuners also offer a range of supporting data logging and acquisition tools, including both the Track Addict app for your Smartphone and Race Render software for video output data logging and overlays via a PC or Mac.

Track Addict is the Free Smartphone app that's compatible with both Android and Apple systems that turns any smartphone into a powerful motorsports telemetry and video system. You can see your lap times instantly, capture video and telemetry data, analyse laps and impress your online audience with video and data overlays. It even works with OBD-2 interfaces so that you can additional data such as engine RPM, throttle position and temperatures. It can be switched between five pre-determined modes for drag racing, circuit laps, lap segments, 4x4 trail and just a raw data feed. As you record the lap or run with your phone the data is then overlaid on top of the visuals from the drive. Best of all, it's free!

Race Render on the other hand is a much more involved software package that's intended for either PC or Mac users. Create amazing videos with high-tech data overlays using GPS and OBD-2 signals. By combining the output from your camera (GoPro, 360FLY, Sony ActionCam, Garmin VIRB and many others) you can visualise the data from a range of GPS devices, dataloggers and other third-party apps.

Given the stateside roots of the company, many of the vehicles currently catered for are understandably dinosaur-burning V8s, but that's changing all of the time. Not least of all because the European arm of HP is set to develop its own code and solutions for Euro-centric vehicles. Keep an eye on their site and social feeds, as a multitude of car fitments closer to home are going to be released throughout 2020, and if you're looking for an XXL serving of power served with a side order of tech, they're bound to be able to make sure you have a nice day...



HPtuners

hptuners.com

GT4 Pro-Am champions will graduate to JRM's Bentley Continental GT3 for 2020



PLOWMAN AND FLETCHER STEP UP TO GT3 BENTLEY

BRITISH GT

Reigning British GT4 Pro-Am champions Martin Plowman and Kelvin Fletcher will graduate to the premier GT3 class this year in a Bentley Continental GT3 run by race-winning squad JRM.

It will be the third season together for the duo, who followed their 2018 GT4 Pro-Am near-miss with the 2019 title in their Beechdean AMR Aston Martin Vantage, in which they scored three class wins and took points in every race.

Actor Fletcher, who won *Strictly Come Dancing* last year, admits he was “keen to exploit” his existing relationship with Aston Martin, but was impressed by his first test with the Bentley in wet conditions at Silverstone.

Fletcher told Autosport that he was confident his partnership with Plowman – whose most recent GT3 experience came in a Garage 59 McLaren 650S GT3 in the 2016 Blancpain Sprint Cup – could carry on where it left off last year despite the step up in power and grip.

“I’m always confident in what we offer as a package with me and Martin, and last year our results were showing that,” Fletcher said. “We set our sights quite firmly at the top – you want to win races and be on the podium. I’ll let Martin set the pace and try to be as close to that as I can.”

Fletcher added that the Continental GT3 was “a complete joy, very receptive to my inputs” in the wet, which gave him confidence in his decision.

“You just go with your gut on a lot of things and



Fletcher (left) was impressed by Bentley in wet first test

in my gut it felt like the right decision,” he said. “Every car out there is as strong as each other, and the BoP is done so well by SRO that you’d like to think that it’s a level playing field.”

JRM ran Michael Krumm and Lucas Luhr to the 2011 GT1 World Championship drivers’ title with a Nissan GT-R, but last year marked the squad’s first full season of racing since 2013.

The team won the opening British GT race of 2019 at Oulton Park with Seb Morris and Rick Parfitt Jr, but endured plenty of misfortune and lost its only other podium at Silverstone in scrutineering when the Bentley was found to be underweight.

JAMES NEWBOLD

MOTORSPORT IMAGES/JEP



Wakefield leads Coggan
during 2019 VW Cup season

VW Cup racers set up their own squad

VOLKSWAGEN RACING CUP

Volkswagen Racing Cup frontrunners Josh Coggan and Mark Wakefield have paired up to form a new team in the series this year.

JM Racing will run up to four VW Golf Mk7s using the bodykit developed by Coggan. The first two cars are ready to go, with another two in build.

Championship regular Mark Steel was revealed as the team's first signing for 2020 at last weekend's Autosport International. Coggan, who impressed in a one-off outing in the Touring Car Trophy at the end of last year, and Wakefield are yet to commit to driving themselves.

Last year's championship runner-up Wakefield said: "Racing the car is the easy bit. All the off-track stuff that people don't see is the hard bit, and I think you get to that point in life where you've got choose what you want to do. I want to be able to help people, develop people and push them forward."

Further confirmed entries on the VW Cup grid are reigning Junior Saloon Car champion Scott McIntyre and GT Cup class winner Steven Chandler. The two teenagers will be run by Team Hard, which plans to field four cars on its return to the series after a year's absence.

MARK PAULSON



Dempsey dominated
the Hayes and
seeks US move

JONES

Hayes winner targets USF2000

USF2000

Walter Hayes Trophy winner Jordan Dempsey is seeking a 2020 move to the USF2000 championship, the first step on the Road to Indy ladder.

Dempsey dominantly won Silverstone's Formula Ford 1600 showpiece last November. The 20-year-old Irishman also competed in Asian Formula 3 last season, taking two podiums, and won the 2018 Chinese F4 title.

"If you win the championship you get

practically a fully funded drive the whole way up to IndyCar," Dempsey said of USF2000, "and I've always wanted to drive an IndyCar; I've always wanted to do the Indy 500. But I don't come from a lot of money, so to try and do that it takes a lot of good people to come on board and generosity.

"I can see myself, if I can get into USF2000, winning the championship because I know I'll have the tools with who I've been talking to. It's just getting out there is where the big problem is."

GRAHAM KEILLOH

SHORT TO HEAD NEW MOTUS ONE CAYMAN TEAM



MOTORSPORT IMAGES/JEP

PORSCHE SPRINT CHALLENGE

The Motus One team behind Brabham Motorsport is planning to enter two cars in the new Porsche Sprint Challenge GB this year, with managing director Will Powell its first confirmed driver.

Martin Short is Motus One's team principal and will run the cars from the Rollcentre Racing workshop in St Ives, Cambridge, but is unlikely to drive himself.

Powell (above left, with Short) says Motus One would also enter a car in Britcar, with drivers yet to be announced.

"The GT4 Porsche being a new series, nobody has got any more advantage than anybody else," he said. "There are very few things you can change on the car so it's a nice place for us to go."

Short added: "It takes me back to where I started in Rovers and one-make cars like that. There's very small things that make a difference, and that's how you're really going to find the drivers you want to see progress through the ranks to the top."

• Another driver tackling the new Porsche series is ex-Renault UK Clio Cup and historics racer Ambrogio Perfetti. He will drive for In2Racing. "It's going to be a steep learning curve for me but I'm looking forward to the challenge," he said.

