

F1 2022 What to expect from the new rules

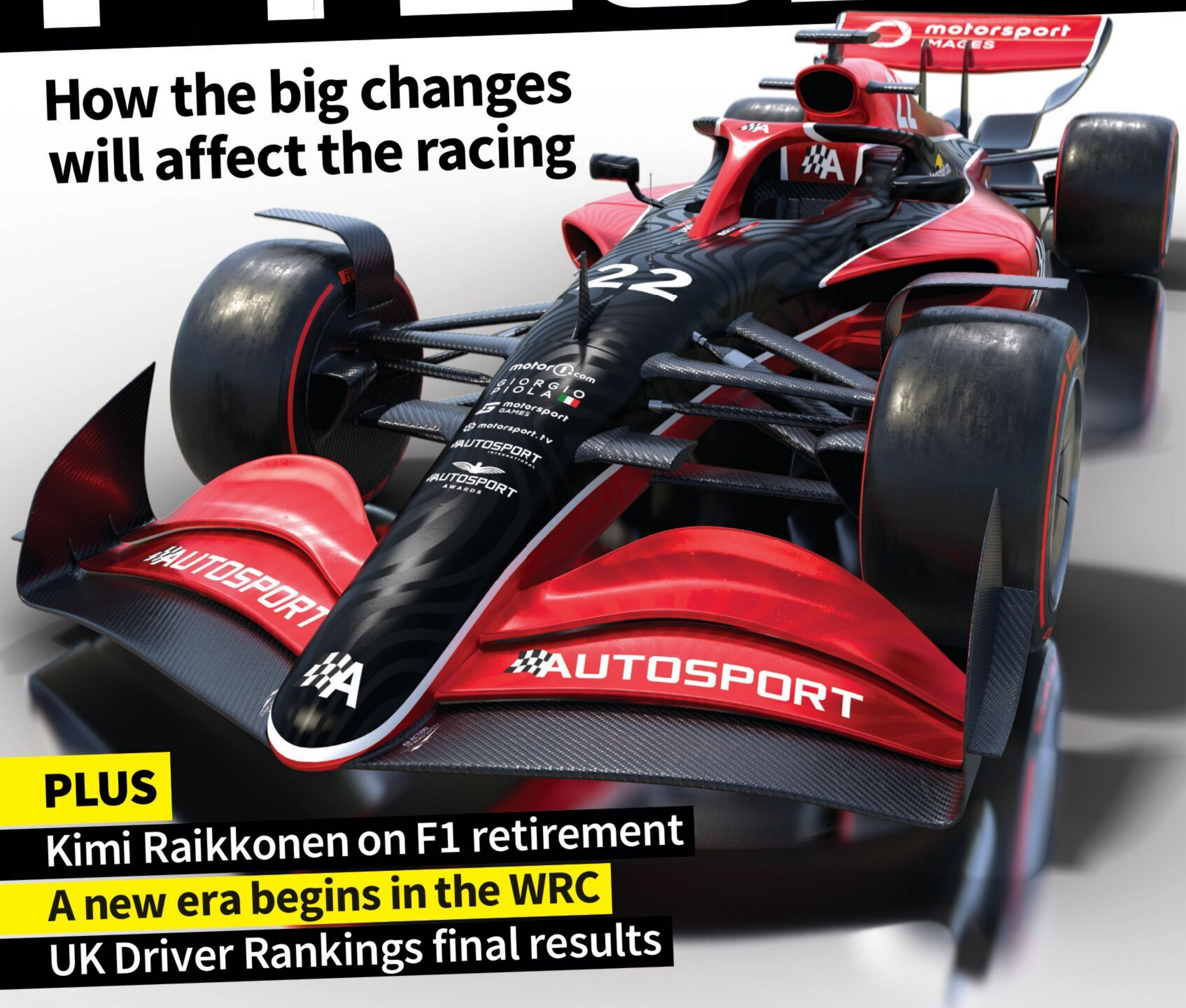
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F1 2022

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PLUS

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MATTHEW FIVEASH

The start of two important eras and a champion's goodbye

Rarely has a set of regulations been so eagerly anticipated in motorsport. Formula 1's new era will finally kick off in 2022, one year later than planned, and there are many laudable aims.

A more level playing field and better racing are the main targets of the new rules. The cars certainly look striking, as our artist's impression shows, but will the rules work? Our Technical Editor Jake Boxall-Legge goes into the details and takes a look at some of the other new things to expect this season on page 12.

One driver who won't be part of the new-look F1 is Kimi Raikkonen. The laconic 2007 world champion, who is now ready to focus on family life after 349 grands prix, gives a surprisingly revealing interview to Luke Smith on p22 – and admits he still doesn't understand why he is so popular!

Another fresh start kicks off in Monte Carlo this week. The World Rally Championship begins its 2022 season with hybrid power and a vacuum at the top of the sport following Sebastien Ogier's retirement – well, once he's had a go at the Monte Carlo Rally one more time.

Tom Howard's extensive season preview starts on p28. He explains the Rally1 regulations, assesses the drivers most likely to take Ogier's place as the WRC benchmark, and visits M-Sport's impressive new facility, inspired by a trip to Ferrari three decades ago.



Kevin Turner

Kevin Turner
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**NEXT WEEK
27 JANUARY**

McLaren's ongoing revival
What can the famous team
do next to challenge
for the title?



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Matthew Fiveash

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ABU DHABI PROBE FINDINGS LEFT TO EVE OF SEASON

FORMULA 1

The FIA has outlined the next steps for its investigation into the controversial 2021 Formula 1 season finale in Abu Dhabi as Lewis Hamilton continues to ponder his future – and the process to finalise any changes to the regulations as a result of the probe may not be completed until just two days before the opening race of the 2022 season in Bahrain.

Newly appointed FIA president Mohammed Ben Sulayem is set to consult teams and drivers as part of the analysis of the events at Yas Marina, where race control's late-race restart and apparent failure to follow the sporting regulations sparked outcry and led to protests from Mercedes after Hamilton lost the title on the final lap to Red Bull's Max Verstappen.

In a statement issued by the FIA, it was confirmed that there would be a discussion this week at the Sporting Advisory Committee to tackle "various issues, including this one" before a "shared discussion with

all F1 drivers" at the next stage of the investigation. The result of the analysis following these talks will be presented to the F1 Commission next month, before the final decisions are then approved at the World Motor Sport Council meeting on 18 March – the Friday of the Bahrain Grand Prix.

Talks with teams are already under way as part of the investigation; Mercedes F1 chief Toto Wolff met with Ben Sulayem last Friday to discuss the situation.

While it is likely that an announcement will be made regarding possible changes following the F1 Commission meeting in February, a number of sources have expressed frustration to Autosport over the slow timeline for the investigation to get into motion.

Changes have been hinted at ahead of the new season through the FIA's statement. The use of the safety car was a planned discussion point in the Sporting Advisory Committee, while FIA secretary general for sport Peter Bayer has been asked by Ben Sulayem to present proposals to review and "optimise the organisation of the FIA F1 structure for the 2022 season".

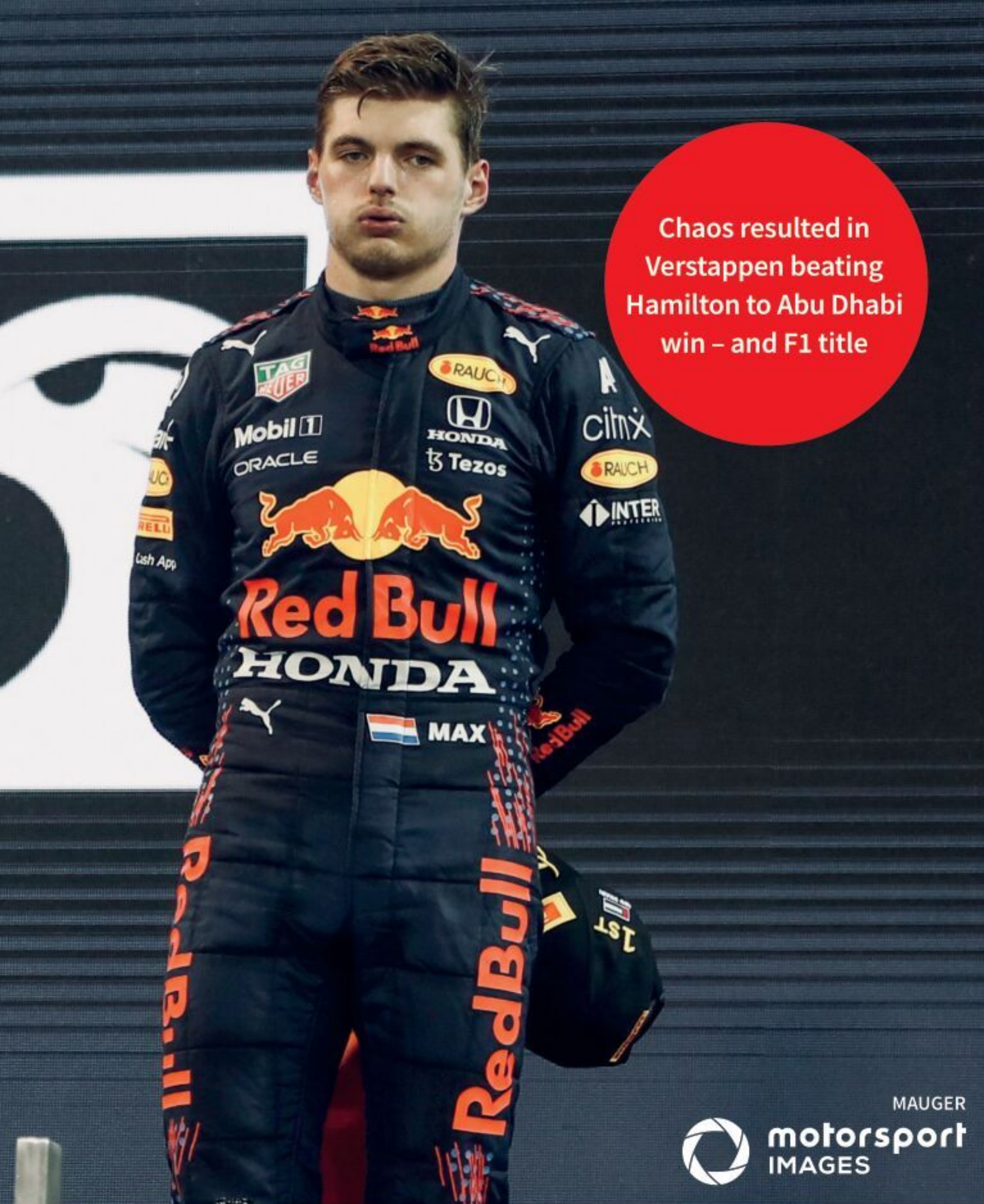
This could lead to changes within the FIA's F1 team, with the future of race director Michael Masi set to be a major decision facing the governing body. Sources have indicated to Autosport that confidence in Masi has been lost by a number of drivers and teams, due to the events in Abu Dhabi and other decisions during the season.

The reaction to the fight between Hamilton and Verstappen at Turn 4 at Interlagos left some drivers uncertain what was and was not permitted in on-track battles, while the handling of the incidents in Saudi Arabia also put race control in the spotlight.

Masi has proven to be a likeable figure in the F1 paddock since taking up the role in 2019 following



GALLOWAY/MOTORSPORT IMAGES



Chaos resulted in Verstappen beating Hamilton to Abu Dhabi win – and F1 title

MAUGER
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Brown says events are “symptom rather than cause”

TEE/MOTORSPORT IMAGES

the sudden death of Charlie Whiting. On a personal level, many would be sorry to see him leave. But there is a feeling from many that if he continued in the role, future decisions would always be overshadowed by what happened in Abu Dhabi.

The challenge for the FIA is the lack of obvious replacements for Masi, and this speaks to the need to restructure its F1 operations. One senior source suggested it is possible that Masi could retain his job so long as there is a proper restructuring of the FIA's F1 team to give him proper support. Ex-F1 driver and current Sky Sports pundit Martin Brundle said that removing Masi from his position would “not fix the problem” as “it's way too big a job for one person to handle in a 23-race season”.

McLaren CEO Zak Brown wrote in an open letter this week that the events in Abu Dhabi were “a symptom rather than cause” of the “systemic issues” facing F1's governance, calling on the FIA to provide a “stronger, more direct leadership” amid pressure from teams.

Hamilton is still yet to speak publicly since his brief parc ferme interview after his defeat to Verstappen in Abu Dhabi, making his future a continued point of intrigue with less than a month to go until Mercedes unveils its new car for 2022 on 18 February.

LUKE SMITH

➔ P12 F1 2022 ASSESSED



COATES/MOTORSPORT IMAGES

Alpine raises Prost's ire as Aston can Krack on

FORMULA 1

Former Aston Martin Formula 1 chief Otmar Szafnauer is poised to join Alpine in a senior role ahead of the new season as part of the French team's ongoing management shake-up, which has resulted in the departure of Alain Prost and Marcin Budkowski.

Weeks after claiming he had “no intention” to leave, Szafnauer parted company with Aston Martin earlier this month after 12 years at the squad. An Alpine announcement is expected soon.

Alpine confirmed last week that executive director and *de facto* F1 team boss Budkowski had left, while senior advisor Alain Prost (above) has also now departed the squad. Four-time F1 world champion Prost took on a formal advisory role with the team in 2019, but did not agree a contract renewal for this year.

Prost told French newspaper *L'Equipe* that he found the 2021 season “very disturbing” since he felt that “those who had been here for a long time had to go” under the leadership of Alpine CEO Laurent Rossi, who he said “wants all the spotlight”.

“Laurent Rossi wants to be alone, not to be annoyed by anyone,” said Prost. “He actually told me himself that he no longer needed an advisor.” Prost claimed he was offered a new contract, but refused because he saw “a real drive to sideline a lot of people”.

As well as bringing in Szafnauer from Aston Martin, Alpine is also

set to land one of its midfield rival's backers, BWT, which had a long-running relationship with the Silverstone-based squad dating back to its Force India and Racing Point days, when it served as the title sponsor.

Budkowski had been linked with a possible move to Aston Martin to serve as its new F1 team principal, but this role has been filled by former BMW motorsport boss Mike Krack.

Krack (below) oversaw BMW's racing affairs in Formula E and sportscars, and has F1 experience from the German marque's time in the series back in the 2000s, when he worked as an engineer with BMW-Sauber, including with current Aston Martin driver Sebastian Vettel as he took his first steps in F1. Krack was also head of track engineering for Porsche's LMP1 project.

Krack's replacement at BMW Motorsport is Andreas Roos, who switches over from Audi, where he was heading the forthcoming LMDh programme as manager of factory motorsport. Roos will now focus on BMW's impending LMDh programme as well as the new M4 GT3 contender.

LUKE SMITH & ADAM COOPER



BMW

New Porsche runs at Weissach test track...

WEC

The new Porsche LMDh is up and running. The hybrid prototype that will take the German manufacturer back to the pinnacle of sportscar racing in both the World Endurance Championship and the IMSA SportsCar Championship in 2023 ran for the first time last week.

The new car, running in camouflage livery, turned its first laps on the test track at Porsche's Weissach development centre last Friday. Behind the wheel was Frederic Makowiecki, who described the run as "a very positive roll-out".

"We could do some laps and the car was working as expected," continued the Frenchman, who was a reserve driver for Porsche's 919 Hybrid LMP1 programme.

"Now we have a good starting point to go forward."

The shakedown was called a "a very important step in the development process of our new WEC/IMSA contender for 2023" by new Porsche Motorsport boss Thomas Laudenbach.

The new car had been scheduled to run before the end of 2021, initially in early December and then in a slot just before Christmas. It is understood that delays in the arrival of parts forced the first run by any of the LMDhs planned for 2023 back into the new year.

More testing at Weissach is expected before development starts in earnest on a proper race circuit before the end of this month. Early testing will be in Europe rather than in North America, as had been planned to be close to the



headquarters of Team Penske and Multimatic Motorsport, whose next-generation LMP2 provides the car's structure.

More technical details of a car that shares its structure and running gear with the LMDh under development by sister marque Audi should be

released at this time. It is unclear, however, whether that will include the configuration of the engine common to both cars. A name for the car is likely to come later in the year when the programme is officially launched.

GARY WATKINS

...as Peugeot puts miles on wingless 9X8

WEC

Track testing of Peugeot's 9X8 World Endurance Championship contender has started without a rear wing. The French manufacturer began its development programme at Motorland Aragon this week with the car in a similar aero configuration to which it was unveiled last July.

The first laps in anger by the 9X8 Le Mans Hypercar were undertaken on Monday by Peugeot development and simulator driver James Rossiter. It was the start of a multi-day test at which Loic Duval, Paul di Resta and Gustavo Menezes were also present.

Peugeot has insisted since the launch of the 9X8 that it is on course to race the car without a conventional wing at the rear. But teaser photos from its shakedown at a proving ground in late December had the rear of the car blanked out. "Our calculations and windtunnel work have confirmed the pertinence of our decision



Look, no wing:
Peugeot 9X8
tests in Spain

to run without a rear wing," said Olivier Janssonie, technical director of the WEC programme at Peugeot Sport. "We expect it to be validated as we test at different circuits with differing characteristics."

Peugeot has confirmed that it will miss the 2022 WEC opener at Sebring in March. That means it will have to race in round two at Spa in May if it wants to compete in the Le Mans 24 Hours. WEC boss Frederic Lequien has stated that it must race at least once if it is to get an entry for the

blue-riband round in June.

Lequien also revealed in the wake of last week's publication of the WEC entry that it rejected an application from ByKolles with its forthcoming LMH. "The selection committee has decided that we do not have all the necessary criteria to accept this entry," was his brief statement. ByKolles is understood to have made the entry with its Gibson-engined LMH badged as a Vanwall, after the 1958 title-winning Formula 1 team.

GARY WATKINS

Ingram extends, Shedden stays

BTCC

British Touring Car Championship nearly man Tom Ingram has taken himself off the driver market until 2024 by agreeing an extra season with Excelr8 Motorsport beyond his current two-year stay, while three-time champion Gordon Shedden looks certain to stay at Team Dynamics in 2022.

Ingram joined Excelr8 last season on a deal encompassing 2021-22 to pilot its Hyundai i30 N. His win at Snetterton was Excelr8's first BTCC triumph, he went on to score two more victories, and finished fourth in the points. Now he has extended the relationship to include 2023.

Team and driver are clearly extremely happy together, but it is unusual for a top-liner to take himself out of the driver-market equation at such a premature stage. Autosport understands that there has been a change of commercial circumstances for both Ingram and Excelr8, and that the 28-year-old is key to a new two-year tie-up yet to be announced by the squad.

"We are thrilled to have Tom with us for at least two more seasons," said Excelr8 owner Justina Williams. "He is an excellent team leader, with an exemplary attitude and



Ingram leads Shedden in controversial race at Donington in 2021

JEP/MOTORSPORT IMAGES

approach that inspires everybody to raise their game. I said it when he joined us and I'm even more convinced of it now – Tom is undoubtedly a champion in waiting."

Shedden's seat alongside Dan Rowbottom in Dynamics' Honda Civic Type Rs appears to be a formality. "Our intention is to run 'Flash' and 'Rowbo,'" said team boss Matt Neal. "One of our strengths has always been continuity. We didn't have a fab year last year, but sometimes the ball didn't roll our way." About the team's third driver, he said:

"That's lower on the list – we've been primarily trying to sort the hybrid."

Meanwhile, BTCC veteran Tom Chilton has been firmly linked with an Excelr8 seat alongside Ingram after a year with the Ciceley BMW squad. "Tom Chilton is definitely one of the drivers we'd love to see in the team," said Williams, who would not be drawn on reports that the team has pressed the green light on its project to run a bespoke Swindon-built Hyundai engine.

MARCUS SIMMONS



CANTRELL/MOTORSPORT IMAGES

Montoya, Kanaan for Indy 500

INDIANAPOLIS 500

Indianapolis 500 winners Juan Pablo Montoya and Tony Kanaan will be back in the field for the 2022 running of the event. Montoya will drive Arrow McLaren SP's third car for a second successive year, while Kanaan will line up in a fifth entry for Chip Ganassi Racing.

Two-time winner Montoya's outing last year was his first since 2017, and the Colombian, now 46, pipped Kanaan into ninth position. Kanaan, 47, contested an oval-only schedule with CGR last year in place of Jimmie Johnson, but the NASCAR superstar's decision to go for a full season in 2022 consigns the Brazilian to the 500 only.

"I'm really happy to be back," said Kanaan (left). "Obviously with my partner in crime Jimmie doing a full season, a lot of people were asking questions, but it was never a doubt that we were finally going to race together. I think it's great for the 500. I think it's great for Jimmie."

Elsewhere, Conor Daly has secured the #20 seat at Ed Carpenter Racing alongside Rinus VeeKay for the full season. Team boss Carpenter has this year committed only to the Indy 500 in a third car, but could add the other oval races. Tatiana Calderon has made the switch from Super Formula and will pilot a third machine from AJ Foyt Racing in the road and street races.

DAVID MALSHER-LOPEZ

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Injured Wickens to race again in 2022

IMSA

Robert Wickens is “aiming big” on his return to racing, three years after the IndyCar crash that left him with a spinal injury that curtailed his topline open-wheel career. He will race in the TCR class of IMSA’s Michelin Pilot Challenge this season in a Hyundai Elantra N run by Bryan Herta Autosport, with fellow Canadian Mark Wilkins.

Wickens will use a specially modified steering wheel fitted with hand-controlled brake and throttle systems, which Wilkins will be able to switch on or off during their driver change. He will make his racing

return at Daytona at the end of this month, in the 24 Hours support race, and is aiming high from the start of the season.

“Aim big, right? Let’s go for the win,” he said. “It’s not every day you can jump in with a team that’s won multiple championships with a champion team-mate. I couldn’t be in a better place. I felt I was forced to leave in 2018 at almost the peak of my career. I felt great, never felt fitter, never felt stronger. I was driving the best I’d ever driven. And I wanna hit the ground running where I left off — challenging for victory and the podium.”

Since his 2018 accident at Pocono, Wickens has attempted to regain mobility

in his legs. Now resigned to his recovery having plateaued, he has pressed ahead with working out the hand-control system after a ‘trackday’ at Mid-Ohio last May in the Hyundai of paralysed racer Michael Johnson (with Wickens, above), who remains with the factory-blessed BHA squad for 2022.

“There are a lot of emotions, a lot of gratitude for sure, to Bryan Herta Autosport and Hyundai for giving me this opportunity,” added Wickens. “It took a lot of hard work, a lot of dedication, but also I wouldn’t be here without a lot of support from a lot of really good people behind me.”

CHARLES BRADLEY

Toyota gears up to replace Lexus in GT3 ranks

GT3

Toyota has unveiled a show car that hints at a future involvement in the GT3 class. The GR GT3 Concept given a debut at the Tokyo Auto Salon last week suggests that the Japanese manufacturer is gearing up to take the baton from its Lexus sub-marque in the world of customer GT racing.

The car shown in Tokyo was not based on an existing model, but Toyota has outlined an intent to develop race car and road car in parallel as part of its

“driver-first” business model.

It stated that it wants to “provide attractive cars that customers participating in GT3, which is the pinnacle of customer motorsports, would choose”.

Toyota Gazoo Racing president Koji Sato suggested that a prototype could be up and running before the end of this year. But no technical details of the new car were disclosed in Tokyo, and exactly when the car might be ready to join the GT3 arena is far from clear.

GARY WATKINS





Red Bull juniors flood F2 grid

FORMULA 2/3

When Red Bull communicated last Friday where its junior drivers are racing this season, it came amid a clattering of dominoes as the FIA Formula 2 and 3 grids for 2022 started falling into place.

For those who followed the post-season tests there are few surprises. Jehan Daruvala heads back to Prema Racing, where he contended for the 2019 FIA F3 title, after two years in F2 with Carlin, and he is joined Dennis Hauger, who won the F3 crown with the Italian squad last year. Red Bull splits up its 2021 Hitech GP pair of Liam Lawson and Juri Vips, with the Kiwi heading off to Carlin and the Estonian staying put. Ayumu Iwasa, who showed flashes of form in his rookie F3 campaign, makes the step up with DAMS.

In F3, Red Bull has transferred exciting American Jak Crawford from Hitech to Prema, where he will line up alongside Ferrari Driver Academy proteges Ollie Bearman (previously announced) and Arthur Leclerc, who stays on for another year. Red Bull's Aston Martin Autosport BRDC Young Driver of the Year finalist Jonny Edgar gets a switch from Carlin to Trident, while Formula Regional European

by Alpine talent Isack Hadjar is promoted onto the programme — the Franco-Algerian will race with Hitech.

Just a couple of years on from its massive involvement in F2, Ferrari no longer has any of its youngsters in the upper echelons of the single-seater ladder. Marcus Armstrong, who tested with Hitech post-season, has left the FDA, while IndyCar-bound Callum Iltott is on what has been described as a “gap year”. Hitech has not yet assigned its other seat.

Outside the F1 junior programmes, the announcements have come thick and fast across the F2 and F3 grids. Van Amersfoort Racing, a newcomer to the Bruno Michel-run series, named single-seater veteran Jake Hughes as its first F2 driver — a maiden full campaign in the series for the Brummie. VAR's Euroformula Open ace Cem Bolukbasi also has an F2 seat — the Turkish Esports star will line up at Charouz Racing System. Aussie Calan Williams steps up from F3 with Trident.

Meanwhile, in F3, Juan Manuel Correa continues his career recovery following the serious injuries he sustained in the 2019 Spa F2 crash that claimed the life of Anthoine Hubert. Correa will remain on board with ART Grand Prix.

IN THE HEADLINES

BATHURST 12H IN MAY

The Bathurst 12 Hour, the opening round of his season's Intercontinental GT Challenge, has been set back to 15 May. Event promoter Supercars, IGTC organiser SRO and the local authorities have agreed on the postponement from 27 February due to COVID quarantine regulations.

ROSSI IN AUDI FOR SEASON

Seven-time MotoGP world champion Valentino Rossi will race in the full GT World Challenge Europe in 2022 with the WRT Audi squad. The Italian, who is swapping to four wheels full-time after calling time on his bike career, will race in the Pro class of the Endurance and Sprint Cup legs with so far undisclosed team-mates from the Audi factory roster.

VILLENEUVE EYES DAYTONA

Jacques Villeneuve, the 1997 Formula 1 world champion, could contest next month's Daytona 500. The Canadian, a race winner in the EuroNASCAR series, spent two days testing at Daytona last week in the Ford of Team Hezeberg, a Dutch-run squad that is planning a NASCAR Cup move.

ENGSTLER GOES TO HONDA

Team Engstler has jumped ship from Hyundai to Honda for this season's World Touring Car Cup. The squad will run Civic stalwart Tiago Monteiro and Attila Tassi in the series. Munnich Motorsport has run all four WTCR Hondas of late, and is believed to be likely to continue with a two-car effort for the marque's other works drivers, Nestor Girolami and Esteban Guerrieri.

FULL ASIAN REGIONAL FIELD

A 28-car grid will line up for this weekend's Formula Regional Asian opener at Yas Marina. Among the latest additions are FR European stars including Mercedes F1 junior Paul Aron (Prema), Gabriele Mini and Isack Hadjar (Hitech), and Hadrien David (3Y by R-ace). FIA F3 racer Jak Crawford is also in the Prema squad.

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Second time's a charm

Mick Schumacher's capacity for self-improvement was obvious, and widely noted, as his rookie F1 season progressed. Now he's itching to get back into the fray

LUKE SMITH

Bearing Formula 1's most famous surname always meant that Mick Schumacher would struggle to go under the radar through his rookie season in 2021. Racing for the backmarker Haas squad, which opted against any development of its car so it could focus on the new regulations for 2022, Schumacher was able to get to grips with life in F1 with fairly low stakes. Haas failed to score any points and, while Schumacher didn't put in the kind of stunning campaign for a minnow squad *a la* Fernando Alonso at Minardi in 2001 or George Russell at Williams in 2019, there were plenty of encouraging signs.

Schumacher was able to outclass fellow Formula 2 graduate Nikita Mazepin across the garage, winning their qualifying head-to-head 20-2 and only finishing behind the Russian in the race on three occasions. But it nevertheless required a shift in mentality for Schumacher, who stepped up as F2 champion.

"For people that know and understand the sport, they'll see what I do," he says. "But for people that are maybe not as into it, they'll just see me driving in the back and they'll wonder why, because they've seen me winning championships before. So it's a bit of a different approach."

Dealing with two rookies was new territory for Haas and its F1 boss, Gunther Steiner, given that the team had previously fielded drivers with grand prix pedigree. "It has been an

"Vettel has aided Schumacher's career, having benefited from Michael's guidance"

experience, I can tell you that!" Steiner jokes, having seen Schumacher and Mazepin have their fair share of rookie crashes, as well as sparring over team orders and almost colliding on-track a couple of times.

Yet come the end of the season, Haas found itself within spitting distance of lower-midfield rivals Williams and Alfa Romeo. Schumacher qualified within two tenths of a second of an Alfa Romeo in both Qatar and Abu Dhabi, and was even less than a tenth off Aston Martin's Lance Stroll in qualifying for the Saudi Arabia race around a 3.8-mile lap. It was a progression that Steiner "could not believe" – "I don't get it with a car that's almost two years old."

The impact of Schumacher's progression in cutting this gap was clear to Steiner: "You can see it race by race,

he's more comfortable with the surroundings. He's just growing and maturing in all areas. When it comes to how he conducts the weekend, he's much more relaxed. A lot of things are automatic, he doesn't have to think about simple things. He can focus on getting the last bit out of it, and that normally makes you faster."

Schumacher agrees with Steiner's assessment, explaining how his comfort has grown and given him more confidence on-track. "I know what I have to do, I know what I can do and what not to do," he says. "And I know that I'm allowed to put out elbows, even if it's Sebastian [Vettel] coming by! So yeah, there's definitely a lot of mentality that has changed during this season."

Schumacher's progression towards the end of his rookie season was not only noticed within Haas. Ferrari was so impressed by what it had seen that it named Schumacher as its reserve driver for 11 of this year's 23 races, sharing the role with Antonio Giovinazzi. Should anything prevent Charles Leclerc or Carlos Sainz Jr from racing this year, it is possible that a Schumacher would race for Ferrari in F1 once again.

"I think Mick through the season did well," says Ferrari team principal Mattia Binotto. "He improved himself, not only in terms of consistency, but also in terms of speed. If I look at the last races, he was a lot closer to the cars ahead, while Haas didn't really develop the car at all. So the fact that he was closer proved that he had a good improvement on the speed itself."

Vettel has been a key figure in aiding Schumacher's career, having benefited from Michael's guidance when he first entered F1. He's also full of praise for the job Mick has done: "He did an incredible job with such a poor car to reach Q2 a couple of times, to have strong showings in the race, fight some of the cars that are much faster, or stick with the cars that are supposed to be much faster. That's a great effort, and even more so, I think it's been a huge lift for the entire team."

This kind of progress from Schumacher is nothing new. In Formula 3 and Formula 2, he made huge steps in his second season, going from a midfield runner to becoming championship winner in both categories. To expect a similar step with Haas would naturally be too much of an ask, yet it points to his ability to learn and develop that has carried over to F1.

It's little wonder that Schumacher is therefore excited to get back in action this season, hopefully armed with a car capable of fighting for points on a regular basis. "The car looks to be very positive, from what I see and hear," he says. "So I have great expectations. Hopefully they'll meet my expectations on-track." ❧

➔ P12 F1 2022 REVEALED

YOUR SAY

Track limits should be rigorously enforced, and the track treated as if it is a street circuit bounded by walls, where going off the circuit involves a major accident

DAVID PETTY

Reduce the need to exercise judgement

Following the events at Abu Dhabi last year, I believe that the rules of F1 racing should be changed to reduce the need for the race director and stewards' judgement.

First, new safety car rules. The basic principle of the safety car should be: (a) to protect drivers, marshals and trackside workers; (b) to preserve the race positions and not give random advantages to different drivers otherwise F1 becomes an entertainment circus.

To this end the rules should be simple. The preferred safety car should be the virtual safety car. All cars are to reduce speed and keep their relative time positions on the track. Any driver trying to close on to the car in front should be warned and/or penalised. Under the actual safety car, all cars required to travel at the safety car's speed and keep their relative time positions on the track. Any driver trying to close on to the car in front should be warned and/or penalised.

If the race is paused, and the cars are brought into the pitlane for a restart, this restart should be behind the safety car, taking at least two laps for the cars to get their time spacing to be the same as it was before the race was paused. No pitstops/tyre changes under the safety car except for punctures and bodywork repairs. To discourage teams from pretending to have a puncture, the stops should include a 10-15 second hold so the car comes back onto the track either in the position it would have rejoined under normal racing conditions or behind it. Lapped cars should remain where they are as they are a natural hazard and part of the race.

Second, track limits. These should be rigorously enforced, and the track treated as if it is a street circuit bounded by walls, where going off the circuit involves a major accident. Any driver forcing another car to leave the track to avoid an accident should receive an instant drivethrough penalty and two points on their licence. A second offence should involve a more severe penalty such as starting at the back of the grid at the next race.

Some of these suggested changes will be controversial, but I believe they will result in fairer and safer racing. After all, without the halo Lewis Hamilton would have been killed in 2021.

Dr David Petty, former Lecturer in Aerodynamics (Queen Mary University of London) and Senior Lecturer in Race Car Aerodynamics (Kingston University)



Call for change goes beyond safety car rules

The FIA's ongoing study into safety car issues at Abu Dhabi is clearly important to try to keep Lewis Hamilton in the sport, as (even if you are a Lewis hater) a seven-time champion leaving F1 on widely perceived grounds of grossly unfair officiation is massively damaging.

The need for change is much wider, with a number of other issues to be resolved: 1. Driving standards, particularly overtaking, what space should be allowed? What is alongside? This was far from clear or consistent in 2021. 2. Penalties: do these need to be increased given the mess of the Saudi GP and Monza, Silverstone, etc? 3. Circuit design is approved by the FIA, but the Saudi track was unnecessarily dangerous, with blind bends. 4. The structure of the race management team needs to change, with more support around the race director and a higher level of stewards (above the race stewards) for end-of-race appeals.

The FIA needs to re-establish F1 as a proper rules-based sport. Will manufacturers risk brand exposure to apparently arbitrary rulings which affect championships?

This is a major challenge for the FIA and their early response has been poor. They will need to do a lot better to be anywhere near putting F1 officiation on the right track.

Tim Minett
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F1 2022

REVEALED

Formula 1 cars will look very different this year as the long-awaited fresh rules finally arrive. Here's what to expect

JAKE BOXALL-LEGGE

3D ARTWORK MATTHEW FIVEASH

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A

full year after Formula 1’s reimagining of ground-effects was supposed to underpin an all-new aerodynamics package, the long-awaited technical overhaul finally enters from stage left in 2022.

But the changes have a lot to live up to. The 2021 contest proved to be one of the best F1 seasons in years, with exciting races providing a more than adequate stage for one of the all-time greatest championship battles to claim the globe’s attention – and it did that with the old cars.

This year’s fresh aero package has promised to add closer racing and afford a greater chance for drivers to overtake on track. Let’s hope F1 can cope with the hype.

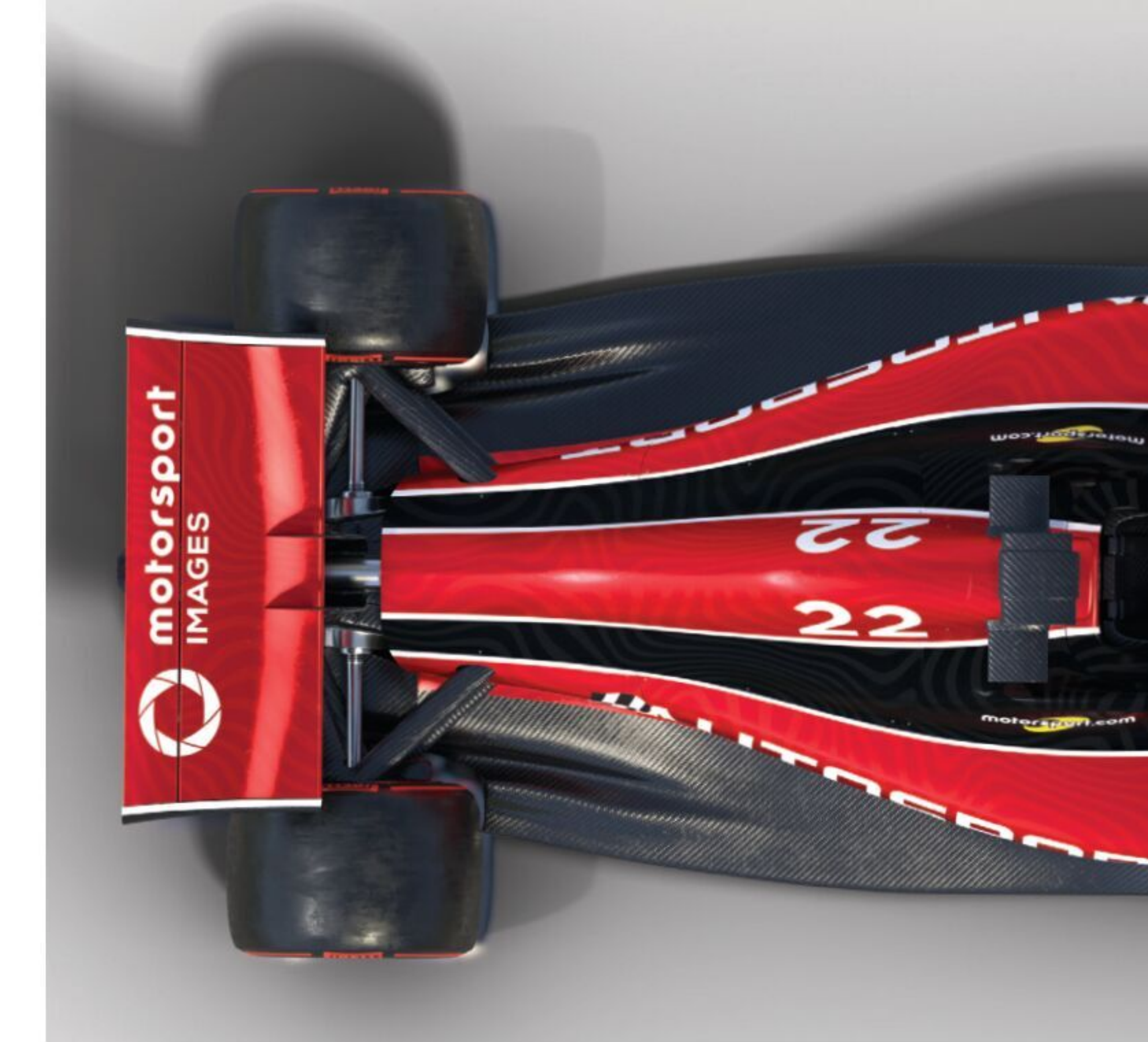
If it feels like a long time since the rules were first announced, that’s simply because it is. F1’s first concept model was unveiled in the latter half of 2019, and the planned 2021 date for the new regulations to come into effect was delayed by the ol’ you-know-what throwing a virally contagious spanner in the works. Luckily, that had the side effect of placing the bulk of design and development for 2022 under the remit of a cost cap, which would not have been possible with a 2021 start date. Therefore, the overhaul in technical regulations acts as something of a soft reset, and it’ll be impossible to predict the pecking order until the season kicks off properly in Bahrain. Not that this is ever going to stop us trying, of course.