JAMES NEWBOLD



PORSCHE

Carrera Cup champion Harper lands BMW Junior Team deal

VLN

Porsche Carrera Cup GB champion Dan Harper has been recruited to BMW's revived Junior Team for the next two years.

The teenager dominated last year's championship in his second season as the Porsche GB Junior, and was due to take part in the manufacturer's global Junior shootout to receive a drive in the Porsche Supercup. But Harper dropped out of this at short notice after being approached by BMW.

He will make his international racing debut this season by competing in the Nurburgring-based VLN series, where he will be racing a variety of BMW machinery, including GT3 and GT4 cars, alongside his fellow Junior Team members: BRDC British F3 graduate Neil Verhagen and 2019 TCR Germany champion Max Hesse.

"I feel honoured to be allowed to be part of this exciting programme and become part of the new BMW Junior Team," said Harper. "I'm really looking forward to the next two years and hope



BMW MOTORSPORT

to be able to build on the successful period that I have enjoyed in recent years.

"For a manufacturer like BMW to approach me to be part of a project like this is very special and I can't thank them enough for the opportunity. I'm excited to work alongside everyone at BMW and my fellow Junior Team members Max Hesse and Neil Verhagen.

"The fact that Max, Neil and I will be working together as a team is not standard for us as racing drivers, but we have already got to know each other and get on really well. I think that we will

have a lot of fun and will hopefully be a very strong BMW Junior Team."

Future Formula 1 drivers Eddie Cheever, Manfred Winkelhock and Marc Surer were part of the original BMW Junior Team back in 1977. That team was founded by Jochen Neerpasch and, over 40 years on, he will be a mentor for the new programme.

Harper, Verhagen and Hesse are now on an intensive training camp in Italy, where there will be a focus on fitness and mental training. The trio will then move into a shared flat near the Nurburgring prior to the start of the VLN season.

Mazda MX-5 king Langridge swaps to Mk3 for 2020

MAZDA MX-5

Mazda MX-5 champion John Langridge is having a new car built by Blink Motorsport as he graduates to the MX-5 Supercup for the newer Mk3 model this season.

Langridge, who took four wins on his way to winning the championship for Mk1 machinery last year, sampled a Mk3 at Silverstone's Motorsport Live event in November and plans further testing in his

new car ahead of the season.

"It was quite a natural progression," he said. "I feel that once you get to the top of a class, particularly at amateur level, you'll still learn stuff but your curve's flattening off, so I'm going to have another steep one this year – get stuck in, elbows out and there's going to be a lot to learn. We need to do some testing because otherwise we'll just get embarrassed. I want to be competitive."

MARK PAULSON



HAWKINS

Langridge won Mk1 title last season

Comprehensive motorsport insurance products to keep you on track;

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

RYAN
MOTORSPORT INSURANCE

IN THE HEADLINES

PLIMMER BACK TO FORD

Fun Cup racer Neil Plimmer will return to Formula Ford 1600 this season, racing a Van Diemen RF90 he last drove 25 years ago. A meeting with FF1600 expert Dave Morgan brought the comeback to fruition. "I spoke to Dave after noticing my Fun Cup races at Oulton and Anglesey were on the same meetings as Northern FF1600, then he mentioned he still had the RF90 I raced with him and the deal was done," Plimmer said.

WARD LANDS B-M DEAL

B-M Racing will run Junior Saloon graduate Tom Ward in a packed programme of Formula Ford 1600 races for his debut season in single-seaters. Ward will contest campaigns in both the National and Northern championships as well as taking in the end-of-season Festival and Walter Hayes Trophy events. "I worked out it's about 52 race starts throughout the year," said Ward, who is not 16 until next month and will race a newly built Medina Sport chassis.

SUPER CLASSIC NAME BACK

The British Racing and Sports Car Club's Northern Formula Ford series will be renamed the Northern and Super Classic championship this year to reflect the fact that Kent-engined cars of all ages can compete. The Super Classic name, which was used in the 1990s, has been revived to cover four different classes for cars dating from the birth of Formula Ford in 1967 up to 1998. The name will also be used for National classes.

PEDERSEN TO DOUBLE R

BRDC British F3 race winner Benjamin Pedersen (below) will move to the Double R squad for his second season in the category this year. He was 14th in the standings in 2019 with Douglas Motorsport. "The Double R team was impressive during initial testing and I'm very excited to work with this passionate, successful and incredibly professional team on a daily basis," he said.



Legends ace Whitelegg to return and targets first championship

LEGENDS

Legends frontrunner Steve Whitelegg will return to the championship this season after taking a break from the category in 2019 and has "unfinished business" as he aims for his first title.

The multiple race winner, who finished third and second in the standings in 2017 and 2018 respectively, sold his family-run team WTBS Motorsport to fellow racer Nick Bridgeman prior to last season.

Whitelegg will now return under the Bridgeman Motorsport banner with added technical support from Cresta Racing.

"I sold everything to Nick [Bridgeman] at the end of the 2018 season and that was the end, but I did three races in Scottish Legends early in 2019 and I was bang on the pace even though I hadn't driven at Knockhill since I was a novice," he said.

"That planted the seed again. I really missed being part of the National Championship last season so now I'm back — with the blessing of my wife!

"I've got unfinished business in Legends, it's a fantastic championship and the racing looked as good as ever last year. I've got to come back to try and win it."

STEFAN MACKLEY

MGCC to Silverstone International

MG CAR CLUB

The MG Car Club will race on the Silverstone International circuit for the first time this year as part of its newly unveiled 2020 calendar.

The meeting, on 28 March, kicks off an expanded six-round MGCC schedule. The club's MGLive showpiece Silverstone GP event — cancelled last year due to resurfacing — returns while, in another first for the MGCC, its Snetterton 300

circuit meeting becomes a two-day event.

MGCC also has a new race competitions secretary this year, as Mark Baulch has replaced John Hutchison, who had been in the role since 2014. Baulch has been the MGCC's awards coordinator for the past four years.

"We wanted an opportunity to try something a little bit different," Baulch said about the International circuit visit, "and who wouldn't want to sit



on the start grid that the Formula 1 boys sit on? It's been very well received by our championships."

GRAHAM KEILLOH



Historic and Classic FF1600 finales part of Festival roster

BRSCC is aiming for the event to be the largest gathering of Formula Fords in 2020

HAWKINS

FORMULA FORD FESTIVAL

The British Racing and Sports Car Club is targeting the largest gathering of Formula Ford 1600 machinery of the season at this year's Formula Ford Festival as the event will also play host to two championship finales.

Alongside the regular knockout Festival contest, the final rounds of the Historic Sports Car Club's Historic and Classic Formula Ford championships are also set to take place at Brands Hatch over the 24-25 October weekend.

This is part of the continued push from the BRSCC to raise the profile of the event ahead of its 50th running in 2021. It was fully livestreamed online for the first time last year and that will again be the case this season.