What we can do is explore what the 2022 regulations are and what they mean for the teams’ design departments across the grid as they sink their teeth into them. There’s also a smattering of other changes afoot in 2022, when a slightly reshuffled field takes on the championship’s biggest-ever calendar.

F1’S AIMS FOR 2022

When outlining the new car concept, F1 and the FIA sought to solve a problem that had irked the championship for decades: a lack of close racing and overtaking resulting in a series of bland races. F1 had tried to solve that problem in 2009, with the skinny rear wing and wide front-wing geometries aiming to restrict the effect of wake when following another car, but undid that work eight years later to make the cars faster. Paddy Lowe, at that time the Williams technical

chief, described the 2017 changes as “directionally incorrect” in creating a



“THE FIGURES PAINT THE PICTURE THAT CARS WILL BE ABLE TO RACE AT MUCH CLOSER QUARTERS THAN WE’RE USED TO”

more serviceable visual product on-track, and so 2019’s adjustments were made to roll ever so slightly back on those changes.

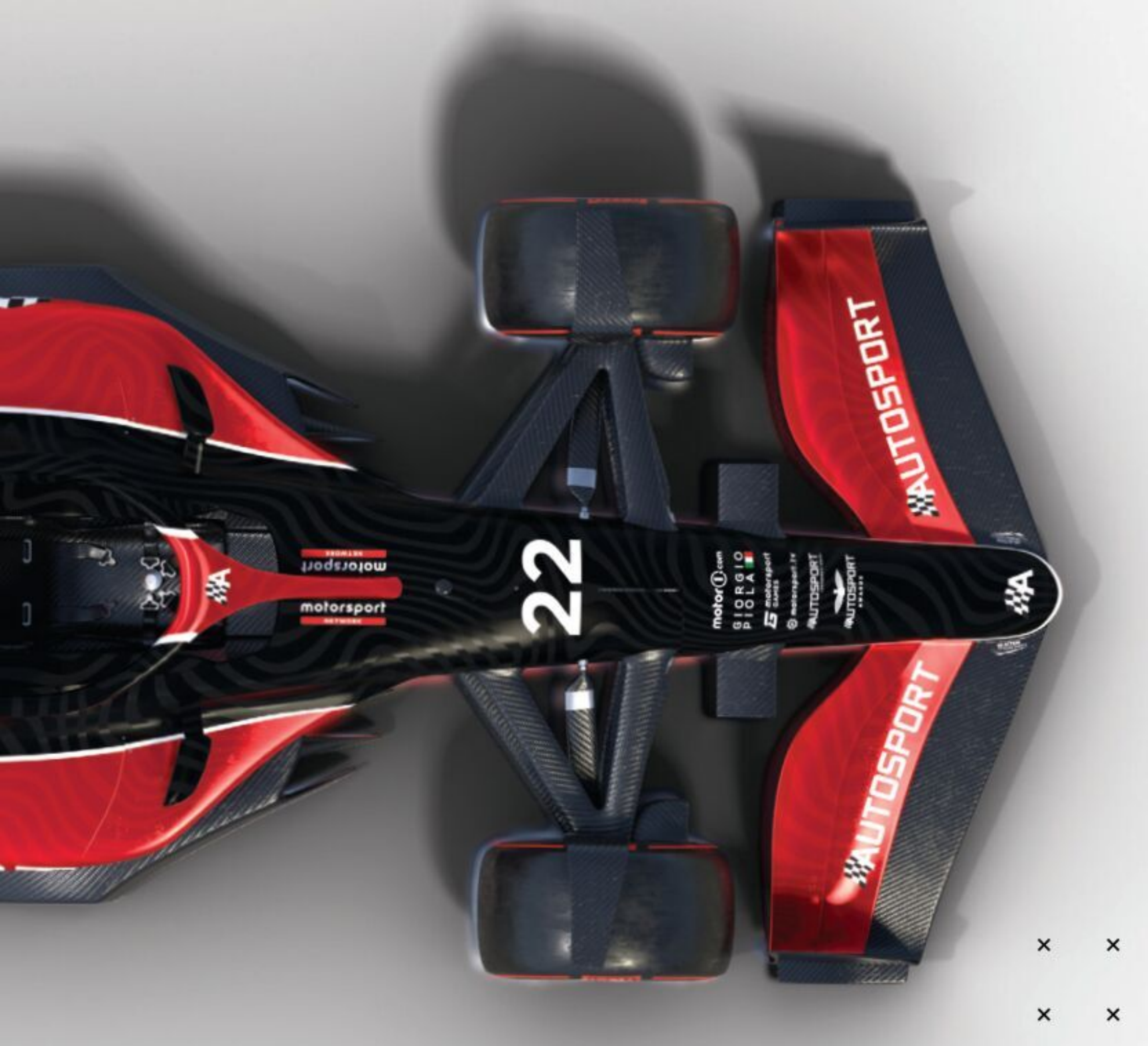
Thing is, F1 has struggled to host consistently exciting races throughout its history – it’s not just a modern-day problem. The definition of the new regulations has hence been carried out in a manner unlike previous amendments to the rules, using numerous simulations and models to lessen the impact of the ‘dirty air’ that pervades every attempted overtaking move and washes the chasing car away. The danger here is that F1 has attempted to control the inputs with tightly regulated bounding boxes and standardised parts to get the effect it wants, which some consider anathema to the creative licence designers have previously been afforded.

But can you argue with the apparent figures that F1 has presented? According to the CFD simulations conducted comparing 2019’s cars to a 2022 concept, F1’s 2022 model retained 86% of its downforce when following one car length behind another, compared to the 55% retained in the same scenario for the 2019 car. Even as far as seven car lengths



Deflector above the front wheels introduced to control turbulence





Ground-effect is back, using Venturi tunnels to produce drop in pressure

behind, the 2019 car only produces 79% of its total downforce, while the 2022 car reads at 98%. Although it's all very well to marvel at the figures in a graph, it's difficult to know what scenarios these figures extend to. Regardless, if they're applicable to all sorts of corners, then the figures paint the picture that cars will be able to race at much closer quarters than we're used to.

You must admire F1 and the FIA's dedication to the cause, given its propensity to dilute past rulesets following lobbying from the teams. In the past, technical working groups helmed by the biggest teams' engineering figureheads have lobbied for changes that benefit them, but the 2022 rules have been left relatively unfettered by turkeys unwilling to vote for a full Christmas dinner. There's still been a little influence from teams' vested interests, but thankfully nothing that should detract from F1's targets on-track.

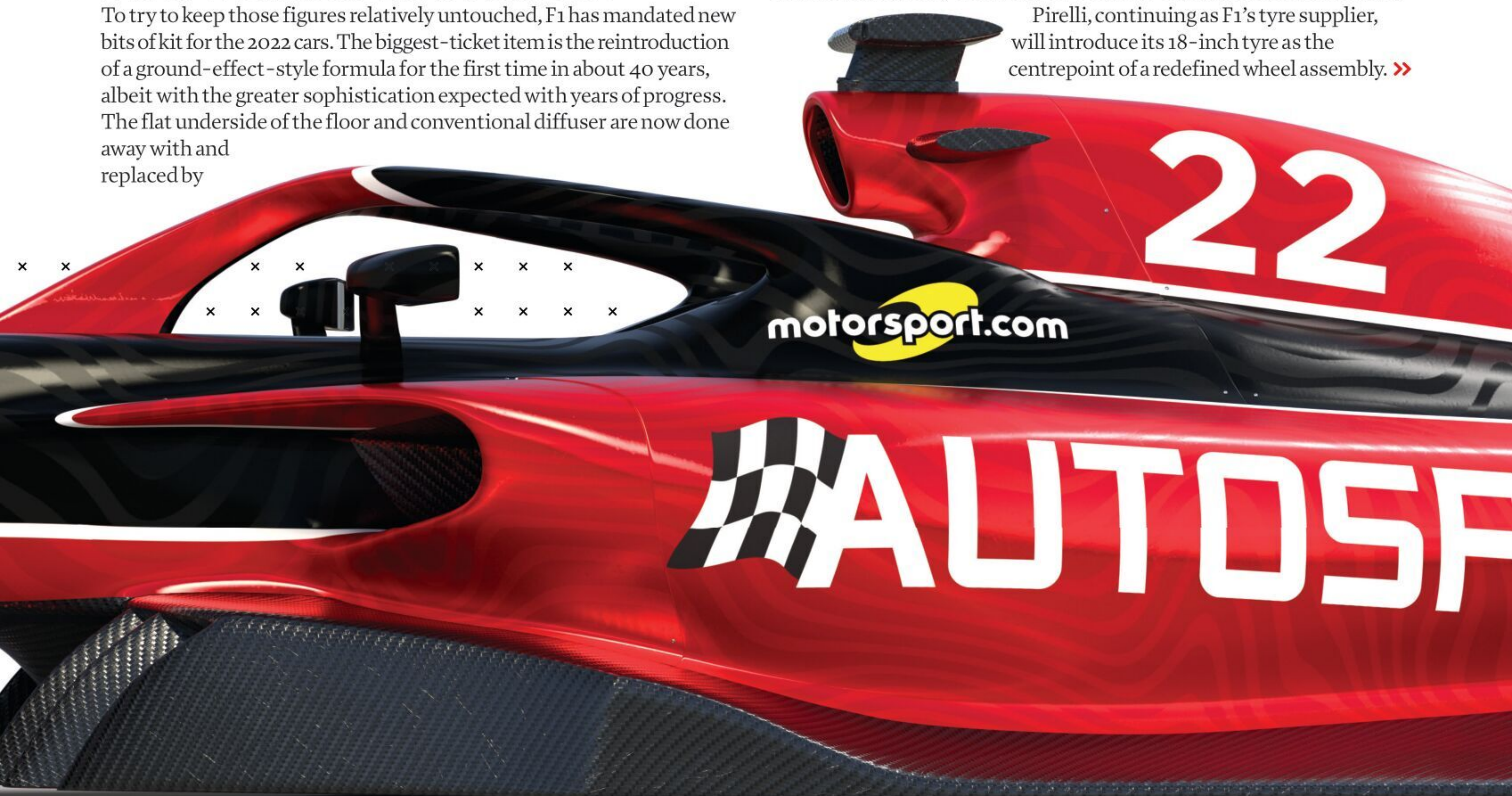
A NEW TECHNICAL BATTLEGROUND

To try to keep those figures relatively untouched, F1 has mandated new bits of kit for the 2022 cars. The biggest-ticket item is the reintroduction of a ground-effect-style formula for the first time in about 40 years, albeit with the greater sophistication expected with years of progress. The flat underside of the floor and conventional diffuser are now done away with and replaced by

Venturi tunnels, which are designed to create greater airflow acceleration, producing the drop in pressure associated with the production of downforce. By relying on the floor for more of that downforce, F1 has done a lot of trimming to the body aerodynamic parts to lessen the wake and try to develop that much-coveted closer racing experience. The rear wing, for example, has shed its conventional wing planes and endplates to become a one-piece design that curls around from the horizontal components to the vertical parts with no exposed edges, limiting the amount of turbulence shed from it.

The desire to limit the exposed edges extends to the front wing too, where the endplates bend upwards akin to something you'd be more accustomed to seeing on a jet liner. The tediously named 'Y250 vortex', the airflow rotation you'd get from the exposed front-wing-element tops, is thankfully gone since the front-wing elements clip directly onto the nosecone. The increasingly complex bargeboards are gone too, having become ridiculously detailed after their full-size reintroduction in 2017.

Pirelli, continuing as F1's tyre supplier, will introduce its 18-inch tyre as the centrepiece of a redefined wheel assembly. >>



Wheelcovers return, while F1 has introduced a deflector above the front wheels to control the amount of turbulence produced as they rotate. Ditching the long-serving 13-inch tyre for the 18-inch construction will introduce a change in the overall handling characteristics, since the sidewalls will naturally prove to be stiffer owing to the larger wheel diameter, but the teams will undoubtedly try to compensate for the changes in their suspension set-ups.

Torsion bars will no longer be permitted for use as suspension springs. Instead, the rules mandate a return to a coil-over-damper arrangement to simplify the geometry, while the ‘third element’ intertars are removed entirely. This has been done to limit any trickery with hydraulic systems, closing off several avenues that vehicle dynamicists have explored over the previous few seasons.

The wheel rim covers haven’t been an entirely popular addition after they were outlawed at the end of 2009, but have been introduced as a standard component to yield the airflow targets around the front

“THE REVISED AERO SPECIFICATIONS WILL HELP THE FOLLOWING CAR CATCH THROUGH THE CORNERS, BUT AT A COST”

wheels experienced in the simulations. To tighten things up further, the FIA has categorised every part on an F1 car into four groups, expanding beyond the ‘listed’ and ‘non-listed’ designation implemented previously.

Listed parts remain those that the team must design itself and own all the intellectual property rights for, but there are fewer of them as F1 seeks to prioritise its dirty-air studies and hand teams a greater bevy of standardised parts. Those parts, known officially as “standard supply components”, now include the reintroduced wheel covers, the wheel rims themselves, along with the fuel pump assembly to cut costs on non-performance related items. There’s also a subset of listed parts where the teams must manufacture an item to a prescribed design, like the wheel deflector.

Teams can still make use of ‘transferable components’, such as the powertrain assembly, suspension and gearbox. This allows the likes of Haas and AlphaTauri to continue operating with several components from their ‘parent’ teams, while Williams will expand its powertrain deal with Mercedes to include gearboxes from 2022. The final categorisation includes open-source components, where any designs will be uploaded to a common server and be made royalty-free for use by other teams. Mostly, this includes parts usually supplied by a third-party such as brake assemblies, DRS actuators and steering wheels.

The technical regulations have not just been overhauled in their intent, but also in their wording; previously, bounding boxes were defined by a series of measurements, planes and datum points, but now they refer to a series of computationally defined boxes that designers have to work to in a CAD package. This is part of the FIA’s



Front-wing elements are fixed directly to the nosecone

updated scrutineering system, in which it collects all completed CAD assemblies from teams and uses them to determine at a glance whether a car is illegal during pre-event checks. Those changes sit very much behind the curtain, but it’s good to see the FIA contemporise.

There are precious few changes to the power unit designs, however. It comes as part of a freeze to allow Red Bull to keep operating the Honda powertrain package under its own steam, following the Japanese manufacturer’s decision to withdraw at the end of 2021. That’s probably been the largest level of lobbying regarding the 2022 rules but, given that Red Bull had a dearth of other options, few would argue against the freeze. Instead, plans for an all-new powertrain configuration have been kicked into 2026, with the much-criticised MGU-H facing the scythe’s remorseless swing as F1 attempts to lure Audi and/or Porsche into its den.

As a makeweight step between now and 2026’s revised power units, F1 introduces E10 fuels for 2026 – that’s replacing 10% of the overall fossil fuel volume with ethanol. This forms the first step on F1’s journey towards employing wholly sustainable fuels with a significantly reduced carbon impact. The E10 will initially hinder teams with a slight drop in overall performance, but the oil giants tasked with churning out racing fuel will inevitably find ways to make up the shortfall.

WILL THE NEW AERO TARGETS WORK?

Having a technical overhaul to shake up the order is all well and good, but will the changes actually yield more exciting races? McLaren star Lando Norris raised a very salient point about F1’s aims to reduce the overall dirty-air situation; the revised aero specifications will help the following car catch through the corners, but at a cost.

“Everything that they are doing for next year is because they want to try to make the cars better to race and so on,” Norris explained. “But of course if there’s less dirty air while following, there is also less





Complex bargeboards
are gone, and front and
rear wings simplified

x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x



x	x
x	x
x	x

slipstream. It's like gaining in one area and then losing in another because they are quite related to each other. So I hope it's better."

Norris's assessment is pretty much spot on, and many often forget that wholesale changes do have big consequences. To alleviate the reduced potency of the slipstream, DRS will remain for 2022 as F1 assesses the possibility of reducing its reliance on the system later down the line. It also depends on how much the teams are able to explore the bounds of the regulations; creating cars that race competitively on track is not at the top of a team's list of concerns, and they'll be looking to fight against that tide.

But it's too early to say how things will play out. If the 2022 rules can bring previously unloved circuits to life with great racing, close-quarters skirmishes and overtaking that extends beyond DRS zones, F1 can consider it a job well done.

HOW WILL THE NEW CARS DEVELOP?

One thing's certain when you consider the cumulative effect of the new technical regulations and the cost caps: there won't be as much in-season development compared to previous years. And there are additional sporting regulations in play, whereby simulation time in the windtunnel and in CFD is restricted depending on your constructors' championship position.

Keeping the bean-counters happy will be the primary restriction on development as the cost cap drops to \$135million for the 2023 season, but this could have a knock-on effect on any teams who struggle to pen a functional car from the get-go. But there's still some leeway to develop, and Ferrari sporting director Laurent Mekies says that teams won't be left "screwed" with a difficult start — and, like any other season, any difficulties in testing will provide a focal point to develop towards.

"No, I don't think you are screwed [with a difficult start]," Mekies explained. "I think you put the car on the ground, and you start to check if you measure what you were hoping to measure. And if not, you try to fix that, as you have done the last 40 or 50 years. It doesn't matter if the car is new. We had a different shape in the past, so we are

supposed to be able to, even more now than 20 years ago, to simulate, to understand the flow and to understand how it's working. So first you try to get on the track what you think you should have. Then where that puts you compared to the opposition, it will just be the push on your development."

In 2021, flexi-wings cycled back into F1 parlance to add another hot coal into the incandescent Mercedes and Red Bull battle. It should be less of a concern in 2022, given the increasing stringency of the load tests, but McLaren technical chief James Key says that there are several new areas on this year's cars that could be exploited.

"Some of the tests are more stringent," Key explained. "Rear-wing tests, for example, will be a little bit tougher and some of the things that happened earlier in the year with these areas have carried through to 2022 — and I think there is a lot of attention being paid to that."

"The front wing in 2022 is a massive thing, but it still has a very stringent set of guidelines on stiffnesses. There'll always be a few tricks to play, but I don't think there's going to be something easy to exploit."

"You've got a couple of different components on the car, the ground effects of the floor and beam wings are back again now, which can have a certain level of stiffness, which you could exploit legally. So there are various new tools to play with in 2022, and it will probably become some form of issue I'm sure. But it's not something the teams or the FIA are ignoring; it is a fairly clear area where we are very careful to regulate correctly."

It's also expected that, with the tightest regulatory boundaries ever recorded in F1's history, the 2022 formula will rapidly approach convergence in design concepts. If you're a fan of closely contested seasons, that can only be a good thing, but there's also a chance that you'll have to wait for that. This season will be won by the team that understands the new rules the quickest but, as convergence begins to take effect and returns diminish, 2023 and 2024 could theoretically herald the tightest margins ever seen in F1. >>

WHAT ELSE IS NEW?