"We're really excited about it," said BRSCC chairman Peter Daly. "We want the Festival to be the largest gathering of Formula Ford cars in 2020 and we expect there to be in excess of 125 cars."

"It will be livestreamed again and the feedback from last year was super. Lots of people had relatives

abroad who were watching the races and it gave great value."

Another new aspect of the Festival for 2019 was the highest-placed teenager receiving a prize place on British Formula 4's scholarship day, where the 2019 winner received £35,000 worth of support for the following F4 season. Daly confirmed that will be in place again this year, along with a similar prize being introduced for the best driver under the age of 25 in the final National FF1600 Championship standings.

STEPHEN LICKORISH



MOSS LOTUS AUCTIONED

The Lotus 19 Monte Carlo driven most notably by Stirling Moss, Graham Hill, Innes Ireland, Masten Gregory and Jim Clark will feature in Silverstone Auctions' sale at Race Retro across 22-23 February. Built in 1960, chassis 953 enjoyed its greatest success two years later when Hill and Ireland won six of the seven UK races entered. Chassis 953 was also the first car Moss tested after his critical 1963 Goodwood crash. Although he set competitive times, Moss reckoned he had lost his automatic rhythm and so retired from a top-flight career. The Lotus carries an estimate of £375,000-£450,000 ahead of its first open sale in 57 years.

OSS championship axed after grid decline, as club bristles at blame

OSS CHAMPIONSHIP

OSS Championship organisers have decided not to continue with the series this year after it struggled for entries in 2019.

The category, which was open to a wide range of prototype machinery, started in 2009 and regularly attracted grids in the thirties as recently as 2017, but this dropped to an average of just 10 cars per round last season.

Organisers say the entry dropoff and what they claim is a lack of support from the organising British Racing and Sports Car Club has led to the decision to cancel the championship.

In a statement, they said: "It's with great regret that after 11 years of a great championship we have decided to bring OSS to an end. Lack of interest from competitors and our organising club being the main reasons."

The BRSCC denies this and says it was working on a plan to team the category up with a British Automobile Racing Club class for 2020. "We were disappointed with OSS's statement after the work the BRSCC, BARC and Motorsport UK had put in," said BRSCC chairman Peter Daly. "We are now looking at putting together a series to accommodate the competitors."

STEPHEN LICKORISH



ROBERTS

Merger between Porsche series

PORSCHE

The British Racing and Sports Car Club's Porsche Championship will merge with the new-for-2019 CALM All Porsche Trophy for this season.

The BRSCC category struggled for numbers in 2019 and had already revealed plans to tweak regulations to allow a wider range of cars to compete, as well as adjusting the race format to include more longer mini-

endurance races.

The CALM series raises awareness for the Campaign Against Living Miserably charity that supports young men suffering from depression and anxiety. The series principally featured Porsche 924s and 944s at its events last season.

Philip Waters from the CALM All Porsche Trophy said: "This is a fantastic result for all drivers wanting to maintain a one-make field of close

Porsche racing. Combining the two Porsche race series will increase numbers and reduce costs for everyone involved. We're thrilled to be working on this project with the BRSCC in support and look forward to what the 2020 season will bring."

A six-event calendar for the 2020 season has been revealed, which features dates at a number of different clubs' meetings, including the BRSCC and 750 Motor Club, and a trip to Zandvoort.

IN THE HEADLINES

BWRDC ANNOUNCE WINNERS

The British Women Racing Drivers Club announced the winners of its Gold Star awards at the Autosport International Show. The senior Gold Star was won by rally co-driver Sasha Heriot and the junior Gold Star, for drivers aged under 25, was given to Scottish karter Chloe Grant. Heriot tackled numerous club-level rallies last year, while Grant was the ESKC Junior Club champion and won the Ben Bhraggie Shield for the best female driver of the year.

TIMED PITSTOPS FOR CSCC

Three of the Classic Sports Car Club's existing series will adopt minimum pitstop times for the first time in 2020. Drivers contesting the Classic K series for pre-1966 cars with FIA paperwork, Modern Classics and the New Millennium series will be able to have more leisurely driver changes following votes among competitors in each of the club's categories. The new-for-2020 Slicks Series has also adopted the regulation.

NEW ONE-LITRE CLASSES

The Classic Sports Car Club has also added one-litre classes to both its Swinging 60s and Classic K race series. Previously the smallest engine division in each category was 1300cc, and the extra class has been introduced to encourage cars such as Minis and Austin-Healey Sebring Sprites onto the grids.

PAU FOR HSCC'S F2 CARS

Single-seater racers from the Historic Sports Car Club's Historic Formula 2 Series (below) and new Geoff Lees Trophy for 1980s single-seaters will have the chance to race on the magnificent Pau street circuit at the end of May. The up to two-litre grid will tackle a double-header during the Grand Prix de Pau Historique on 30-31 May.



HAWKINS



Popular Chateau Impney hillclimb is cancelled for 2020

HILLCLIMB

Organisers of the Chateau Impney Hill Climb have announced that the 2020 event, planned for the weekend of 18-19 July, has been cancelled.

The recreation of the 1960s hillclimb in the grounds of the Droitwich hotel established itself as a key event in the calendar, with more than 200 pre-1966 cars competing. Good crowds packed the venue from the first event in 2015, and the 2019 running won the Royal Automobile Club 'event of the year' award.

The organisers' statement said: "The 2019 Hill Climb will be the last of this

series of motoring events at Chateau Impney. Consequently, the 2020 event will unfortunately not be taking place. We set out to create memorable experiences which consistently exceeded expectations, to create an event that felt exclusive but was incredibly inclusive and to deliver an event worthy of a recognisable award.

"We have achieved all the above and it is now time for us to bow out in style and focus on the exciting next chapter for Chateau Impney.

"We would like to thank all the partners, team and guests for their support over the years."

PAUL LAWRENCE

LATEST WOOD CAPRI TO RACE ON MRL GRID

HISTORICS

The latest Group 1 Ford Capri built by Ric Wood will be raced by Irishman Jonathan White this season.

White, more recently seen racing a Rover, will campaign the car in the Motor Racing Legends Historic Touring Car Challenge, which starts at the Donington Historic Festival in early May.

"We've probably built 25 Capris now," said Wood as the car was unveiled at the Autosport International Show.

It has been built up from a road car and finished in a Pepsi livery (below).

Wood is due to continue racing his Nissan Skyline in the same series and is currently building another Skyline for a customer.

"It is the ultimate Group A touring car," said Wood of the four-wheel-drive Skyline.

PAUL LAWRENCE



Rare Lola T400s to unite in New Zealand event

HISTORICS

Four Lola T400s, including two from the UK, are set to be reunited on track this weekend as the New Zealand Tasman Cup Revival Series provides a focal point for the Bruce McLaren Motorsport Park's Taupo Historic GP event.