The new rules aren't the only thing that will throw up some interesting questions and answers. From the size of the calendar to new driver line-ups there are plenty of subplots

JAKE BOXALL-LEGGE

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IS THE CALENDAR TOO MASSIVE NOW?

With 23 races on the bill, F1's 2022 calendar is the largest yet. It's not the longest, however, with those 23 rounds stuffed into an eight-month window, necessitating the use of seven double-headers and two triple-headers to complete the exhausting schedule.

Following their respective COVID-enforced layoffs, the Australian, Canadian, Japanese and Singapore Grands Prix make provisional returns to the calendar, although Australia concedes its usual status of season-opener to Bahrain. The Turkish and Portuguese races are (for the moment, depending on the whims of a pandemic) off the table after their admirable stints as replacement rounds, and the Red Bull Ring will host just one race. Qatar also takes the year off as it focuses on shoehorning the FIFA World Cup into the winter months.

The United States has finally, following the failure of the expected New Jersey race in 2013, put together a second round for this year's championship, with Miami hosting F1's newest event around the Hard Rock Stadium. So the US stages two GPs for the first time since 1984, back when Dallas and Detroit assumed hosting duties.

But at what point does the F1 calendar stop its continued growth? It's great to see the championship still proving to be an attractive event across multiple continents but, with plans for a third US race along with the desire to complete a continental full-house (Kyalami, anyone?), the ever-swelling race schedule might be reaching saturation point. That said, we suspect F1 has reached it already...



Six of the 23 races will also host sprints, up from last year's trio of Saturday races at Silverstone, Monza and Interlagos. Of the three, Interlagos was the most spectacular, albeit aided by Lewis Hamilton's white-knuckle charge through the field after getting thrown out of qualifying for a DRS-related technical infringement. The Brazilian venue is expected to keep its sprint status, while Bahrain, Imola, Montreal, Red Bull Ring and Zandvoort are set to host the other five sprints.

The sprint format is subject to change, with discussions over its effect on the grid for Sunday's GP believed to be ongoing. It may be that Friday qualifying sets the grid for Sundays and that the Saturday sprints are open to a reversed-grid arrangement in the manner of those seen in Formula 2 and Formula 3, but it depends on the teams' contentment with that arrangement. Allowances for damages incurred in the sprints are also on the teams' agendas, complicated by the limitations of the cost cap.



RETURN OF THE PRODIGAL ONE

Now that Max Verstappen has deposed Lewis Hamilton as champion, the Dutchman's title triumph has led nicely to a racing return for the number 1. Hamilton notably felt uncomfortable running #1 following his title-winning years and, following F1's shift to personal driver numbers, opted to continue with his own number 44.

Although Hamilton used it for a single Abu Dhabi practice session following his 2018 title win, the #1 sticker hasn't been seen on F1's entry list since Sebastian Vettel wore it in 2014. Nico Rosberg's sudden retirement after his 2016 drivers' championship win meant that it has remained unused since then, but Verstappen has elected to give the first prime number a revival. With his team-mate Sergio Perez running the number 11, it means that the Milton Keynes squad only has to blow its budget on a single digit.

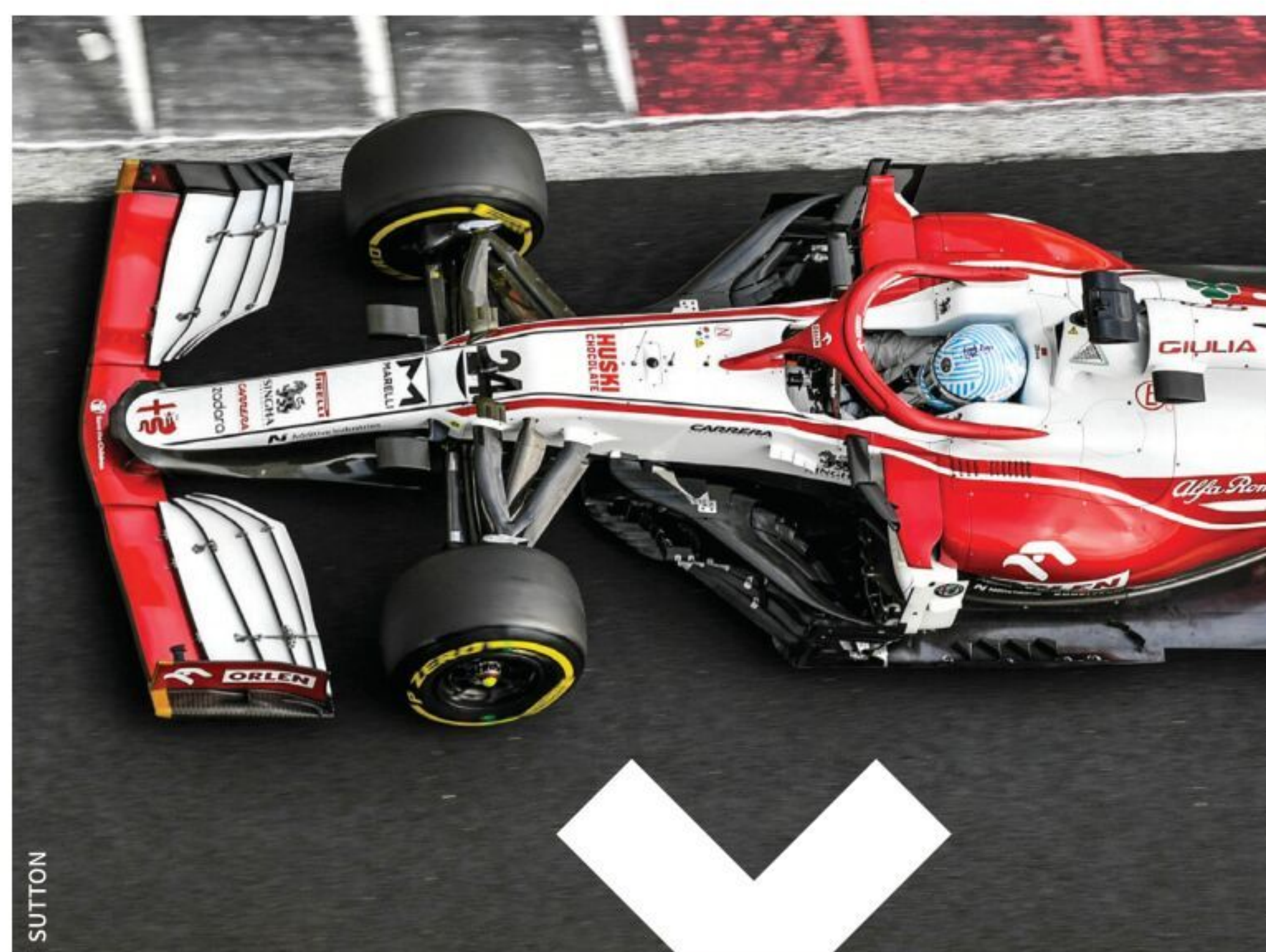
“How many times can you do that?” Verstappen said. “I don’t know, maybe it’s the only time I can in my life. I think it’s the best number out there. I will definitely put it on the car.” To add to the number-based trivia, Alfa Romeo rookie Guanyu Zhou has chosen the number 24, as a tribute to basketball great Kobe Bryant.

NOT YOUR AVERAGE ZHOU

Since Alfa Romeo did away with both drivers – the laconic Kimi Raikkonen called it a day and Antonio Giovinazzi has been let go – Valtteri Bottas partners the incoming Guanyu Zhou, fresh from his third and final Formula 2 campaign. In the process, Zhou will become the first Chinese driver to participate in an F1 race, a lucrative bargaining chip that the championship's figureheads have been after for years.

And sure, Zhou owes a lot of his burgeoning F1 career to its commercial interests, but that does him a great disservice. Oscar Piastri swept to the F2 title, but Alpine has seen fit to keep him on a very tight leash and prepare him for a future stab at F1 in-house, rather than farming him out elsewhere. Zhou, meanwhile, proved a much more flexible suitor for Alfa to bring in – he's quick, he's got money, and can be a short-to-medium-term option for the Hinwil team, depending on the progress of its F2 junior driver Theo Pourchaire.

Zhou will be the only rookie kicking off in 2022 (barring any mid-season replacements), which underlines the difficulty in breaking into the top level of international single-seater racing without considerable support. But he's earned his chance and, since 2022's cars will be a new challenge for the whole grid, he'll make his debut on a marginally more even playing field.



ALEX IN WONDERLAND

Following George Russell's departure from Williams, his vacated seat proved to be yet another piece of real estate for Mercedes and Red Bull to fight over. Red Bull won that one too, allowing Alex Albon to make a welcome return to the F1 grid for 2022 with the caveat that it would relinquish its control over the Anglo-Thai driver to appease engine supplier Mercedes.

Williams chief Jost Capito highlighted Albon's previous F1 experience as one of the key factors in his signing, although Russell is said to have lobbied for his friend and former F2 title rival from within. Mercedes wanted to try to use the Williams seat to lift Formula E champion Nyck de Vries into F1, but

the Dutchman's wait must sadly continue.

With Albon, Williams gets arguably the best like-for-like replacement for Russell available, and reunites its new driver with Nicholas Latifi after the duo raced for DAMS in F2 back in 2018. No longer having to cope with the pressure associated with Red Bull, Albon should prove to be a great asset for Williams. With renewed vigour and a strengthened technical line-up, the team will be hoping that its 2022 contender can escape the draw of the back of the grid, and give it a springboard to challenge for points on a consistent basis. Albon, having earned plaudits for his part in helping Red Bull turn the difficult RB16 into a title-winning RB16B, will be central to those plans. >>





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CAN RUSSELL RUFFLE SOME FEATHERS?

F1's worst-kept secret was officially unveiled after last year's Dutch GP, when George Russell earned the promotion of a lifetime to join Mercedes alongside Lewis Hamilton. Following Russell's hugely impressive one-off for the Brackley squad at the 2020 Sakhir GP, it was only a matter of time before Valtteri Bottas made way for the British youngster, and the sudden glut of results for Williams made getting Russell in for 2022 a no-brainer.

Not predisposed to approaching the media with any semblance of poker face, Russell's demeanour suggested a deal was struck during the summer break (if not before), so his points-scoring heroics simply proved to be the cherry on the cake.

He'll be hoping that Mercedes is able to make the most of the 2022 regulations and, although the consensus is that he'll be looking to learn from Hamilton before the seven-time champion eventually calls it a day, there's no chance that Russell will be content to play second fiddle. Hamilton enjoyed having Bottas

as his back-up, knowing that the Finn probably couldn't challenge him over a full season, and Russell's arrival could push Hamilton outside his comfort zone. That can go one of two ways: it might light a fire under Hamilton and catapult him to an even greater echelon, or degenerate into an intra-team war of Rosbergian proportions. Although the latter is great for TV, it's probably not Russell's style.

After five years at Mercedes, Bottas takes up a new challenge at Alfa Romeo to lead the Swiss squad back up the order. Alfa was close to an Andretti takeover during the course of 2021, but disagreements over control nipped any sale in the bud, underlining the increasing value that F1 teams are continuing to accrue.

Given his ability to match Hamilton on pace, Bottas is a big coup for Alfa, but must get on top of racing among the pack once more. If the car's good, Bottas will prove a reliable source of points – perfect for a midfield team with dreams of breaking into the top half of the constructors' standings.

x
x x



CAN ANYONE SPRING A BRAUN-LIKE SURPRISE?

The change in technical regulations in 2017 largely retained the status quo, given that the aerodynamic components remained much the same in intent (notwithstanding Ferrari's improved form), but 2009's change was arguably larger given the restrictions placed on the overall aero package. Back then, Brawn rose from the ashes of Honda and shocked the F1 field with its highly effective BGP 001, while Red Bull became frontguard mainstays after four years of toiling in the midfield. Conversely, McLaren and Ferrari were perhaps hamstrung by their fight for the 2008 title,

and both teams limped out of the gate at the start of the year.

Although the success of the Brawn is commonly put down to the double-diffuser, it was also one of the first teams to recognise the importance of the outwash front wing, producing one of the more extreme variants of its front endplate design. Like the double-diffuser, turning the airflow out with the front-wing endplates proved to be one of the most important steps at the start of the season; McLaren and Renault tried to persevere with an inwashing endplate that

proved to be ineffective with the wider wing.

Given the 2022 changes are similar in magnitude to those in 2009, we can assume that there will be a few design ideas that will prove crucial (and controversial) in the early season. They'll be widely copied, sure, but the innovators will have those designs ingrained in the concept of the cars. What chance an unfancied team happens upon one of the key design features, and uses the momentum to carry it to heights it seldom reaches? It's happened before, and it can happen again. Over to you, Haas... ❧

KIMI RAIKKONEN UNFILTERED

*The laconic Finn has finally decided to retire from F1.
Time for a chat with the 2007 world champion*

LUKE SMITH

PHOTOGRAPHY  **motorsport
IMAGES**

As the laps ticked down in Abu Dhabi towards the controversial, farcical finish to the Formula 1 season, the fan-voted 'driver of the day' was already out of the race. Kimi Raikkonen's 349th and final grand prix start came to a premature end at Yas Marina after a wheelnut issue following his pitstop forced him to retire less than halfway through. It left him to complete his media pen commitments – reluctantly, on instruction from the FIA – before skulking away for a low-key end to his F1 career.

Over 20 years has passed since Raikkonen made his F1 debut with Sauber as a kid just out of Formula Renault, one many wrote off as not being ready to race at the highest level. He went on to win 21 races spanning more than 15 years, and is still Ferrari's most recent world champion in 2007, establishing himself as one of the greats of his generation.

But through it all, Kimi was... well, Kimi. There had never been a driver like him, and it's unlikely that there ever will be again. That made his final race a notable moment for F1.

For a journalist who'd never properly interviewed Raikkonen one-on-one, the opportunity to do so at his final race was perfect timing. There likely wouldn't be any chance of him pouring his heart and soul out, or that he'd wax lyrical about his love for F1 – quite the contrary, as it turned out. But there was the hope that it would be a chance for him to be open and honest as a final hurrah before riding into the sunset.

Raikkonen makes clear from the off that, to him, this is a race weekend just like any other. "I don't see why it would be any different," he says. "I'm looking forward, as any year, to the end of the last race, to have time off, and to not need to worry about F1."

Raikkonen announced back in September that he would be retiring from F1, but it wasn't a sudden decision. In the winter before the 2021 season, he informed the team owners of his intention to quit. He even cheekily wrote a pre-season prediction in a video for F1 that his favourite race would be Abu Dhabi because it would be his final outing – only when the envelope was opened was it revealed how far ahead his retirement had been planned.

Things have changed since his two-year sabbatical in 2010-11, when Raikkonen, then tired of F1 and out of favour with Ferrari, wanted a break. He used that time to go rallying and even try out some NASCAR before returning with Lotus in 2012. It was a break he has always credited with



extending his F1 career. But now, with his family being the priority and his children, Robin and Rianna, so young, they are at the heart of his world. He wants to spend time with them and watch them grow up.

"It will be nice to be home and the kids are looking forward to it – and I'm sure the wife is also!" says the 42-year-old, referring to Minttu. "There'll be no need to always say, 'I'm here, I'm there', let's say for a week, and then you know that you have to go again. I'm looking forward to it."

Raikkonen's family was even at the heart of his decision to return to Sauber, now under the Alfa Romeo name, for the final three years of his F1 career. He quickly dismisses any romanticism about bookending his career with the Swiss squad: "I didn't come here because of that. The reason was that it's the closest to our home, so it made sense."

"I had another option, but I wanted to be where I drive [to the factory], I come back, no need to fly somewhere that takes an awful long time – and it also happens to be the same team [he started with]. It's nice. Obviously we all wanted better >>

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Victory in 2005 Japanese GP rated as Raikkonen's greatest race by Autosport

BELLANCA



The 2007 title winner remains Ferrari's most recent world champion

BELLANCA



SUTTON


**KIMI'S
F1 STATS**

Starts 349 (a record)
Wins 21 (15th)
Podiums 103 (5th)
Poles 18 (=16th)
Fastest laps 46 (3rd)
Points 1873 (4th)

results. But that's how it goes sometimes."

Raikkonen's final two seasons in F1 yielded a haul of just 14 points as Alfa Romeo slumped towards the back of the field, perhaps making it the best justification yet for questions about his motivation. Raikkonen's approach and demeanour throughout his career made it a regular talking point, but he was always very clear that if he didn't care, he'd stop. The fashion of his final season with Ferrari in 2018, when he took that long-awaited win at Austin and finished third in the championship, showed he still had some of the old spark that made him such a force in the mid-2000s.

To have a career stretching over so many generations in F1, both in terms of drivers and cars, is rare. But again, Raikkonen doesn't see it as anything particularly special. "I don't think the driving has changed," he says. "Yes, the rules have changed, and the cars are bigger and this and that. But the pure driving, it's not that much different. But then I think I would be shocked if I drove the 2001 car now. That looks like a very basic car these days. In those days, it was the top car. But if you look now how basic they are, I think you would have a big shock. So it's very difficult to compare."

The people are what Raikkonen says he will miss the most from F1, although he notes he'd rather meet up with them away from the paddock anyway. "Will I miss racing?" he ponders. "Time will tell." He adds it could "very easily" be his final competitive outing in motorsport, but nothing is certain.

"I don't want to make plans, because for the first time in a very long time, my work schedule doesn't dictate the whole life," he ponders. "But it could be anything. I'm sure people will have some kind of things that will come up. And if there's something that makes sense, then why not to do? But for sure I first need to have some time off."

Raikkonen references his sabbatical as a time when it was "nice to get out" of F1, adding: "There are so many things that are making no sense, at least in my head, what happens here."

What kind of things? "All kinds of bullshit that goes around," Raikkonen says. "We know it, but nobody says it. It's just... things that I don't think that even should be. A lot of things are such fake things in here. It's good to be out."

Raikkonen offers an exasperated, almost relieved laugh when he recalls how it was "mentally good to be out of all that bullshit for a while" during his break, before adding: "I know what I'm looking forward to when I get out."

Raikkonen is vague on exactly what he dislikes about the series >>

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ALL MAJOR SERIES**


F1 has become, although it is not hard to deduce what he means: it's everything besides the driving. It's the sponsor commitments, the extra-curricular events – perhaps even this very interview. “There's so much more than people see from the outside,” he says.

So what's changed F1? “Money, for sure,” Raikkonen replies. “Money has changed, like any sport. The more money you put in, the more politics. In general, any country, there are games that people never know until you are inside the whole thing. You probably know this.

“For sure money plays a big part, and power. I guess people want to have power, this and that. I think there would be a lot of good politicians that would do well in actual politics!”

Raikkonen laughs at the suggestion that he's clearly not a political guy. “I don't get involved,” he says. “I know a lot of things that go on, but I don't get involved. If you get involved every day, I don't think it's very healthy for you.”

It's a disassociation that, mentally, has served Raikkonen well. He's never been one to get tied up in F1's political sagas

or wranglings, with his apolitical approach being widely praised by his peers. Sebastian Vettel always made clear how much he enjoyed working with Raikkonen during their four seasons together at Ferrari because he was so straightforward.

Yet he has raced for some of the biggest teams and brands in F1, where internal

politics were inevitable. It was a challenge he likely faced most severely during his time at McLaren, racing under Ron Dennis very early in his F1 career. But Raikkonen takes heart in the fact that he always stood up for himself and his way of doing things, right from the very start.

“In the beginning, it's more difficult, because they try to put you in somewhere,” he explains. “Once they give up on trying to change you, it's easier. [They think] maybe it's best to just let him do what he wants. I'm happy that I did the fighting in the beginning, because it's obviously a lot easier. It's much harder to try to be somebody else.”

Raikkonen's refusal – his inability, even – to be anyone but himself has won him the adoration of fans across the globe. No matter what race you go to, you'll see Finnish flags, most likely – with all due respect to Valtteri Bottas – belonging to a Raikkonen supporter. A regular occurrence in Hungary, one of the easiest races for Finns to get to, is for a big flag to be unfurled on the main straight reading ‘Kimi for President’ in massive letters. Utterances such as “bwoah” and “leave me alone, I know what I'm doing!”, his famous radio call from the 2012 Abu Dhabi GP, have become part of F1 fans' lexicon.

They were delighted when Raikkonen took a step into the often murky waters of social media a couple of years ago by setting up an Instagram account. He says it was all his doing – “They're not going to force me into anything” – and that he decides everything that goes on there, the majority of it being wholesome content featuring his family. His only stipulation was that he wouldn't spend lots of time on it. “That was the only rule,” he says. “It's normal, it's my life. But my life outside is always a lot more important for me.”

This popularity led to Raikkonen being voted driver of the day in Abu Dhabi despite not even reaching half-distance, speaking to the cult status Raikkonen holds. But he finds it



ANTONIN VINCENT



GORIA/SUTTON

Still got it: last win came at United States GP in 2018



baffling. “I don't know why they like me,” he says. “Maybe because I am what I am... consistently odd or weird, or whatever you want to call it! [Autosport quickly reassures him he's neither of those things, assuming we're fit to judge!] But I've done it exactly on my own terms. Most of the way anyway.”

And that really is what is behind the enduring appeal of Kimi Raikkonen. He's a driver more fitting of another era of F1, not the modern commercial beast that the series has turned into today. It's no bad thing – after all, all sports have to become that to grow and flourish – but it just doesn't quite fit with Raikkonen's ideal of what it should be.

If you talk to anyone who has worked with Raikkonen or knows him on a personal level, they will paint the picture of a caring and entertaining man who takes a genuine interest in others. To him, the ancillary matters, the politics and PR that are all part of modern-day F1, simply aren't his thing.

After our interview finishes and Raikkonen heads off, Alfa Romeo's PR scuttles over. “That's the first time in three years I've seen Kimi be late for engineering because of an interview,” he says. “He talked so much!” Perhaps Raikkonen enjoyed getting a few things off his chest. Or maybe we were just the lesser of two evils that evening... Either way, it was an interview that summed up his F1 career: honest, unfiltered, and unashamedly done his way. They're all reasons why we will miss him, even if he's not quite sure why.

Whether Raikkonen pops up somewhere to race again isn't clear. For now, though, he's going to relish spending time with his family, watching his kids grow up and, in his words, “live a normal life”. ❧



Raikkonen knows it's time to switch his attention to what's really important: his family

SBLOXHAM

THE MISQUOTE BEHIND RAIKKONEN'S FAMOUS CATCHPHRASE

As part of Alfa Romeo's Abu Dhabi GP farewells to Kimi Raikkonen and outgoing team-mate Antonio Giovinazzi, the team had a few small tributes in store. All team members were given special T-shirts giving thanks to both drivers, while the squad's garage also featured artwork to mark the final race.

Both Alfa Romeo C41s were branded with farewell messages. For Giovinazzi: "Grazie di Tutto, Antonio" ("thank you for everything"). On Raikkonen's car, the engine cover read: "Dear Kimi, we will leave you alone now."

It was a reference to Raikkonen's most famous quote, arriving in the closing stages of the 2012 Abu Dhabi Grand Prix. At the end of his impressive

comeback season with Lotus, Raikkonen found himself on course for victory at Yas Marina after Lewis Hamilton was forced to retire from the race. Raikkonen's race engineer, Simon Rennie, came over the radio to inform him that Fernando Alonso was now

behind him after Hamilton's retirement and he'd update him on pace, only for the Finn to snap back: "Just leave me alone, I know what to do!"

But as most misheard it for "leave me alone, I know what I'm doing", the misquoted version became

what stood the test of time as Kimi's quote. It adorned T-shirts, caps, flags, you name it. It became Raikkonen's catchphrase.

As perplexed as he is by his cult status and popularity, Raikkonen also doesn't get why people latched onto it. His

overriding memory from that day in Abu Dhabi was scoring the win, his first for more than three years. "In the end, we won the race, and the people that were there actually know what happened," he says. "It's easy to make one thing out of it and do this and that. In the end, winning the race is a long process from Friday to Sunday. I have no feelings either way, good or bad about it."

Yet there is undoubtedly some awareness as to just how much fans loved that moment. When Raikkonen launched his Instagram account at the end of 2017, he did so by releasing a short video of himself saying: "This time, I don't know what I'm doing."

Another layer to the Raikkonen enigma...



Raikkonen was voted driver of the day at his final race in fan tribute



FORD
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HYUNDAI
i20 N



TOYOTA
GR YARIS



WRC CHARGES INTO ITS HYBRID FUTURE

This week's Monte Carlo Rally is the dawn of a new era for the World Rally Championship. Here are the main changes facing Toyota, Hyundai and M-Sport

TOM HOWARD

The World Rally Championship will usher in its 50th season with the dawn of a new era. New Rally1 regulations centred on hybrid-powered cars have provided the series with arguably its biggest rules shake-up for a generation, and promise to deliver the most unpredictable season for decades. Last year the WRC said goodbye to its 'modern Group B' monsters, and the all-new 500bhp beasts are set to be unleashed on the world's toughest stages.

Toyota, Hyundai and a rejuvenated M-Sport, benefiting from increased support from Ford, have been beaver away around the clock building new challengers. Each has started from a blank page, and nobody knows which marque will come out on top. This weekend's Monte Carlo Rally, which kicks off WRC 2022, also features fresh driver line-ups, and there will be a change of world champion since last year's title winner Sebastien Ogier will only contest a partial campaign.

NEW REGULATIONS

The Rally1 regulations are designed to move the WRC into a much more sustainable future and to attract new manufacturers. They have resulted in Hyundai, Toyota and M-Sport Ford designing and building all-new cars around a new safer, steel spaceframe chassis.

The biggest change to the cars is the introduction of a mandatory 100kW hybrid unit coupled to the 1.6-litre turbocharged internal combustion engine, the only key component carried over from the previous generation of cars. In tandem, this will allow the powertrain to develop 500bhp to be used in short bursts across every stage.

Drivers will be required to use hybrid power during every stage, with power boosts activated by the throttle pedal, while further boosts will be unlocked through energy regeneration under braking during stages. Determined by the FIA and event organisers, drivers will be required to navigate parts of road sections and around event service parks in full electric mode. The cars will also be powered by a 100% sustainable fuel.

Vehicles will be approximately 70kg heavier than their predecessors, necessitating a new, tougher construction of Pirelli tyre. Aerodynamic devices have been reduced, with a 15% drop in effect, alongside a reduction in suspension travel. The use of trick centre differentials to tune handling has also been abolished, while paddleshift has been replaced by mechanical five-speed sequential gearboxes.

CHANGING OF THE GUARD

Ogier's decision to contest a handful of rounds means the WRC has undergone a busy silly season, with Toyota, Hyundai and M-Sport reshuffling their driver line-ups.

Elfyn Evans, runner-up for the past two years, remains at Toyota alongside two-time rally winner Kalle Rovanpera, while Esapekka Lappi has returned to WRC's top flight to share the third GR Yaris with

Ogier. Lappi claimed his only WRC win with Toyota in Finland in 2017, and has been offered a second chance at the big time after dropping off the radar following spells at Citroen and M-Sport. Takamoto Katsuta continues in Toyota's development car after scoring a podium last year.

Hyundai agreed new deals to retain Thierry Neuville and 2019 champion Ott Tanak to lead its attack, and has recruited young gun Oliver Solberg to replace Craig Breen and share its third i20 with the experienced Dani Sordo.

The biggest change has happened at M-Sport, which expands from two cars to four for selected 2022 events. Breen has been rewarded for a series of starring cameos at Hyundai with a full-time WRC deal, and will pilot the much anticipated Ford Puma alongside Gus Greensmith and Adrien Fourmaux. The Frenchman is gearing up for his first full season after impressing last year. M-Sport has also pulled off a coup in securing Sebastien Loeb to drive a fourth Puma on the Monte Carlo.

LEGENDS RETURN TO DO BATTLE

The WRC's two most successful drivers, nine-time champion Loeb and eight-time title winner Ogier, are both expected to contest partial seasons. The French legends will do battle for the first time in Monte Carlo, an event they have won an astonishing 15 times between them.

Loeb will pilot the Puma with new co-driver Isabelle Galmiche for Monte Carlo only at this stage, although further appearances could be on the cards. "I like what I do. I always enjoy driving, but when I do a WRC event it is just an amazing feeling," says Loeb. "I think I can still be competitive. OK, Monte Carlo is maybe not the easiest event to start with a team as there can be some tricky conditions."

Likewise, Ogier is only confirmed for Monte, but will compete on further selected rounds and will also do so alongside a new co-driver, with Benjamin Veillas slotting in to replace the retired Julien Ingrassia.

"Obviously it is very different with the new technology coming in with the hybrid," says Ogier. "The team right now have a big challenge to try to be ready for Monte Carlo. We have not so much guarantee going into this rally."

FLYAWAY EVENTS ARE BACK

A 13-round championship has been confirmed for 2022 as the WRC edges a step closer to normality following the COVID-19 pandemic. As ever, Monte Carlo kicks off the season before a return to the snow of Rally Sweden, which was absent last year.

New Zealand's famed gravel roads and Japan's season finale – both COVID victims – are back alongside the Safari (Kenya) and Acropolis (Greece) classics, which made triumphant, long-awaited returns last year. Croatia has retained its place following its successful debut in 2021, while the WRC is yet to confirm the location of another asphalt event in August, with Rally Northern Ireland the favourite to fill the slot. ❧

WRC CALENDAR

RD	VENUE	DATE
1	Monte Carlo	20-23 Jan
2	Sweden	24-27 Feb
3	Croatia	21-24 April
4	Portugal	19-22 May
5	Sardinia	2-5 June
6	Kenya	23-26 June
7	Estonia	14-17 July
8	Finland	4-7 Aug
9	TBC	18-21 Aug
10	Greece	8-11 Sept
11	New Zealand	29 Sept-2 Oct
12	Spain	20-23 Oct
13	Japan	10-13 Nov

HEIRS TO THE OGIER THRONE

The king has abdicated (well, gone part-time), so who are the drivers most likely to take his place at the top of the World Rally Championship

TOM HOWARD



Only Tanak has interrupted Ogier's run of WRC titles

For only the second time in almost a decade, a name other than 'Sebastien Ogier' will be etched onto the World Rally Championship trophy come the end of 2022. After racking up an eighth world title last year, Ogier, perhaps the greatest driver to grace the WRC, will no longer be fighting for the championship he has dominated since 2013.

Set for a partial campaign with Toyota this season in a third GR Yaris, Ogier's move into semi-retirement means the title race is wide open. But who will become the heir to the Frenchman's throne?

New Rally1 regulations promise a truly unpredictable fight for the 2022 title. "I really believe each team has some fast drivers and with the change in regulations it means it is possible we will see a bigger difference than it was last year," says Ogier. "Now we will have to find out how the cars are compared to each other, and then maybe we can make an expectation as to who is going to win."

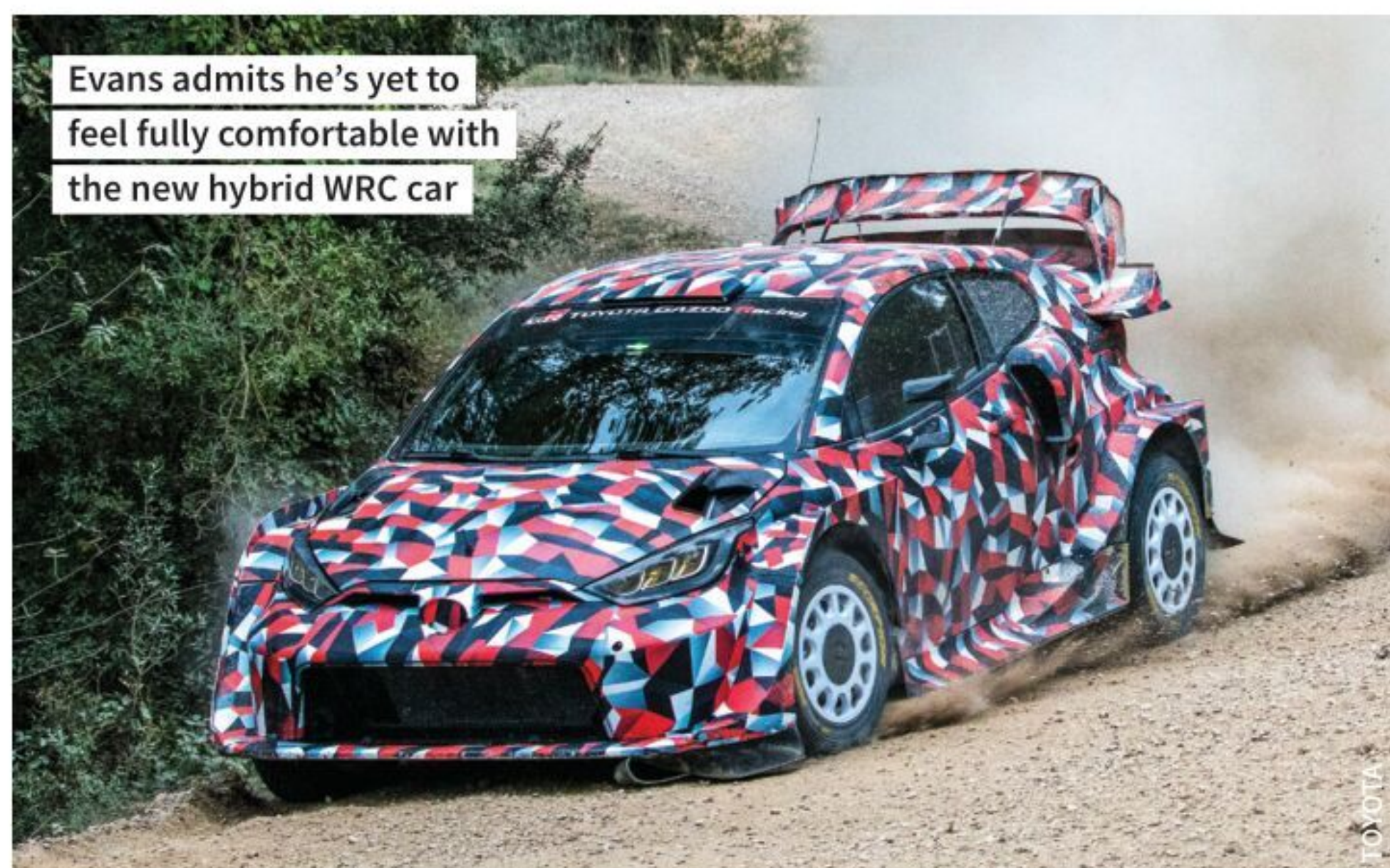
"But of course I certainly hope my team-mates will be able to fight at the top. Elfyn [Evans] has definitely been improving over the last two years and Kalle [Rovanpera] is still growing and getting better and better. These two have the potential to fight for a championship, and we know that the two Hyundai drivers Thierry [Neuville] and Ott [Tanak] will be there, and probably Craig [Breen] in a good M-Sport Ford can be someone fighting consistently at the front."

Given the 2021 form of Toyota and Hyundai, those teams seem a good place to start when it comes to picking a 2022 favourite, if there can be such a thing... >>



Ogier's
title-winning
celebrations will no
longer be a fixture –
it's someone else's
turn now





Evans admits he's yet to feel fully comfortable with the new hybrid WRC car

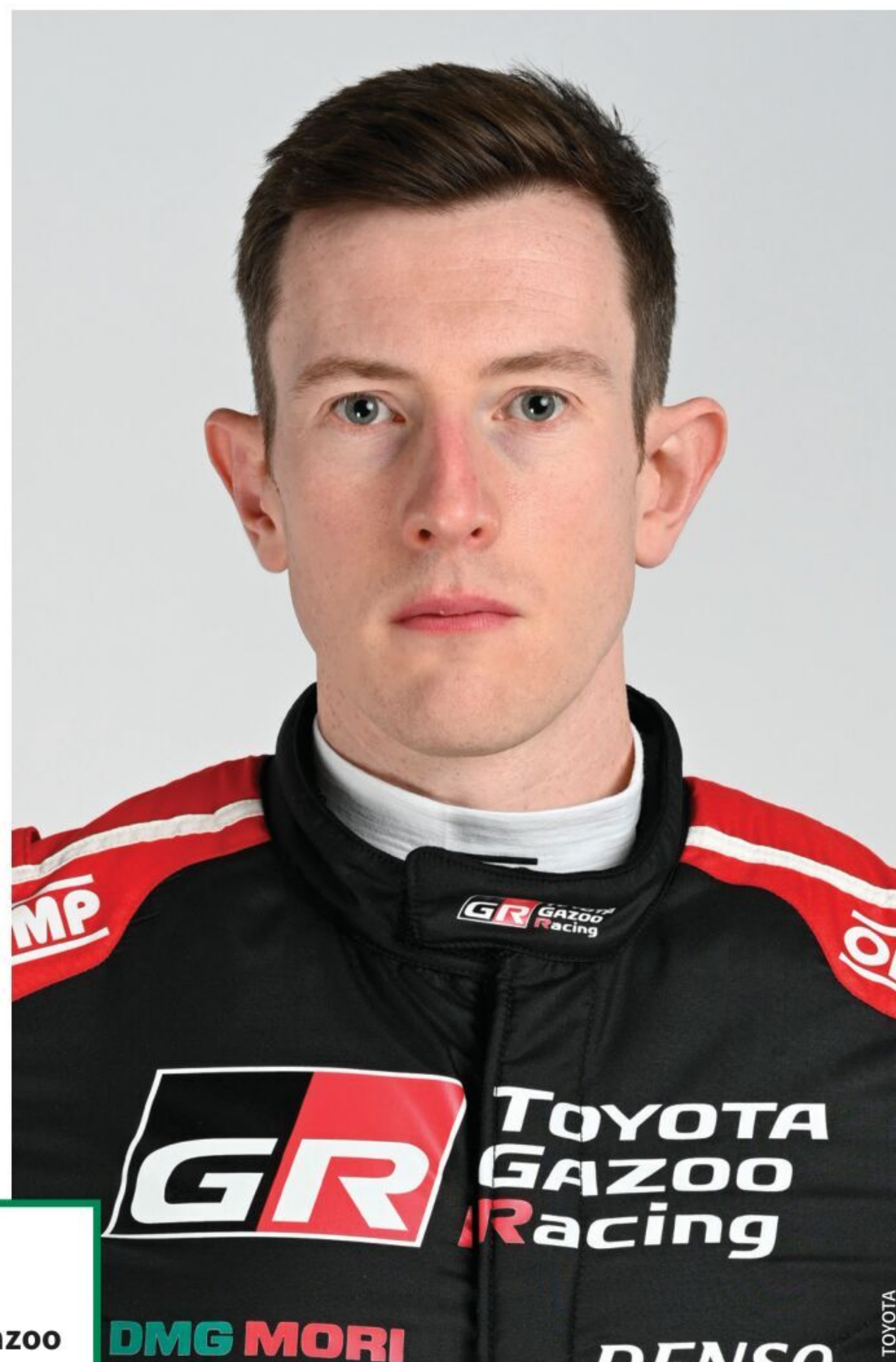
Elfyn Evans

Evans would be a worthy successor to the WRC throne. He pushed Ogier to the limit over the past two seasons, and ended up as the bridesmaid on both occasions. The Welshman reached new heights last season, highlighted by a career best drive to victory in Rally Finland, and a refusal to give up on the title – he took the championship fight into the Rally Monza finale.