The gathering will represent a third of the surviving dozen cars from the marque's 14-strong 1975 Formula 5000

production roster.

Prolific category victor Michael Lyons and Mark Dwyer, previously a race winner at the country's top FIA-graded venue, make their seasonal debuts in the ex-Vel's Parnelli Racing/Al Unser HU7 and ex-John Morton HU12 respectively.

Aucklanders Shayne Windleburn (ex-Richard Scott/Bob Evans HU8) and Glenn Richards (ex-Eppie Wietzes HU9) form the home side.



Eric Broadley's Lola's previous T330 and T332 designs, cream of the period F5000 crop, are out in force too. Among five drivers saddling the latter are period F5000 racer and reigning title holder Ken Smith (ex-Danny Ongais HU54) and

homecoming Kiwi Warren Briggs, who pilots Stuart Lush's car in which Andy Higgins won the 2017-18 contest. Another former champ is Brett Willis in his ex-Colin Hyams/Tom Belso/Tony Trimmer T330.

MARCUS PYE



End of an era at Chateau Impney

After five successful years, why have the owners of Chateau Impney decided to cancel the popular hillclimb, at least for now?

MARCUS PYE

Last week's unexpected announcement that the sixth Chateau Impney Hillclimb, scheduled for 18-19 July, had been cancelled sent a ripple of shock throughout attendees at Autosport International in Birmingham's NEC.

I heard the news, from numerous people, with a pang of sadness but joy at having been involved as commentator for its first four editions, the Historic Sports Car Club's Anglesey debut having taken me to North Wales last year. Of course, as is the way of the world, the tidings subsequently spread like wildfire, by word of mouth and media channels.

Competitors, marshals and fans – some doubtlessly planning to go for the first time, having heard or read good things about an event that evoked memories of a delightfully genteel bygone age, carved a unique niche in the marketplace, and appeared to be growing – will be equally disappointed.

Devotees had looked forward to their 'alternative' entertainment fix on British GP weekend once again, or perhaps committed to do 'Chimpney' on Saturday as a warm-up for Silverstone on Sunday.

Stalwart readers of a certain age will recall that the dramatic turreted red-brick chateau, completed to salt baron John Corbett's commission in 1875, overlooked sprints organised by Hagley & District Light Car Club taking place on a shorter, flatter, 500-yard course from 1957-67. Events also came to an abrupt halt back

“Chateau Impney in its second heyday gave younger generations an insight into the sport's past”

then, at the Droitwich Spa landmark.

In the summer of 2015, almost 48 years after Mike Hawley set the fastest time of the day in the final contemporary competition aboard his Brabham-Climax BT23B, the roar of highly tuned engines of all sizes was taken back to the original era and closer to the French baroque-styled edifice on a deceptively tricky 1000-yard course. This was after new owners, the Spollon family, took inspiration from Lord March's [now the Duke of Richmond] reopening of Goodwood in his bid to turn the estate's fortunes around.

For decades the old place had been in serious decline following a succession of ill-starred business ventures, but the noble Spollons of Birmingham – hillclimber patriarch Bruce, his son Guy and grandson Rod – seized the opportunity

to re-establish its focal hotel and hospitality business. Re-engaging public support by showcasing their shared passion for motorsport was, if not a no-brainer, a timely stroke of genius, albeit one that demanded heavy investment.

“When we bought Chateau Impney from the bank in July 2012, it had no reputation beyond a negative one after the failure of successive owners,” says Rod Spollon. “We needed to rebrand the hotel and conference centre, but it was very much a personal ambition to bring an event back [as part of that bigger picture]. In my mind it [the hillclimb] was never about putting something on for the next 30 to 40 years, but about setting landmarks to put the site back on the map over three to five years. Our priority was to exceed people's expectations. I think we've done that.

“We were fortunate to have fantastic support from some great hillclimbers of the golden era, particularly David Good [BTD-setter at the inaugural Chateau Impney Sprint and 1961 RAC British Hillclimb champion], who introduced us to many people who were key to putting on a popular grassroots event.

“Enthusiasts loved the hillclimb from the start of the new era, and we have been humbled by their support as it would have been nothing without them. We doubled the event's footfall and turnover over the five years, but ultimately need to make the site work 365 days per year. We've made significant inroads into that, but now need to move on to the next level.

“[For that reason] it was much better to bow out on a high. I'd never say we'd never look at doing it again, because motoring and motorsport [awards dinners, car club gatherings and industry functions] are a key part of what we do. I am sure there will be elements in the next exciting chapter of Chateau Impney.”

Hillclimb fanatics, whether based in Worcestershire or further afield, need not despair however, for the national championship visits nearby Shelsley Walsh on 6-7 June and 15-16 August. Super-fast Shelsley and sinuous Prescott (near Cheltenham) are foundation stones of the calendar, which spans 17 double-headers organised by the British Automobile Racing Club. Prescott hosts the opener on 25-26 April and the circus returns on 5-6 September.

The ERA R4D in which Raymond Mays won the first two British championships competed at Chateau Impney in its second heyday and gave younger generations a priceless insight into the sport's past. The same can be said for the huge variety of cars that shaped the discipline before slicks and wings became de rigueur, and which enjoyed a new day under the spotlight between 2015-19.

The event may be over for now, but speed hillclimbing has new fans as a result of the Spollons' passion for motorsport. For that I salute and thank them. 🍷



Britcar grids averaged 22 cars during a good 2019 season

A NEW ERA FOR BRITCAR

After a turbulent few years, the endurance championship is back on the rise

STEFAN MACKLEY

“

t's not going to work if I just think I'm going to do it my way – it's got to be what the customers want.”

Claire Hedley's assessment of what it takes to create a successful racing series may seem an obvious one, but the owner and managing director of the Britcar Endurance Championship is better placed than most to make such a comment.

The championship has constantly adapted and has changed considerably since Hedley bought Britcar at the start of 2016 – from original founder James Tucker – when entries were dwindling and there was a real risk that it would soon cease to exist. It was a stark and sobering contrast to a decade ago, when Britcar was seen as one of the UK's strongest championships and the go-to place for affordable endurance racing.

But Hedley – who had already worked within Britcar prior to taking maternity leave in 2012 – has listened to teams and drivers

over the past four years and the championship has recovered and grown, with 2020 set to be one of its most successful seasons.

“James Tucker had an amazing concept and I supported him all the way, but he just lost the passion and I've still got that passion,” says Hedley. “I want it [the championship] to develop and I hope people see that I'm doing it for them. I'm not trying to make a million bucks, and you don't in motorsport in this respect, but I'm trying to make a living and to make it work because I'm passionate about it.”

Passion will only get you so far though, and Hedley and her team have been working hard behind the scenes to make the necessary changes to attract competitors both old and new. Last year the Sprint and Endurance divisions merged to form a single championship, with two one-hour races taking place on the same day to produce a more compact calendar – something that teams and drivers had requested.