With his nearest rival now out of the championship running, Evans has become the most experienced of the full-time drivers in the Toyota stable. Many will expect him to naturally assert his position as the man to beat following the past two campaigns, but it's not quite as simple as that. The WRC's new Rally1 rules have created an array of unknowns heading into the new campaign as to which driver and team have done their homework in developing the new machines and adjusted to a new way of driving with hybrid.

It is that factor that could prove telling after the 33-year-old revealed that he is yet to feel completely comfortable in the new hybrid-powered GR Yaris in testing. "There are a lot of fast guys in the championship now, some of which haven't had the best luck let's say over the last year or so," Evans says when asked about the title fight. "It's going to be really difficult to predict, and of course now we have got M-Sport Ford coming into the mix again with a strong driver line-up. It's going to be really difficult to call who will be in form, but that makes it exciting going into the new season."

"I think the form has definitely been better the last two years than any other point in my career, but that comes from a combination of



ELFYN EVANS
Toyota Gazoo Racing

Co-driver
Scott Martin
WRC starts 105
Wins 5
Podiums 19
Stage wins 99
Points 827

many things. One of those is feeling at one and being comfortable with the car and the team. Obviously there is a big change happening in the car department now so we hope we can again find this same feeling, and that will inevitably shape anybody's year depending on how they get on with the new car.

"If you generate far less of those [hybrid boost] accelerations, then your stage time is massively hurt by that. It is really hard to judge because you have no gauge of where you are [compared to the rest]. I still feel I'm not where I want to be yet, but I'm sure there will be many others in the same position."

While uncomfortable to label himself as the title favourite, Evans admits that a competition without Ogier will be different but doesn't

expect the fight for victory to diminish among his rivals. "The competition is high regardless and I don't think the speed on events will change with or without him, to be perfectly honest," he adds. "I think everybody continues to give their best and in any case we often push pretty hard on events. But what was impressive with Seb was he could do it event in, event out. He was always there and can always do something special when the chips are down."

"In terms of a championship fight then of course if you take a person like that away, you could argue it is more open, but I don't think it will change things on an event-by-event basis."



Can Evans go one better than his runner-up placing of the past two seasons?



Thierry Neuville

The Hyundai stalwart will enter the 2022 season with the best career record of all the full-time drivers this year and, like Evans, has come agonisingly close to securing a coveted world title. Neuville finished as runner-up in the title race for four consecutive seasons from 2016-19. That was usually behind Ogier, except 2019 when it Ott Tänak, then driving for Toyota, who edged him to the crown.

There is definitely a case to be made that Neuville is perhaps the best driver yet to win the championship. Last season, reliability proved the Belgian's downfall. Without suspension failures in Portugal and Kenya and a power-steering issue on the Acropolis, the 33-year-old could have conceivably been champion last year.

Neuville is aware that reliability will be even more crucial this season as teams grapple with brand new technology. "Sure, reliability

has always been important throughout the season and it is getting even more with such close championship fights," he says. "It is one of the key points with a new year, new cars and regulations and new technology."

The build-up to the new season for Neuville and Hyundai has, however, been far from smooth. The marque was the last to commit to the rules, and the team was playing catch-up with car development before team principal Andrea Adamo left the squad in December due to personal reasons. Neuville and co-driver Martijn Wydaeghe were also

THIERRY NEUVILLE

Hyundai Motorsport

Co-driver Martijn Wydaeghe
WRC starts 129
Wins 15
Podiums 50
Stage wins 289
Points 1483



lucky to avoid serious injury when their new i20 plunged into a 30-metre-deep ravine during testing in December.

But Neuville has brushed off the incident and believes he has a shot at the title despite everything that has happened in the lead up to Monte Carlo. "I have a chance," he says. "We have been among the ones at the front for many years. It won't be any more easy than it was before, it might be different due to the fact there are many unknowns this year.

"We don't know if there will be one team that has the upper hand at the start of the year, but anyhow the target has to be to take the maximum out of any event. If the car performance is good then it is our advantage, if the car performance is not there it will take a lot of work, and that is all we can do. There were no concerns about anything from the accident. I got back in the car and I immediately felt good again. But for sure we have to work on the car to get it to how the driver wants it to be set up, and be confident enough to get some decent performance during the first round of the year." >>



Ott Tanak

There are no question marks surrounding Tanak's speed or his ability to win a championship — after all, by tasting success in 2019 he earned himself a place in an exclusive club of two alongside Sebastien Loeb as the only drivers to beat Ogier to a WRC crown. Granted, the 2019 success came when Ogier was driving an inferior Citroen compared to Tanak's Toyota Yaris, but the history books show that the Estonian knows how to win a title.

Last season was a year to forget for Tanak as Hyundai's crippling reliability often saw his frightening speed go unrewarded. Now entering his third year at Hyundai, he is determined to fight back and could find himself in the thick of the title battle should Hyundai's i20 N prove to be a competitive machine.

"Let's say the last two years have not been too successful, for sure it's a good chance for me to work with the guys and put a good, strong car together", says Tanak. "It is good to see at the moment that even if we started a bit late and are a bit behind in our development, still the people are working hard. I'm sure we can fight hard this year."

"The potential is there and it seems to be a good package, so we just need to understand where the window is for this car and how it is working. The season is long and there will be many different conditions."

"The championship is always tight and there is no doubt M-Sport are always strong at the start of new regulations and they will be a team to beat as well this year. Let's see. One thing is for sure, it won't be boring."

Tanak agrees that the championship fight without Ogier — the perennial yardstick — will be strange but, as he's proven, he could be the driver to follow in the Frenchman's footsteps. "He has always been the guy you need to compare yourself to and I have been lucky enough to beat him once at least, so he is not going away having not been beaten, but definitely he is a great guy," adds Tanak. "He has won many championships with many different teams, so he has proved himself more than once. For sure the championship will be a bit different, but there is still only one trophy."

OTT TANAK Hyundai Motorsport

Co-driver Martin Jarveoja

WRC starts 123

Wins 14 (2019 world champion)

Podiums 34

Stage wins 284

Points 1103



THE WRC FUTURE STARS WAITING IN THE WINGS

While Kalle Rovanpera heads the WRC's youth movement, there is a growing list of young pretenders who could soon emerge as the next big thing.

The youngest of this fresh wave of talent is Oliver Solberg, son of 2003 world champion Petter Solberg. He comes from good stock and has been steadily impressing plenty of people in rallying's top tier to secure a full factory WRC contract with Hyundai for 2022, when he shares the third entry with Dani Sordo.

The 20-year-old may only have four WRC starts in top-tier machinery

to his name, but Solberg has already offered a glimpse into his potential after matching his more experienced Hyundai team-mates to finish fifth outright in last year's Rally Monza finale.

"It is a dream come true and something very exciting and I can't quite believe I would get there that quickly," says Solberg Jr. "I have only been rallying for four years, so it's quite crazy."

"Speed and so on I feel I have proved [myself], but there is still a lot of experience to gain as I'm still

very new to everything. Having a clean and consistent run at Monte Carlo is the main thing, and then you have to look at which races you feel confident in and which you don't where you need more experience. It is definitely a year of [gaining] experience."

While Craig Breen is set to lead the championship charge for M-Sport (see page 44), the Ford squad boasts a pair of young guns who could be set for bright futures.

French rising star Adrien Fourmaux has been handed a full WRC campaign after impressing during a maiden

partial season in the big time with the British operation. Last year's highlights were a fifth place on his Fiesta debut in Croatia and a maiden fastest stage time on the Safari Rally.

"An entire season is waiting for me with the M-Sport Ford Puma Hybrid Rally1, which is a pleasure to drive," says Fourmaux. "I am so proud of this. It is a very significant moment for me when I remember that I discovered rallying with the M-Sport Fiesta R2J back in 2017."

Team-mate Gus Greensmith showed encouraging signs in 2021



Kalle Rovannerp

Rovannerp is by far the youngest of our heirs to the Ogier throne, but don't be deceived by his tender years. He has already displayed the speed and the skills of a future world champion.

The 21-year-old Finn has courted attention for several years, and last season the hype was realised when he recorded his first WRC victories. The maiden triumph in Estonia was quickly eclipsed by a masterful display to blitz the field on his Acropolis debut.

Consistency is perhaps the next area for Rovannerp to conquer, having now proven his speed against the world's best. As the WRC prepares for a season of unpredictability, the Toyota driver could stand as good a chance as any to become the youngest ever world champion.

"I think last year was good, for sure, but I didn't do any better than what I was thinking," says Rovannerp. "But of course two events were very good for us and it is our plan to continue into this year. I think we have just got to continue with the good results. Wins and podiums are always a good target. It will be interesting to see how the new cars and the new style will go for us."

"I'm not at the same level as my competitors in terms of experience. If I look back to last year we did quite well in the fight at least, but I know it's not so easy to do. I think we need a bit more time but, yeah, it [the championship] is possible."



KALLE ROVANNERP Toyota Gazoo Racing

Co-driver
Jonne Halttunen
WRC starts 39
Wins 2
Podiums 5
Stage wins 29
Points 244

Heading into Monte Carlo, Rovannerp is pleased with how he's adjusted to the new machinery in testing. "The new car is totally different in many ways but the speeds are quite close to the old ones in quite a few conditions," he says. "At least in testing it has been quite easy. It is always difficult to say when you are not driving to the pacenotes and not trying to push the limits. We will see at Monte Carlo."*



after scoring a career-best fourth in Kenya. Equipped with a potentially potent Puma, the Brit could also be one to watch.

"It means a lot to be representing the team going into 2022 where it seems that they've done a fantastic job at creating a very competitive package," says Greensmith.

Toyota development driver Takamoto Katsuta was another to catch the eye in 2021 by claiming a maiden podium with second in Kenya. The most consistent driver in the first half of last season is back with the Japanese marque, and the 28-year-old is ready to spring a surprise.

ENTRY LIST RALLY1

NO	DRIVER/CO-DRIVER	TEAM (CAR)
33	Elfyn Evans/Scott Martin	Toyota Gazoo Racing (Toyota GR Yaris Rally1)
69	Kalle Rovannerp/Jonne Halttunen	Toyota Gazoo Racing (Toyota GR Yaris Rally1)
1	Sebastien Ogier/Benjamin Veillas	Toyota Gazoo Racing* (Toyota GR Yaris Rally1)
4	Esapekka Lappi/Janne Ferm	Toyota Gazoo Racing* (Toyota GR Yaris Rally1)
18	Takamoto Katsuta/Aaron Johnston	Toyota Gazoo Racing (Toyota GR Yaris Rally1)
11	Thierry Neuville/Martijn Wydaeghe	Hyundai Motorsport (Hyundai i20 N Rally1)
8	Ott Tanak/Martin Jarveoja	Hyundai Motorsport (Hyundai i20 N Rally1)
2	Oliver Solberg/Elliott Edmondson	Hyundai Motorsport* (Hyundai i20 N Rally1)
6	Dani Sordo/Candido Carrera	Hyundai Motorsport* (Hyundai i20 N Rally1)
42	Craig Breen/Paul Nagle	M-Sport Ford (Ford Puma Rally1)
44	Gus Greensmith/Jonas Andersson	M-Sport Ford (Ford Puma Rally1)
16	Adrien Fourmaux/Alexandre Coria	M-Sport Ford (Ford Puma Rally1)
19	Sebastien Loeb/Isabelle Galmiche	M-Sport Ford (Ford Puma Rally1 (Monte Carlo))

*sharing third entries

WELCOME TO THE FUTURE OF WRC

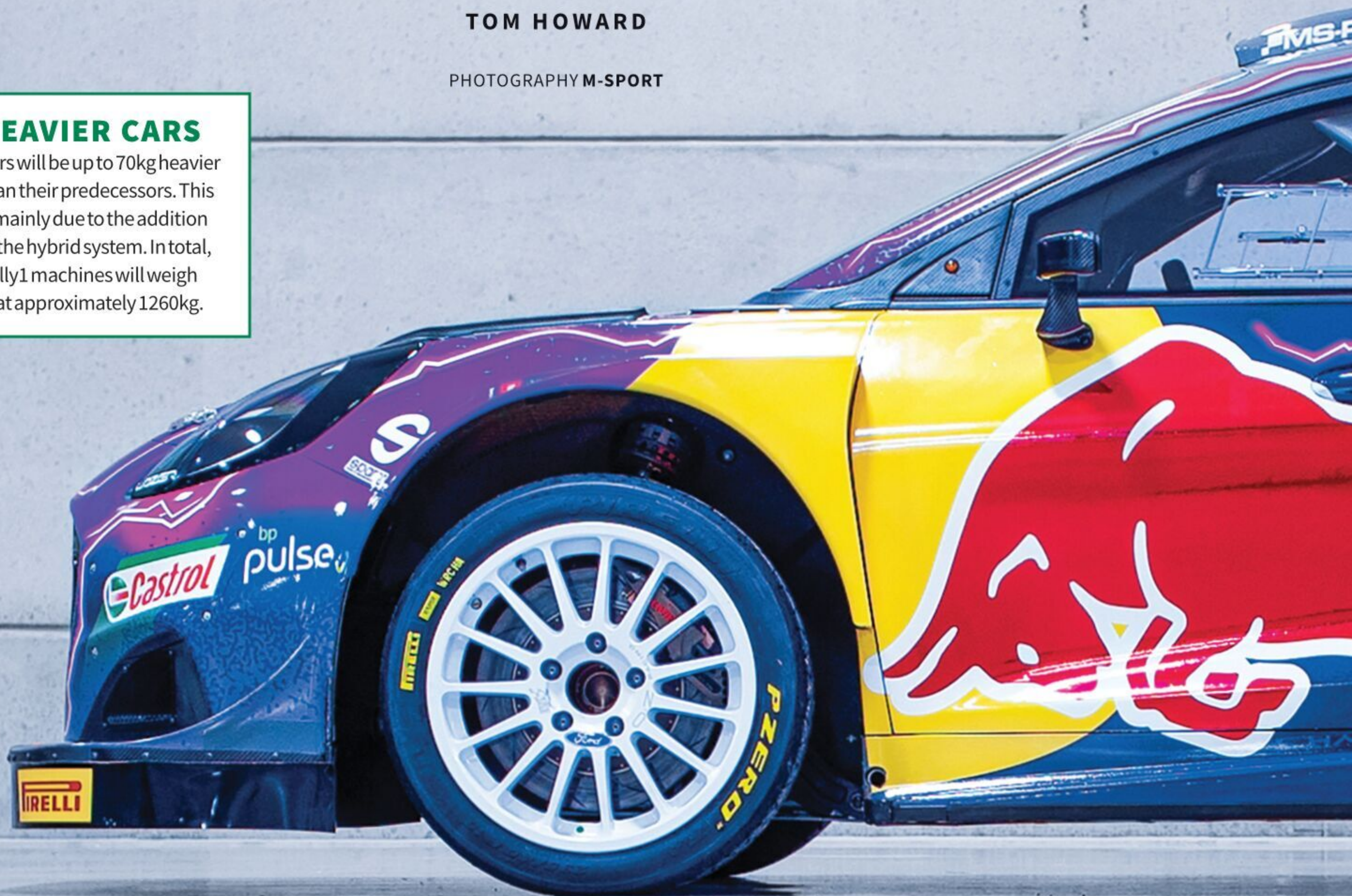
As a new World Rally era commences, we spotlight the most significant changes to the machinery that will be in action this weekend

TOM HOWARD

PHOTOGRAPHY M-SPORT

HEAVIER CARS

Cars will be up to 70kg heavier than their predecessors. This is mainly due to the addition of the hybrid system. In total, Rally1 machines will weigh in at approximately 1260kg.



CHASSIS

The chassis is no longer built around the production road car, with teams constructing their machines from scratch. New tougher and safer steel spaceframe chassis, regulated by the FIA, form the base of the car, built to a minimum wheelbase for the first time. According to the FIA's tests, side impacts showed a 51% reduction in intrusion. The roof section can absorb energy up to 115% better than a previous WRC bodyshell reinforced by a traditional rollcage. A frontal impact against a rigid obstruction resulted in 70% less intrusion in the bulkhead area, protecting the crew's feet and legs. Hyundai's Thierry Neuville has already hailed the new chassis for allowing him to walk away from a nasty testing crash in December.



ENGINE AND HYBRID

The 380bhp 1.6-litre internal combustion engine remains, but it's now coupled to a control 100kW hybrid system designed by Compact Dynamics. The hybrid system's 12,000rpm motor is connected to the propshaft, delivering power to the front and rear wheels. An extra 130bhp can be delivered through hybrid boosts lasting no longer than 10 seconds, initiated by the throttle pedal. Energy can be recovered when off the throttle and under heavy braking. The extra power is delivered through the use of three bespoke homologated engine maps selected by teams, depending on the type of stage and conditions. In full electric mode the car has a range of 20km, while its 3.9kWh battery, operating up to 750 volts, can be plugged in and recharged in the service park within 30 minutes. The hybrid unit can withstand an impact of 70g.

DIFFERENTIALS

Trick centre differentials used to fine-tune handling are now banned in favour of simpler front and rear mechanical limited-slip differentials offering a fixed 50:50 torque split between the front and rear wheels.



SUSPENSION

Suspension travel has been reduced to 270mm. While this will have no effect on Tarmac, the difference will be noticed on rougher gravel rallies.

GEARBOX

The six-speed paddle-shift has been replaced by a mechanical lever-operated five-speed sequential gearshift.

AERODYNAMICS

The new regulations have effectively abolished extra aerodynamic devices such as wings and flicks being added to the bodywork outside of the front splitter and rear wing. The overall downforce created and its effect on the car has been reduced by approximately 15% compared to the previous generation of vehicle.



TYRES AND BRAKES

To cope with the extra weight of the cars, Pirelli has altered the construction of its tyres to counteract the effects of the extra load and wear being placed on the rubber. Air-cooled 370mm brake discs will be used on Tarmac rallies, with 300mm versions fitted for gravel events.

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RALLY1 TECHNOLOGY EXPLAINED

Autosport spoke to Tim Jackson, M-Sport's lead development engineer for constructing the Ford Puma, and Toyota technical director Tom Fowler to provide a guide to the two key changes for the new season.