“THE ABSENCE OF THE NIGHT RACE IS AN INDICATION HEDLEY ISN’T AFRAID TO MAKE TOUGH DECISIONS”

There are more changes this season with the introduction of the Britcar Trophy, aimed at production cars in Classes 5-7 (sub-GT4 or TCR performance), which will consist of two 50-minute races taking place on the Sunday at the majority of the meetings.

“A lot of the cars were running in the Endurance championship anyway but with all due respect they weren’t enjoying it, they were at the back of the field and watching their mirrors constantly for the frontrunning GT4 and GT3 cars coming through,” says Hedley. “So we were thinking about it probably midway through last season to separate them and we’ve got 20 signed up already for the championship for this year and more to come. I’m very

confident we will be easily in the thirties.”

There have also been changes to the calendar, which has been trimmed from eight meetings to six, with the season-ending ‘Into the Night’ race at Brands Hatch dropped after a low number of entries in 2019. The event had been a mainstay of the championship for a number of years, but its absence is a clear indication that Hedley isn’t afraid to make tough and perhaps controversial decisions in order to secure the long-term future of her series. The numbers don’t lie and last season grids averaged 22 cars — a respectable number for any championship.

Paul Bailey, who won the overall title last year alongside Andy >>



Deal to support the WEC at Spa was a big coup for Britcar organisers

Schulz in a Ferrari 488 Challenge, returned to the championship last season after seeing the positive changes.

“When James was running it I’d done it for about three seasons, and I just lost a bit of confidence in the championship and I decided to move to other things,” says Bailey. “When Claire took over I didn’t immediately come back but she persuaded me to come and have a go. I love the two races on the same day, it keeps you really busy and the day flies by. I think she is doing a fantastic job and Britcar is a great championship.”

Bailey is returning again in 2020 with Ross Wylie at the wheel of a Brabham BT62 (see right), which made its debut last year in the championship with David Brabham at the ‘Into the Night’ race.

Having such a famous motorsport name compete full-time is another string to the championship’s bow, but perhaps the greatest endorsement possible has been the inclusion of the category on the World Endurance Championship’s support bill at Spa across 23–25 April. Two non-championship races will take place at the event, with 40 entries so far received and fewer than a dozen spots still available.

“I couldn’t believe it when I got the call,” recalls Hedley. “It was via the British Automobile Racing Club. Ian Watson [BARC general manager] recommended us. They [WEC] had heard of us. A little bit of me thought it was a wind-up, but we’re very honoured. It fits in with their calendar and their timetable very well.



Bailey won Britcar title last season aboard Ferrari 488 Challenge

“I COULDN’T BELIEVE IT WHEN I GOT THE CALL. A LITTLE BIT OF ME THOUGHT IT WAS A WIND-UP”

“Obviously our reputation goes around worldwide – maybe they spoke to other people. They just heard we put on a good show, and all our cars were well presented. It was a great honour and they are more than happy to work with us, which is great.”

Cars competing in the Britcar Trophy will be eligible to compete in the Belgian races, as will Revolution prototype machinery, meaning there will be a plethora of cars taking to the famous Belgian Grand Prix circuit. “They [WEC] sent us a formula and I think it’s looking about 48 [spaces] but I want to clarify with them first,” says Hedley. “I’m hoping with the fact it’s three months before British GT is at Spa, quite a few of the guys from that will come just to test. It’s a non-championship round, it’s going to be a really social weekend but very competitive as well.”

It’s not just Spa where Britcar will support WEC, as it is also set to be in attendance at the Silverstone round on 4–6 September. Hedley is hopeful that this will be a two-year deal, but nothing stays the same for long and she is already plotting the next venture for the championship, which could well include the return of a 24-hour race, which Britcar first ran at Silverstone in 2005.

“You have to [look ahead],” she adds. “Listen to what the customer wants. If this is what they want, one-hour races or 50-minute races, we’ll carry on, but Britcar’s whole concept is endurance so we really need to go into longer races.

“I keep being asked, ‘Would I bring the 24 hours back?’ but it’s not within my interests at the moment. I’m not saying never but I’ve got to get this to work and at the moment it’s changing every year, but not by much. It’s the same concept, the same team of people, and I can’t see why it won’t work.”

It’s clear nothing stays the same for long with Hedley and her team as ideas and concepts are floated around to make sure Britcar continues to be a success in the near future. And based on the past few seasons, few would bet against it. ❧

BRABHAM CHOOSES BRITCAR FOR ITS RETURN

The Brabham name was synonymous with success for any motorsport fan who grew up in the 1960s, '70s or '80s.

Founder Jack Brabham remains the only person to win a Formula 1 World Championship in a car bearing his own name – in 1966 – and the three-time champion's team hit another peak in the following decades after it had been taken over by Bernie Ecclestone.

Nelson Piquet won two world titles, the second with BMW turbo engines, but the team changed hands again and departed F1 midway through 1992.

That seemed to be the end of the Brabham story, but in 2014 Brabham's son David – a Le Mans winner and ex-F1 driver himself – revived the name.

The Brabham BT62 – featuring a 5.4-litre V8 engine capable of producing 700bhp and in excess of 1200kg of downforce – was then created with the aim of competing in the World Endurance Championship.

But it was at last year's Britcar Endurance 'Into



Brabham (right) with team-mate Powell after victory

the Night' race at Brands Hatch where the marque returned to competition for the first time in more than two decades in the hands of Brabham and Will Powell. After taking victory and generating further interest, the BT62 will now contest its first full season of racing in the Britcar

Endurance Championship in 2020, with reigning champion Paul Bailey joined by 2014 British GT4 title winner Ross Wylie. It is the first BT62 sold by the revamped brand.

"It's incredibly significant for the business," says sporting director David Brabham.

"When we launched, we had racing ambitions and we had ambitions around a customer racing programme. It's great to see all that come to fruition now."

Bailey's example, announced at Autosport International last Thursday, will be run by

SB Race Engineering with support from Brabham Motorsport and comes equipped with an ECU to limit power output in line with series requirements.

Avid supercar collector Bailey believes the BT62 was "the fastest car I've ever driven from any manufacturer of any description".

"The final decision was an easy one," says Bailey, who won last year's title in a secondary-class Ferrari 488 Challenge with Andy Schulz. "I've ended up with what I believe to be the best-value car you can buy today to go out and win a race."

"I've won Britcar before, I've won GT Cup before, and I wanted to be back on [outright] pole, which is extra special. With the Brabham there's no reason why I can't be on pole for every race!"

It's the beginning of a long road for Brabham back into motorsport, but that it sees Britcar as a viable pathway to raise its profile says much about the championship's growing success and appeal.

Brabham BT62 made racing debut at Brands Hatch 'Into the Night' race





THE FORMULA 1 FEEDER DOCUM

DOCUMENTARY SERIES
F2: CHASING THE DREAM
Available via F1 TV

As video streaming services continue their seemingly irrepressible rise in modern civilisation, documentaries are incredibly in vogue thanks to their accessibility. As Amazon's *Grand Prix Driver*, a series about the then-ailing McLaren team, suggested that Formula 1-themed documentaries could make a splash on streaming platforms, Netflix popularised that format with *Drive To Survive*.

Now, thanks to FOM's greater desire to promote Formula 2, the second-tier category now receives its own docuseries *F2: Chasing The Dream*, broadcast exclusively on F1 TV. With F2 lacking the worldwide appeal of F1, FOM has explored numerous ways of expanding on its coverage of the support series, and has certainly taken a leaf from the Netflix playbook.

Rather than episodic storylines focused primarily on one driver or team, *F2: Chasing The Dream* follows a more chronological path, and crams a lot into the less-than-30 minutes run time of each episode.

Sadly, the story-telling in the first episode is messy. The opening shots and driver introductions seem incredibly incongruous, and the driver-pen interviews that open the series give way to a half-hearted introduction to Mick Schumacher. It seems that the lure of the Schumacher name was too great and that front-loading the first episode with his appearance was a cynical attempt to get people watching.

But just as quickly as Schumacher appears, his storyline is immediately set down and Jack Aitken's is picked up. Aitken's introduction, in which he discusses his main rivals while commuting to the

Bahrain circuit, would have been a stronger option to set up who the key challengers are and which drivers the audience should know.

It must be mentioned that those behind-the-scenes discussions, along with the B-roll from the paddock, really add value to the series. Most people's experience of F2 is only provided by the world feed, with no real interaction with either the teams or the drivers. Hearing from key F2 paddock figures really adds depth, stopping *F2: Chasing The Dream* from being nothing more than a glorified highlights package.

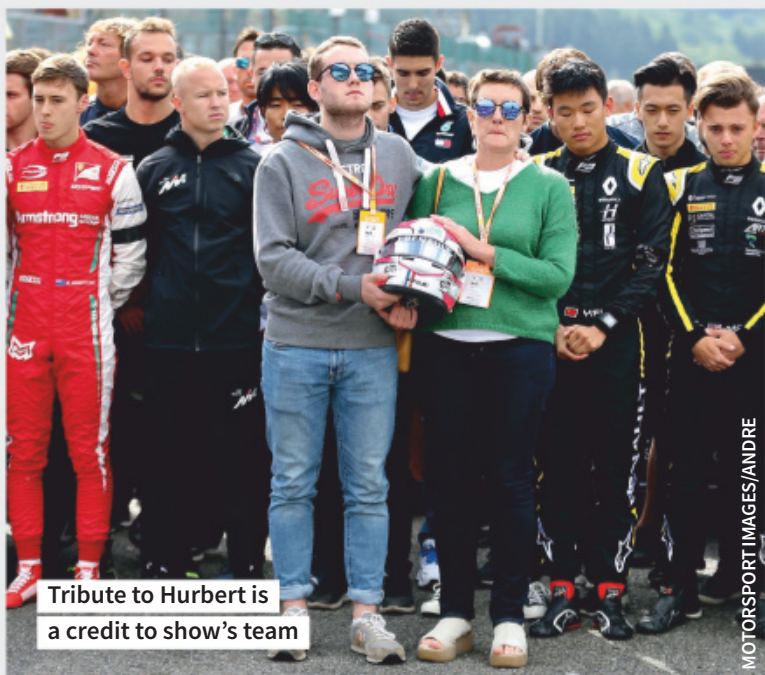
The 'talking heads' add to the immersion, granting the viewer first-time access into the F2 paddock. But that immersion is far too frequently brought to a shuddering halt by the narration, provided by Sky Sports' Gail Davis. On its own the narration is acceptable, but doesn't mesh with the tone of the series. F2 is known for its intense racing, with frequently manic on-track action, and instead opting for a narrator to occasionally gloss over various events is noticeably jarring.

Crucially, the series vastly improves with each passing episode, as the producers instead let the on-track action dictate which storylines they will pursue. You begin to really get a feeling for the drivers' personalities, something that F2 lacks with its bare-bones TV coverage, and the drivers allow the cameras into their more natural habitats. The F1 link is cemented once more in the second episode, with coverage of Nicholas Latifi's practice session, alongside interviews with F1 figures.

The production team can be incredibly proud of the fourth episode, which centres on Anthoine Hubert's tragic death at Spa. It's approached perfectly, and the narrator takes a back seat for more key F2 figures, including CEO Bruno Michel and Arden team manager



ENTARY SERIES



Kenny Kirwan, who share their own memories and tell the story of an incredibly difficult weekend. This episode also underlines how criminally underused commentator Alex Jacques is throughout the series. His incredibly poignant commentary in the aftermath of Hubert's death still brings chills.

There's a lot of heart in *F2: Chasing The Dream*. In places, the storytelling can be excellent – but it's not consistent, and sometimes the desire to keep a certain thread in place means that the production team has to compromise, meaning that the transitions don't feel exactly seamless. It's certainly worth watching, whether you're a long-time F2 fan or new to the series, but the intriguing storylines and unprecedented access to the series are underpinned by some strange decisions.

JAKE BOXALL-LEGGE

FINISHING STRAIGHT



autosport.com/podcast



LIVE F1 PODCAST – KARUN CHANDHOK, KEVIN TURNER AND CODDERS



From the main stage at Autosport International, Stuart Codling is joined by Karun Chandhok and Kevin Turner to discuss the greatest grand prix cars, Formula 1's current state of play and to answer your questions.



youtube.com/AUTOSPORTdotcom



AUTOSPORT PODCAST: CHARLES LECLERC



Ferrari Formula 1 driver Charles Leclerc was the star guest on the Sunday of the 2020 Autosport International Show. Autosport sat down with the two-time grand prix winner to discuss his first year at Maranello. He reflects on a breakthrough 2019 season, his on-track battles with Max Verstappen and his working relationship with team-mate Sebastian Vettel. **Go to bit.ly/LeclercASI**