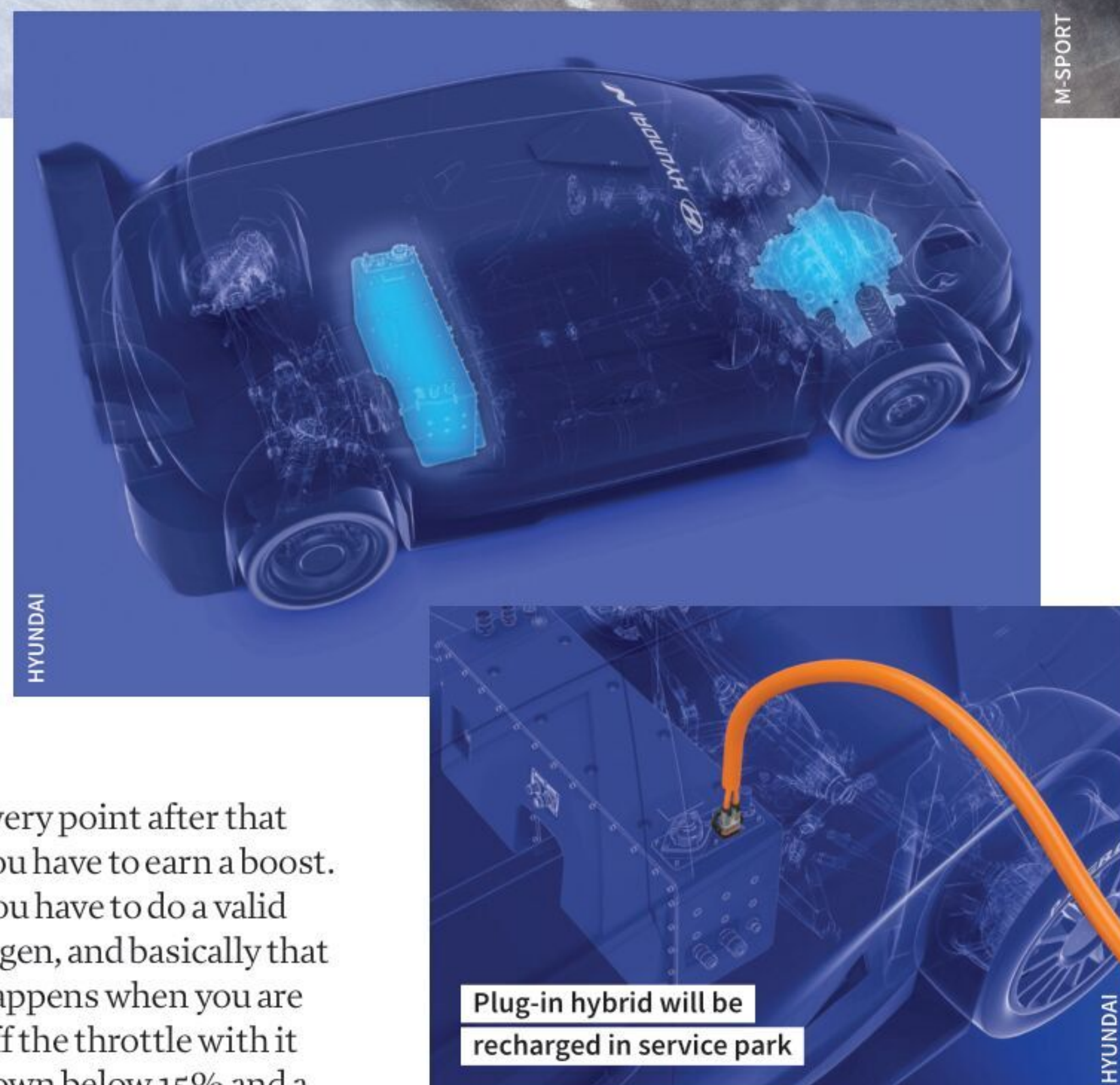
HOW WILL THE HYBRID SYSTEM WORK DURING WRC EVENTS?

The hybrid boost can deliver a maximum of 1000 kilojoules of energy for a 10-second period, controlled by the team's own FIA-homologated electronic engine management software. To unlock a further boost, 30kJ must be harvested through regeneration achieved under heavy braking. If regeneration is sufficient, the next boost will be used once the driver uses the throttle pedal.

"From each acceleration, you have a certain amount of energy, which you are allowed to expend from the hybrid unit," says Jackson. "Once that is used up you are back to having the full output of your internal combustion engine. The amount of power that you get from the hybrid at each acceleration depends on the length of the stage. This has been done so you don't deplete the battery too quickly, basically. In order to simplify it and make it fair for the teams there is a maximum energy output for each acceleration that you can do.

"On a short stage you will be allowed to use more energy from each boost and on a longer stage you will be allowed a smaller amount of energy. This is basically so everyone roughly uses the same amount of battery capacity on the stage, and you will be able to maintain that steady amount of energy boost throughout the duration of that stage. Everyone will start with roughly 80% battery state of charge and that is capped by the FIA. This is to give a bit of parity. Through the duration of the stage the aim is to get down to 30% state of charge.

"For the first acceleration on the startline you are allowed an energy output of 1000kJ. You lose that by the time you reach the first corners and the driver takes their foot off the throttle and hits the brakes. For



every point after that you have to earn a boost. You have to do a valid regen, and basically that happens when you are off the throttle with it down below 15% and a brake pressure of five bar. If you regen enough energy under braking then you unblock a boost and can use that energy the next time you hit the throttle. Drivers will have the ability on the road sections to regen and recharge the battery to around 80% again before the next stage."

HOW WILL THE REMOVAL OF THE CENTRE DIFFERENTIAL AFFECT THE CARS?

The removal of the centre differential is seen as the second biggest change to the rules for 2022. It was developed by teams to fine-tune the handling, but has been replaced by simpler and cheaper front and rear differentials with a fixed 50:50 torque split.

"With the previous set-up we could have some very clever software that was able to actively tune the car depending on the driver's preference and the conditions – that is now gone," says Fowler. "The centre differential has always been very powerful in the sense that when you get it right you can make a huge performance step forward, but also if you get it wrong you can go a long way backwards.

"Now a huge level of tuneability for the driver and the condition is gone. The main target we were using it for was to enable the front tyres to work in their optimum condition. Doing the driving and the steering puts an extra dimension to the tyre, so we were able to tune the torque distribution in such a way that you could always use the front tyre to the maximum, which meant that you could make a car that is very neutral. Four-wheel-drive cars have a tendency to understeer, so this was one of our biggest tools in tuning that away." ❄





MALCOLM'S MARANELLO

M-Sport is changing the game as a World Rally Championship powerhouse, inspired by the legendary Italian Formula 1 team

TOM HOWARD

The seeds were sown from a trip to Ferrari's famous Maranello base 30 years ago and, after a decade of graft, M-Sport now has its own piece of Fiorano on its doorstep. This is the vision of M-Sport founder Malcolm Wilson that became reality this year when the final pieces of the project finally came together. The result is a 1.7-mile FIA Grade 3 test track that is surrounded by a new ultra-modern behemoth of a workshop.

Approaching the Cumbrian village of Dovenby, there's a sign that reads 'Welcome to Dovenby please drive carefully'. It's a touch ironic, since within 100 metres of that sign is the headquarters of World Rally Championship powerhouse M-Sport.

Although tucked away in the Lake District countryside, it's an imposing 115-acre site featuring the Dovenby Hall stately home that dates back to the 12th century. It houses a facility that wouldn't be out of place for any Formula 1 team, and even its old workshops are bigger than those of the Aston Martin F1 team, reckons a former employee, who now works at M-Sport.

But this is a story that began in 1991. "Ferrari is where the vision began — it goes back even further to when I was driving for Ford in the WRC and Alex Fiorio was my team-mate and his father [Cesare] at the time was the Ferrari F1 team principal, so we went and stayed with him during our Monte Carlo recce," recalls Wilson. "So, of course, I got the opportunity to go to Maranello and I was straight



It's been a long road for Wilson to see his dream become real

MCKLEIN

out on the test track in an F40. To be honest that was where the seed was planted. I suppose at the end of the day it was a dream, but we made the dream a reality."

There's plenty of creative thinking behind this mammoth undertaking that was only completed at the end of last year. This new

M-Sport has raised the bar with new test track – and hopes Puma Rally1 will bring return to glory



test track and facility is dual-purpose. Although M-Sport is not short of places to test its rally cars, with access to the Greystoke forest stage roads just 30 miles away, the test track not only acts as a valuable tool to design, build and construct its own rally and race cars, but provides a facility for any manufacturer or OEM to hire

“I GOT THE OPPORTUNITY TO GO TO MARANELLO AND I WAS STRAIGHT OUT ON THE TEST TRACK IN AN F40”

for use as a proving ground or launching new vehicles.

In fact, Wilson hopes the facility will become a new revenue stream to the point where it's so busy that M-Sport will struggle to use the test track for its own vehicle development. No stone has been left unturned with the facility, including a lavish reception featuring a

turntable to showcase vehicles. The track itself can be used in several layouts and includes a skid pan, while in a pitlane, adjacent to a 750-metre start/finish straight, are four pit garages that include dedicated offices for engineers to base themselves to pore over data. Upstairs is a bespoke track control office that overlooks the circuit and its fuel store. There are even plug-in hybrid points that have already been used for the team's new WRC Puma Rally1 hybrid during its development phase.

Corporate boxes overlook the track, while downstairs M-Sport plans to move the majority of its operations from its old workshop into this new facility. It will house its shell shop, engineering bays, engine shop and all the manufacturing departments.

It's not been an easy project, with COVID-19 intervening. That, plus the loss of the Bentley GT3 racing contract and its deal to run the defunct Jaguar I-Pace eTrophy, resulted in the team reverting to its rally car-building roots, prompting some difficult decisions.

“Motorsport has been my life and this place has been my life for the last 20-odd years,” Wilson adds. “We have almost fulfilled all of the >>



M-SPORT

site, and the last development as far as I'm concerned is the test track and the new engineering and manufacturing centre.

"I started to look at it in 2010, but you can imagine all the issues around the planning side of things. Getting something approved in this part of the world was not easy. The challenging part was we were about 70% through the build when COVID kicked off, and you can imagine the kind of investment we have had to make here. That put us in a really difficult position, as well as losing the Bentley and the Jaguar contracts, so it meant we had to make around 100 people redundant – and I didn't expect to get to this point of my life and face that situation. It was a very difficult period. If we hadn't done it, we probably wouldn't be here today."

But the new test track offers a chance to diversify the business and grow again. Aside from its rally projects, M-Sport has won the contract to build the new TOCA British Touring Car Championship engines and has even picked up work from the nuclear industry, while car

manufacturers have also begun to book the new facility.

"I'm really proud of it, of course," smiles Wilson. "You can do all the marketing and presentations, but I feel it's one of those places where you have to go and touch it and feel it. Looking at the COVID situation now, it's not making it easy, but we have done a few quite big launches here and the feedback has been great. The end product is exactly what I envisaged and dreamed about. It's now down to the younger people in this company to drive the whole thing forward in the years to come."

While M-Sport has significantly raised the bar with its new facilities, it's hoping to do the same with its all-new Ford Puma in the WRC. Ever since the launch of the Puma back in July at the Goodwood Festival of Speed, there has been a wave of hope and anticipation that this car will take the team back to the top of the rally tree.

This is not just blind optimism, and only a quick glance at the history books highlights why the team is buoyant. M-Sport has

proven quite a force when new regulations are introduced. The team nailed the previous set of rules in 2017, winning a drivers' and manufacturers' double with its Fiesta and Sebastien Ogier at the wheel.

It's been a barren few years for the team, with its last WRC win on Rally GB in 2018 with Ogier, but there is genuine hope that the drought will come to an end this year. For the WRC's new hybrid era, M-Sport elected to focus the majority of its resources into developing its new Puma throughout 2021. The change in regulations was key to Ford stumping up increased backing from the US to help develop the car.

And the stars appear to be aligning for M-Sport to offer a serious challenge to Toyota and Hyundai and even mount a title tilt, with new signing Crag Breen spearheading the attack, flanked by Gus Greensmith and Adrien Fourmaux, and with the WRC's greatest, Sebastien Loeb, in a cameo role.



RED BULL

**“YOU CAN DO ALL THE MARKETING,
BUT IT’S ONE OF THOSE PLACES
WHERE YOU HAVE TO GO AND
TOUCH IT AND FEEL IT”**



Extra support and resources
from Ford have been key
to Puma's development

M-Sport nailed last rules
reset with drivers' and
manufacturers' double



LAVADINHO/MOTORSPORT IMAGES

“2017 was an incredible year for me and, because of the extra support and resources we have been given by Ford to design and develop the new Puma, I have to say I’m really excited,” says Wilson. “I know how good the 2017 car was and I have every confidence with what the guys have done with this car – and to be honest I have more confidence with this car than the 2017 car.”

“I can’t wait until Monte Carlo. I’m really happy we’ve been able to secure Craig Breen as a driver and the timing is right for him and us – in his last three rallies he’s been on the podium. We are certainly trying to mould the team around Craig because we feel it’s the right time, and we have Adrien and Gus. It’s going to be difficult going against Hyundai and Toyota, but the feedback from all the drivers who have driven the cars is very positive. That sends out a great confidence boost to everybody as well.”

“There is no question that Elfyn [Evans, Toyota] has had a great couple of seasons, he’s going to be really strong and we know what Ott [Tanak] and Thierry [Neuville] are like as well. If Craig can build on what he has done in the last few rallies and our car is as good as I hope it is, then I’d certainly hope we could be in with a shout.” ❧

➔ P44 BREEN’S BIG CHANCE



THE OPPOSITION M-SPORT HAS TO BEAT

Despite increased backing from Ford, M-Sport cannot afford to relax and will face a stern challenge from reigning WRC manufacturers’ champion Toyota and rival Hyundai. Both factory teams have faced similar challenges in developing their new cars for the season, and neither team can be sure of how their new creations will fare until the stage times start coming in at Monte Carlo.

Toyota has developed its all-new GR Yaris, which takes design cues from the new Yaris road car, but that’s where the similarities end. Speaking at the official launch, Toyota sporting director Kaj Lindstrom was pleased with the effort from his team in developing the GR Yaris, but expects the car will undergo minor changes as the season progresses.

“A lot of work has been put into it to get the package ready and we are happy with it, let’s see,” said Lindstrom. “The whole package is completely different and for the drivers there is nothing to compare it to, it is so different from the previous car.”

“I think it’s never easy if something is fundamentally wrong on the car, but I believe we have investigated everything and we are in that situation that for sure there will be some minor

changes, but nothing major on the car itself.”

Hyundai has perhaps faced the most challenges in preparing its new i20 N, starting with being the last marque to give the green light to commit to the new Rally1 regulations. Added to that, its team principal of six years Andrea Adamo left the squad in December, citing personal reasons, just days after Thierry Neuville and co-driver Martijn Wydaeghe walked away from a testing crash that significantly damaged their new test mule.

While the team searches for a new boss, powertrain manager Julien Moncet has been appointed deputy team director and he is confident that the development of the i20 N has not been affected.

“It has been really challenging and really sudden and a brand-new world for me and a lot of new things to learn,” says Moncet. “I try to do my best, but thankfully the structure of the team is still in place and it has had no impact in the development of the car.”

While nobody knows which team has done its homework best in the off-season, there are no question marks surrounding Toyota’s and Hyundai’s ability to produce championship contenders.



CRAIG BREEN

M-Sport Ford

Co-driver Paul Nagle

WRC starts 68

Best result 2nd

Podiums 6

Stage wins 22

Points 288



BREEN

HIS CHANCE OF A LIFETIME

After numerous part-time campaigns, Craig Breen finally has his big chance as part of the M-Sport Ford line-up

TOM HOWARD

It's hard to find anyone as excited for the 2022 World Rally Championship as Craig Breen. After 13 years working his way up the rally ladder, the 31-year-old has finally landed his first full-time campaign in the WRC, courtesy of a two-year deal to spearhead M-Sport Ford's charge into the new Rally1 hybrid era.

Simply driving up to the start ramp at Monte Carlo will be the realisation of a dream for the Irishman, known for wearing his heart on his sleeve and an unbridled joy for rallying. "It's what I've been searching for all my life to be honest," declares Breen. "It has been a long old road to get here and to finally have it in front of us, first of all I'm proud, but I'm just really excited. They [M-Sport boss Malcolm Wilson and team manager Richard Millener] have definitely given me a new-found confidence, and it feels great to be leading the team into this new adventure."

It's an adventure from which Breen has already emerged as a dark horse for the title given the air of optimism and expectation coming from the M-Sport camp surrounding the new Ford Puma Rally1.

The two-year deal, alongside trusty co-driver Paul Nagle, is long overdue in the eyes of many, and a just reward for Breen's head-turning 2021 efforts. His wishes for a full-time seat were becoming increasingly hard to ignore after a third part-time campaign for Hyundai yielded

three podiums from five rallies. With Hyundai unable to offer a deal, M-Sport quickly snaffled up Breen for a return of sorts, having begun his rally career driving M-Sport built Ford Fiestas.

It has been a journey full of crests and compressions to reach this point. After switching from racing karts to rallying in 2009, success arrived when Breen won the 2010 Ulster Rally (part of the British Rally Championship), before Breen he scooped the WRC Academy and S2000 titles in 2011 and 2012 respectively, driving Ford Fiestas. The 2012 success came amid tragedy when co-driver Gareth Roberts was killed in a freak accident at the Targa Florio round of a partial Intercontinental Rally Challenge campaign.

Breen was then snapped up by Peugeot in 2013 for three campaigns in the European Rally Championship — he was runner-up to Kajetan Kajetanowicz in 2015, before Citroen came calling. After a part-time 2016 season racing a semi-works Abu Dhabi World Rally Team-run DS3, he landed a two-year partial campaign in the factory Citroen C3.

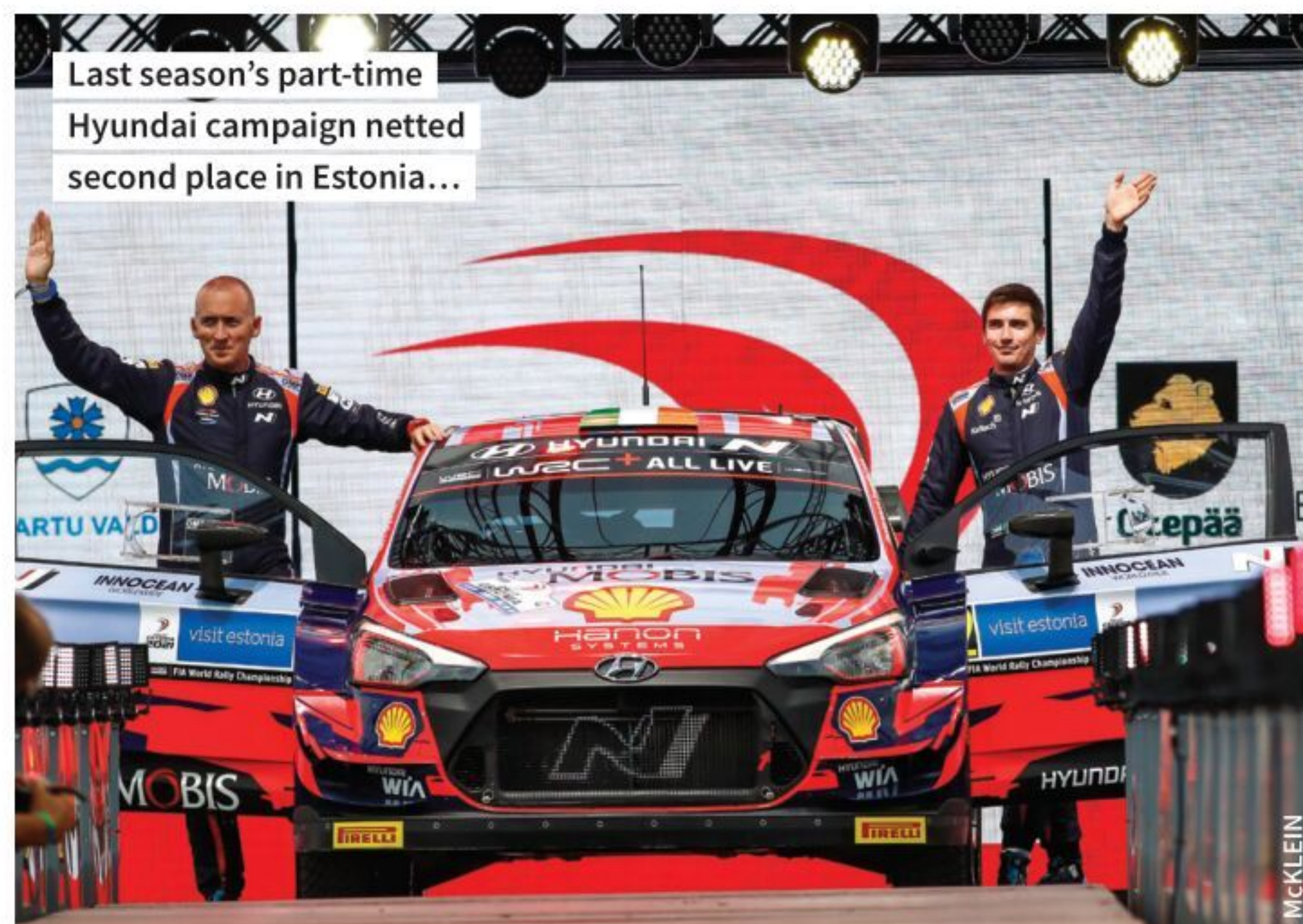
The move to the big time proved to be a false dawn when the C3 WRC was unable to regularly match its Hyundai, Toyota and Ford rivals. After scoring a single podium in Sweden, Breen lost his seat at the end of 2018. Without a WRC drive, he attempted to resurrect his career through a handful of R5 outings in 2019 before Hyundai's then-team principal Andrea Adamo came calling with a WRC lifeline.