WHAT'S ON

INTERNATIONAL MOTORSPORT

Formula E

Round 2/12

Santiago, Chile

18 January

TV Live Eurosport 1, BBC Online Saturday 1805

Asian Formula 3

Round 3/5

Yas Marina, United Arab Emirates

17-18 January

Dakar Rally

Jeddah-Qiddiya, Saudi Arabia

5-17 January

Livestream Motorsport.tv, Saturday 0245, Sunday 0200

Toyota Racing Series

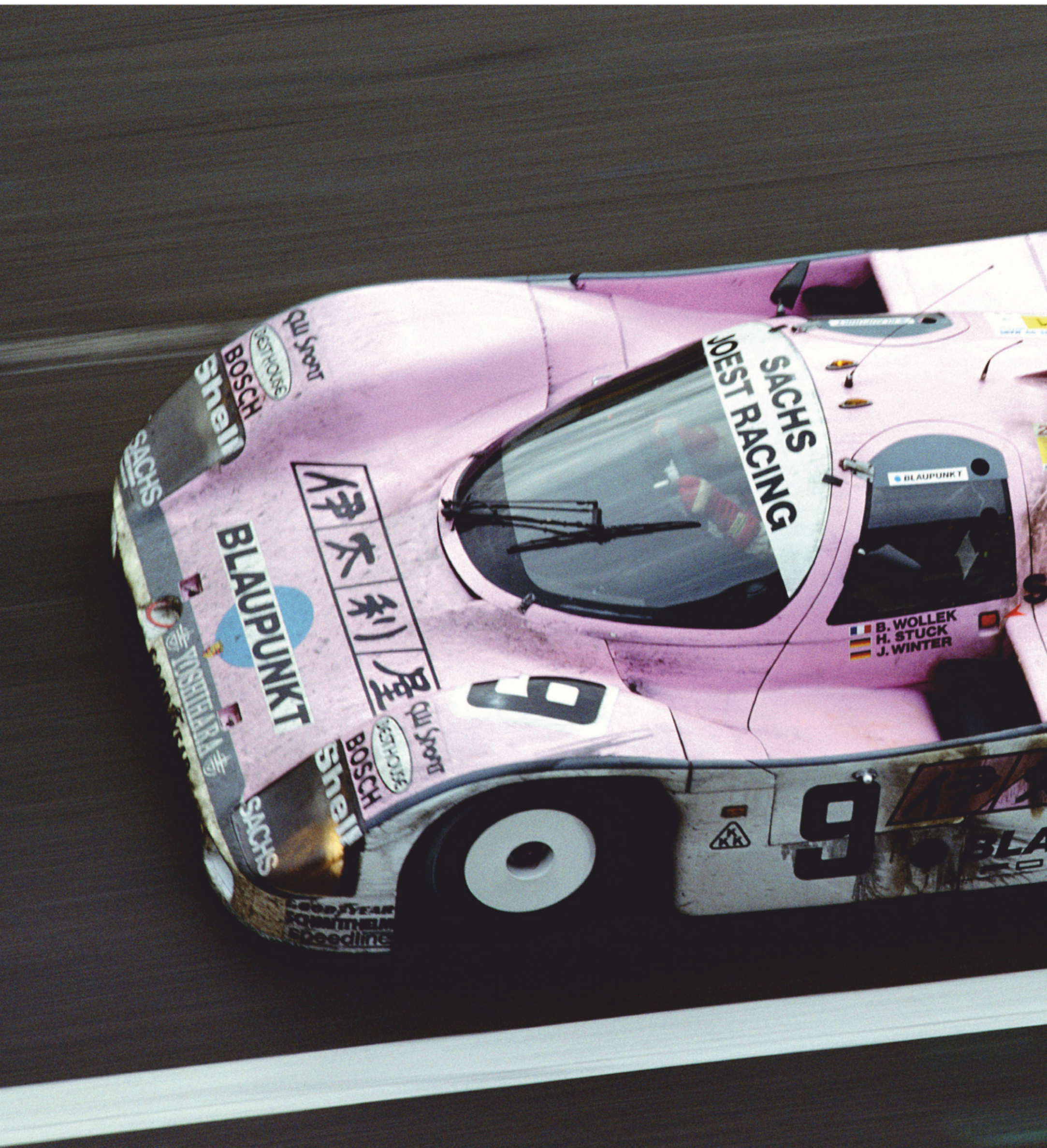
Round 1/5

Highlands Motorsport Park, New Zealand

18-19 January

Livestream Motorsport.tv, Saturday 0250, 2300, Sunday 0310

FINISHING STRAIGHT



FROM THE ARCHIVE

The Joest Racing Porsche 962C of Bob Wollek and Hans-Joachim Stuck ('John Winter', aka Louis Krages, actually co-drove a sister car with Frank Jelinski

and Pierre-Henri Raphanel) carries the patina of an eventful race en route to third place in the 1989 Le Mans 24 Hours. The Porsche led during the night and Stuck reckoned victory would have been

possible but for a minor yet persistent and time-sapping water leak and, later, oil seeping into the clutch – an issue that was alleviated by Coca-Cola being poured over the bell housing at each pitstop.



For classic motorsport DVDs
head to dukevideo.com



ESTABLISHED 1950



On the road to becoming an American legend

14 January 1982

Reigning Indycar champion Rick Mears was interviewed by Autosport on this week in 1982. The likeable American had taken his second title in three years for Penske during the previous campaign, scoring six wins in 11 races.

Mears opened up about his calculated approach, which helped to explain how he always seemed to be in the right place at the right time.

“When it comes time to do it, I’ll do it,” he said of pushing to the limit. “But nine times out of 10 you won’t have to because the race has backed up to me. That’s because we used our heads and saved the car.”

It’s easy to see why legendary team boss Roger Penske ended up keeping Mears as a driver for over a decade – and as a part of the squad for much longer.

As well as pointing to his experience

in desert racing as key to his success, Mears also talked about his recent Formula 1 tests with Brabham at Paul Ricard and Riverside.

“You have to hustle an F1 car harder,” he said. “That may be one of the reasons I’ve decided not to do it – you can’t pace yourself. It’s stand on the gas, bang it off the kerbs every lap.

“When I get tired of Indycar maybe F1 will come into mind. Right now I’ve got too good a deal.”

He wasn’t wrong. Mears would go on to win a third crown that season and end his career with four Indianapolis 500 victories. It was F1’s loss.

Elsewhere this week in 1982, the versatile Brian Redman retired for the second (but not last) time and we picked out Walter Rohrl and Hannu Mikkola as favourites for the upcoming Monte Carlo Rally (they’d finish 1-2!).



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG

Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com

Individual email firstname.surname@motorsport.com

Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451

Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL

Editor **Kevin Turner**

Deputy Editor **Marcus Simmons**

Technical Editor **Jake Boxall-Legge**

Chief Sub-Editor **Peter Hodges**

Performance and Engineering Editor **James Newbold**

Rallies Editor **David Evans**

Editorial Assistant **Matt Kew**

Art Editor **Lynsey Elliott**

Senior Designer **Michael Cavalli**

Origination/Repro **David Sternberg**



Photography

Steven Tee
Glenn Dunbar
Sam Bloxham
Zack Mauger
Jakob Ebrey
Mark Sutton

Special Contributors

Ben Anderson
Gary Anderson
Alan Eldridge
Tom Errington
Matt James
Stephen Lickorish
Stefan Mackley
David Malsher
Jonathan Noble
Marcus Pye
Nigel Roebuck
Gary Watkins

AUTOSPORT.COM

Editor **Jack Cozens**

Autosport Plus Editor **Alex Kalinauckas**

International Editor **Jack Benyon**

Social Media Editor **Joshua Folks**

Technical Team Leader **Geoff Creighton**

Lead UX Designer **Prad Patel**

CORRESPONDENTS

Argentina Tony Watson **Australia** Andrew van Leeuwen **Austria**

Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti

Finland Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris

Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi

New Zealand Bernard Carpenter **Russia** Gregory Golyshev

Spain Raimon Duran **Sweden** Tege Tornvall **USA** Jeremy Shaw

UK & Ireland Stephen Brunson, Dom D'Angelillo, Kerry Dunlop, Anna Duxbury, Kyran Gibbons, Rachel Harris-Gardiner, Graham Keilloh, Mark Libbeter, Dan Mason, Lucy Morson, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Ian Titchmarsh, Richard Young

ADVERTISING

Tel +44 (0) 20 3405 8106 **Email** autosport.ads@motorsport.com

Sales Director **James Robinson**

Creative Solutions **Don Rupal**

Print & Online Sales **Nick Gavigan, Christian Plucknett, Karen Reilly**

Agency Sales **Andrew Barclay, Chris Hermitage**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

MANAGEMENT

President, Motorsport Network

James Allen

Editor-in-Chief, Autosport Media UK

James Dickens

Head of Publications **Sunita Davies**

Special Events Manager **Laura Coppin**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT. Tel: +44 (0) 20 7429 4000. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

© 2020, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

IN NEXT WEEK'S ISSUE



What to look out for this season

F1
2020





THE RACER

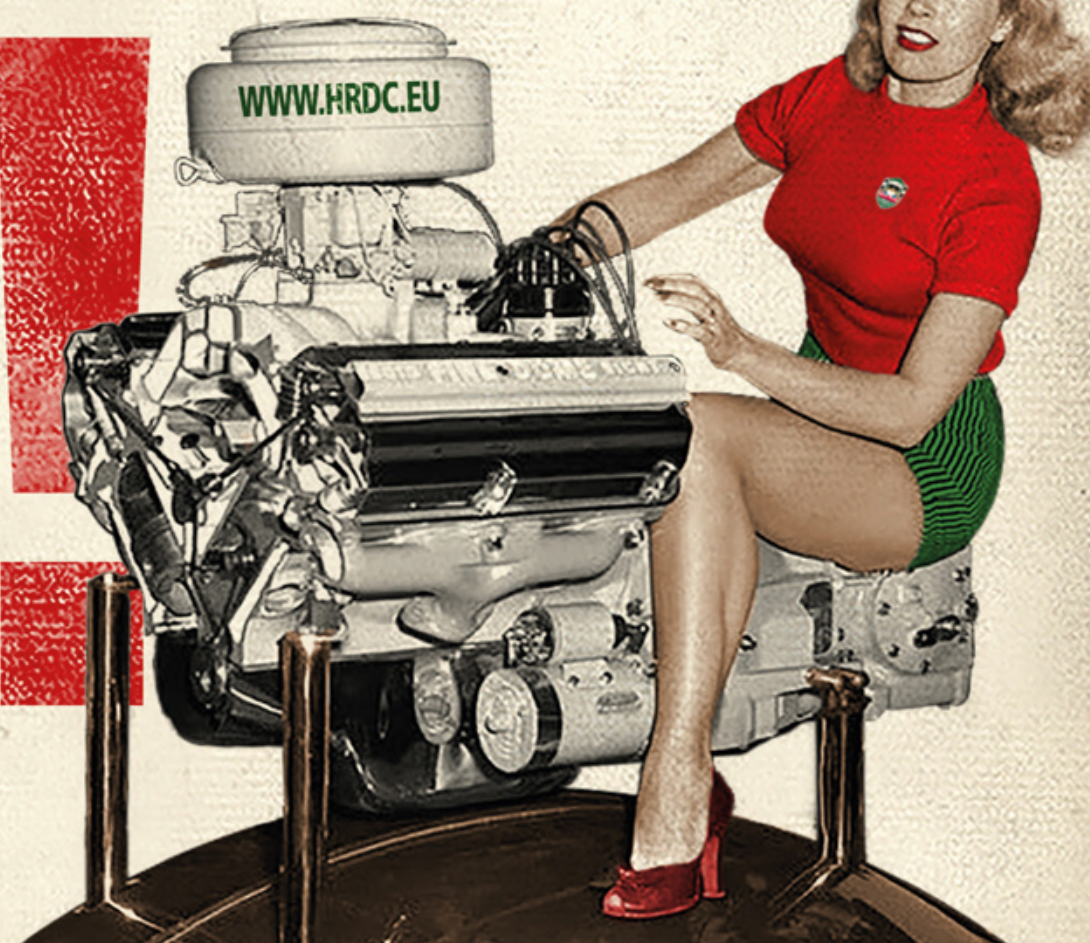
Pit talk from the HRDC



ARE YOU READY FOR THE NEW HISTORIC RACING SEASON?

DATE	VENUE	EVENT	CATEGORIES
4th March	GOODWOOD	HRDC 105 dbi TRACK DAY	ALL HRDC
16th March	GOODWOOD	HRDC 105 dbi TRACK DAY	ALL HRDC
19th April	SILVERSTONE	VSCC EASTER MEETING	COYS 100 TROPHY / DUNLOP ALLSTARS / CLASSIC ALFA CHALLENGE
1st - 3rd May	DONINGTON	DONINGTON HISTORIC FESTIVAL	COYS 100 TROPHY / DUNLOP ALLSTARS
6th - 7th June	THRUXTON	THRUXTON HISTORIC	COYS 100 TROPHY / DUNLOP ALLSTARS / CLASSIC ALFA CHALLENGE
4th July	LYDDEN HILL	HRDC HISTORICS ON THE HILL	ALL HRDC
4th October	CASTLE COMBE	AUTUMN CLASSIC	COYS 100 TROPHY / DUNLOP ALLSTARS / CLASSIC ALFA CHALLENGE

**WE
ARE**



**JOIN THE BEST TEAM IN HISTORIC RACING
AND HAVE SOME FUN!**

COMPETITION ENQUIRIES: JULIUS THURGOOD • 07850 361159 • direct@juliusthurgood.co.uk • www.hrdc.eu





RODIN
C A R S



NOTHING LIKE IT.

Unprecedented performance. Unprecedented reliability.
Introducing a bold new name in high-performance motorsport
— and a new category in open-wheeled track cars.

ENGINE

DESIGNATION Cosworth GPV8
CAPACITY 3.8L

PERFORMANCE

MAX POWER 675 bhp @ 9,600 rpm
MAX TORQUE 450 Nm @ 7600 rpm
MAX RPM 10,000 rpm normal running

ACCELERATION

0 - 160 KPH 5.0 sec*
MAX SPEED 300kph*

*Subject to conditions and aero configuration

RODIN
FZED

RODIN-CARS.COM