Fast-forward to 2022, and Breen is about to embark upon not only a maiden full-time WRC campaign, but as team leader of a squad that will include young guns Adrien Fourmaux and Gus Greensmith, both retained by M-Sport from last season. To complete the line-up, M-Sport has pulled off a coup to land nine-time world champion Sebastien Loeb for the Monte Carlo opener at least.

"It's difficult to find the compromise between trying to enjoy it and take in something I've wanted all my life, but at the same time trying to perform at world level," says Breen when asked if he is feeling any pressure to make the most of the opportunity. "It's a balance I've been fighting all my life. I really do try to enjoy it but, at the same time, it's a very serious game and you do need to bring something special to every event. I'm trying not to focus on that for the minute and just trying to knuckle down and do all the work that needs to be done, which is a lot, and it's practically a new rally in Monte this year. There are no specific goals, not for Monte at least. We just want to be sure we have gone in the right way with all of the development so far.

"It has been such a massive change on the regulations side, and it's really the work of the engineers that has been above and beyond the call of duty – they've done something quite incredible to make these cars work. I feel confident in the car and the goal long-term is to be world champion, that's why we are still at it. That is the goal but



"IT'S HARD TO FIND THE COMPROMISE BETWEEN TRYING TO ENJOY IT AND PERFORMING AT WORLD LEVEL"

I'm trying not to focus too much on bringing in results immediately. It's a case of getting confident with the car and being able to relax and enjoy it, then I'm sure the results will come."

While testing has largely run smoothly, last week Breen was involved in a heavy crash that resulted in the Puma rolling down a hillside after clipping a bridge. Luckily, Breen and Nagle escaped unhurt. The car was repaired and continued the test.

The changes brought by the Rally1 regulations promise to deliver the most unpredictable season for decades. The introduction of hybrid technology will require drivers to alter their styles as they manage the use of 130bhp extra in hybrid power boosts during the stages.

"The new rules are definitely bringing a new dimension," says Breen. "Working with a hybrid is not something we have ever had to deal with. Normally we just have to listen to the co-driver and drive, but now you have a third dimension to think about. We've never had to consider things such as regen and now you need to change the way of thinking and driving. Honestly, I've grown to adapt to it quite quickly. When you get it all hooked up, it's a very fast and very powerful car. The hybrid unit means the cars are incredibly fast. I don't think the spectacle will be any less."

NEXT WEEK

MONTE CARLO RALLY 27 JANUARY ISSUE

Don't miss our eight-page report as the World Rally Championship's 2022 season curtain-raiser ushers in the new Rally1 hybrid era.

Al-Attiyah beats Loeb for fourth Dakar win

DAKAR RALLY
JEDDAH (SAU)
1-14 JANUARY

Nasser Al-Attiyah matched Ari Vatanen's tally of four Dakar Rally wins by stroking his Toyota home in the final days through the Saudi Arabian desert last week to defeat Sebastien Loeb's Prodrive machine.

The battle for the rally featured a new generation of T1+/T1U 4x4 prototypes with bigger wheels, more suspension travel and more than two tons of weight that are destined to be the future of the new World Rally Raid Championship. Audi Sport's arrival in the category with an electric vehicle with a power extender posed a real challenge for the FIA and Amaury Sport Organisation, who had to find a way to balance the performance of the German prototype against petrol-engined rivals.

But the event quickly came down to a fight between Al-Attiyah and Loeb.

Both emerged unscathed from the controversy that erupted on stage one over a note in the roadbook that caused most of their rivals to lose a heap of time, especially Carlos Sainz (Audi), who lost more than two hours. Loeb arrived at the third stage with a deficit of just nine minutes, but a propshaft assembly problem caused him to lose half an hour that day, after driving with only two-wheel drive for the 158-mile stage. Al-Attiyah took advantage of this to activate the pace-management mode and take care of the mechanics of his GR DKR Hilux T1+ on the following days.

A navigation failure on the sixth stage, the last before the rest day, meant that Loeb reached the halfway point of the rally in third place, 50 minutes behind the Qatari Toyota driver and with local Yazeed Al-Rajhi also

ahead, 48 minutes and 54 seconds off the lead. But the nine-time World Rally champion started to close the gap from stage seven and was only 32m40s behind with two days to go. Nevertheless, Al-Attiyah, who admitted that he had been managing his pace to avoid mechanical failures and unnecessary problems, held his nerve to the finish. Not only has he equalled Vatanen's total, but only Stephane Peterhansel (eight) is ahead of him among the drivers with the most wins in cars. Behind Loeb, Al-Rajhi took his Toyota to third.

Sainz had already made history on day three by taking the first stage win for an electrified vehicle in the history of the Dakar Rally, and giving Audi its first official success. But it would not be the last — as the rally wore on, Sainz took one more stage, while team-mates Peterhansel and Mattias Ekstrom also added one apiece in the



Mies on top in WRT Audi 1-2

DUBAI 24 HOURS
DUBAI (ARE)
15-16 JANUARY

Just a few months after its late Le Mans drama, WRT proved that it's not doomed to always lose 1-2 finishes on the final lap of a twice-round-the-clock race by cleaning up in last weekend's Dubai 24 Hours. The Wallonian sportscar powerhouse celebrated as Christopher Mies took the chequered flag one lap ahead of the sister Audi R8 LMS GT3 in the hands of Benjamin Goethe.

The Audis looked strong from the moment Mies took the lead from pole. Their 1-2 was effectively cemented a few hours from the finish when the challenging Barwell Motorsport Lamborghini Huracan GT3 Evo, in which Mirko Bortolotti was the star driver, was taken into the pits by Rik Breukers with terminal technical problems.

The advantage between the two Audis changed hands a few times across the race. Mies was joined in the winning car by fellow factory top-liner Dries Vanthoor, as well as the capable Thomas Neubauer and Axcil Jefferies (winner in 2021 in a Porsche, and a late replacement for the COVID-hit Michael Vergers), while amateur Mohammed Saud Fahad Al Saud got his 50 laps behind the wheel out of the way early on. Goethe's car had Frederic Vervisch as the kingpin, with Jean-Baptiste Simmenauer also on board and French brothers Arnold and Maxime Robin getting short drive times. As the race ran out, Mies sat behind Goethe, before putting him a lap down on the final tour and crossing the line in formation.

There were some good battles behind. Mercedes GT3 talisman Raffaele



Marciello was the ace in the HRT car and fought Mies early on. But, like a commuter who just wants to get home and decides it's too much hassle to stop at his local service station, he ducked out of a lengthy queue at the paddock-located petrol pumps early on and came back for another try. This bad fortune meant HRT was playing catch-up and put it into a scrap for third with the SPS-run Mercedes that featured Maro Engel and Jules Gounon. Mikael Grenier actually did the legwork in the SRS AMG GT3, and was promoted to third in the final 10 minutes when Marciello needed a late splash. The charging Italian fell just 7.7 seconds short at the flag.

Luca Stolz took the other HRT Merc to fifth, moving up when Australian Supercars gun Anton De Pasquale made a later final stop in his Herberth Motorsport Porsche 911 GT3-R.

Apart from that sixth place, it was a disastrous race for Porsche. Dinamic Motorsport's Matteo Cairoli went out in the eighth hour in a collision with a KTM, three hours after the sister machine had also shunted. Serial 24H Series race winners Alfred and Robert Renauer were sidelined as early as Wednesday practice when their Herberth Porsche had a heavy accident in the hands of Daniel Allemann.



Al-Attiyah was out front
for the entire rally

MARAGNI/RED BULL

second week. Indeed, the performance of the Audi RS Q e-tron in the last six days of competition drew the attention of its rivals, who have made clear their concerns for the future and have asked the FIA to review in the coming weeks all the data collected by the black boxes installed in each of the cars in order to adjust the Balance of Performance as fairly as possible.

In the bike category, former MotoGP rider Danilo Petrucci (KTM) attracted a lot of attention, but the Italian was quickly out of the fight due to a mechanical failure on day two. Even so, he rejoined and took his first stage win on day five. The final victory went, for the second time, to England's Sam Sunderland, who gave the KTM Group's GasGas brand its first Dakar honour. Sunderland won a thrilling battle to the end against Chilean Pablo Quintanilla (Honda) and Austrian Matthias Walkner (KTM), the 2021 World Cross Country Champion.

SERGIO LILLO

RESULTS

1 Nasser Al-Attiyah/Mathieu Baumel (Toyota GR DKR Hilux) 38h33m03s; 2 Sebastien Loeb/Fabian Lurquin (Prodrive Hunter) +27m46s; 3 Yazeed Al-Rajhi/Michael Orr (Toyota Hilux Overdrive); 4 Orlando Terranova/Daniel Oliveras (Prodrive Hunter); 5 Giniel de Villiers/Dennis Murphy (Toyota GR DKR Hilux); 6 Jakub Przygonski/Timo Gottschalk (Mini JCW Buggy); 7 Mathieu Serradori/Loic Minaudier (Century CR6); 8 Sebastian Halpern/Ronnie Graue (Mini JCW Buggy); 9 Mattias Ekstrom/Emil Bergkvist (Audi RS Q e-tron); 10 Vladimir Vasilyev/Oleg Uperenko (BMW X5).

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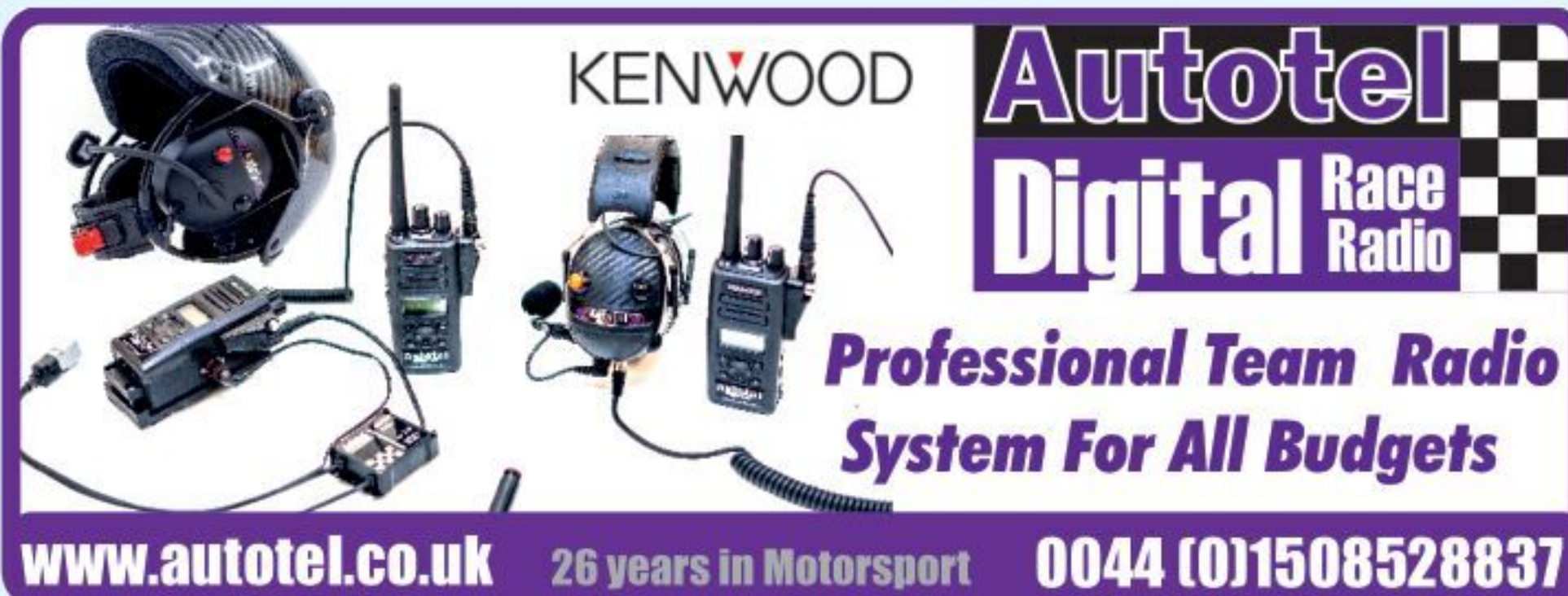
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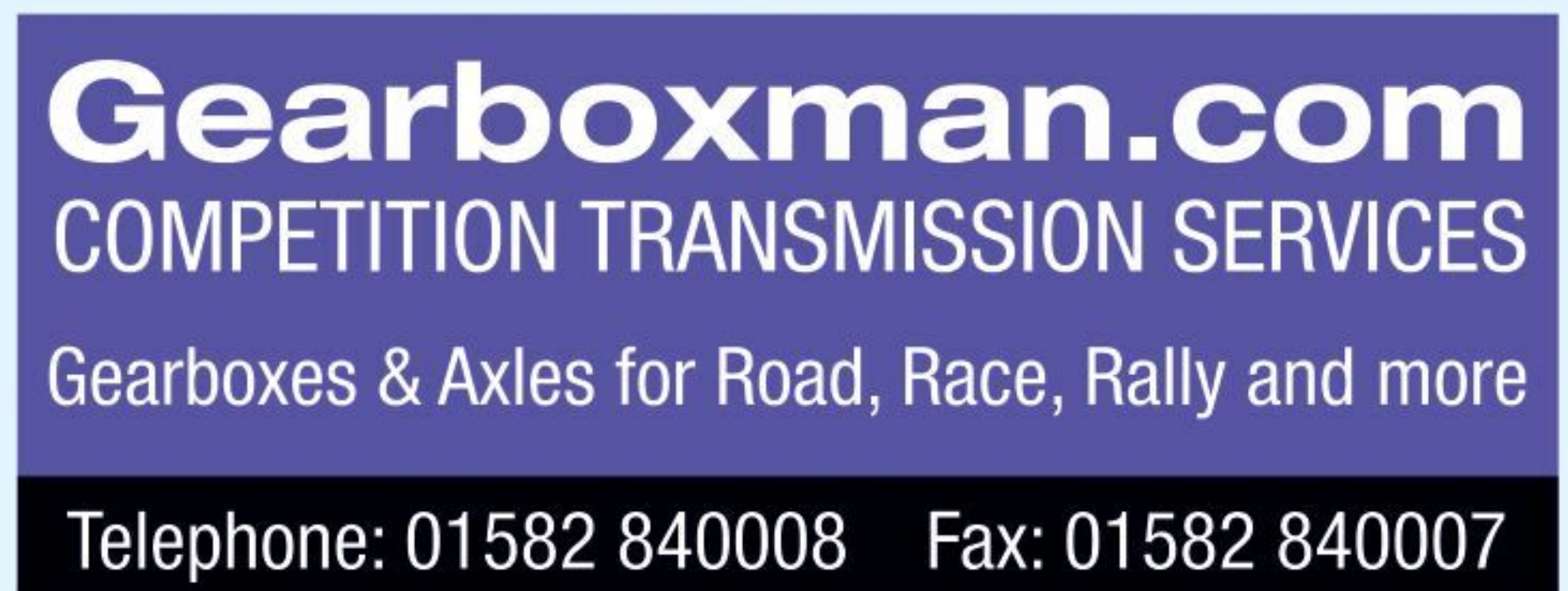


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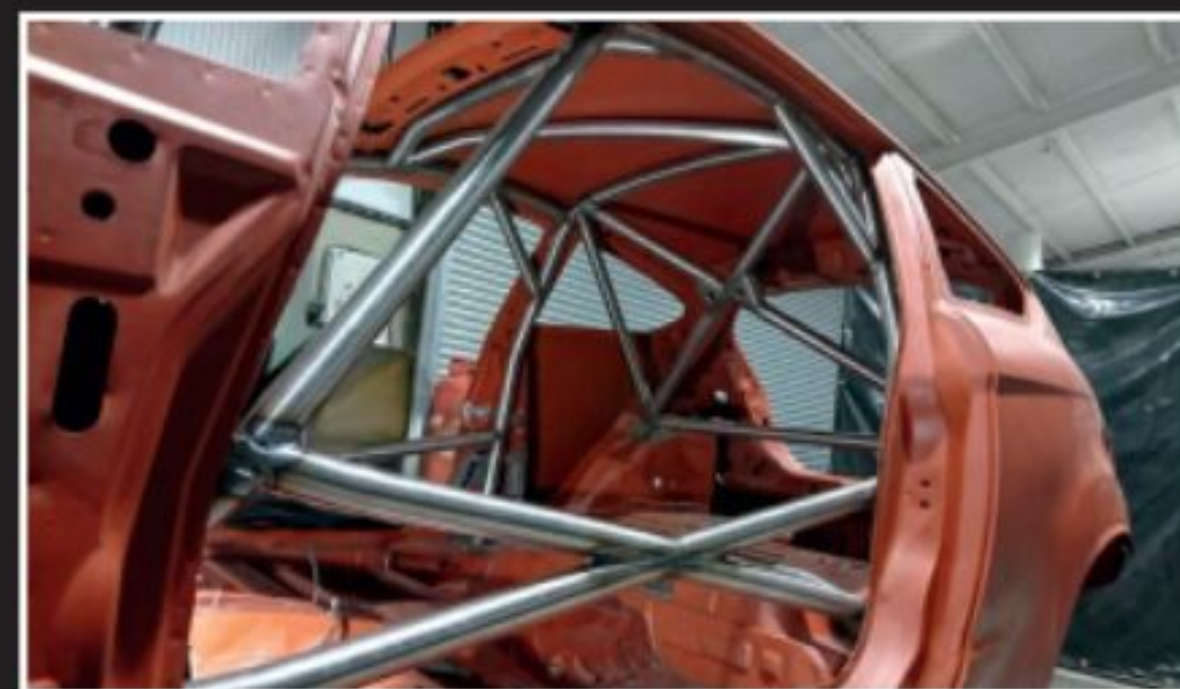
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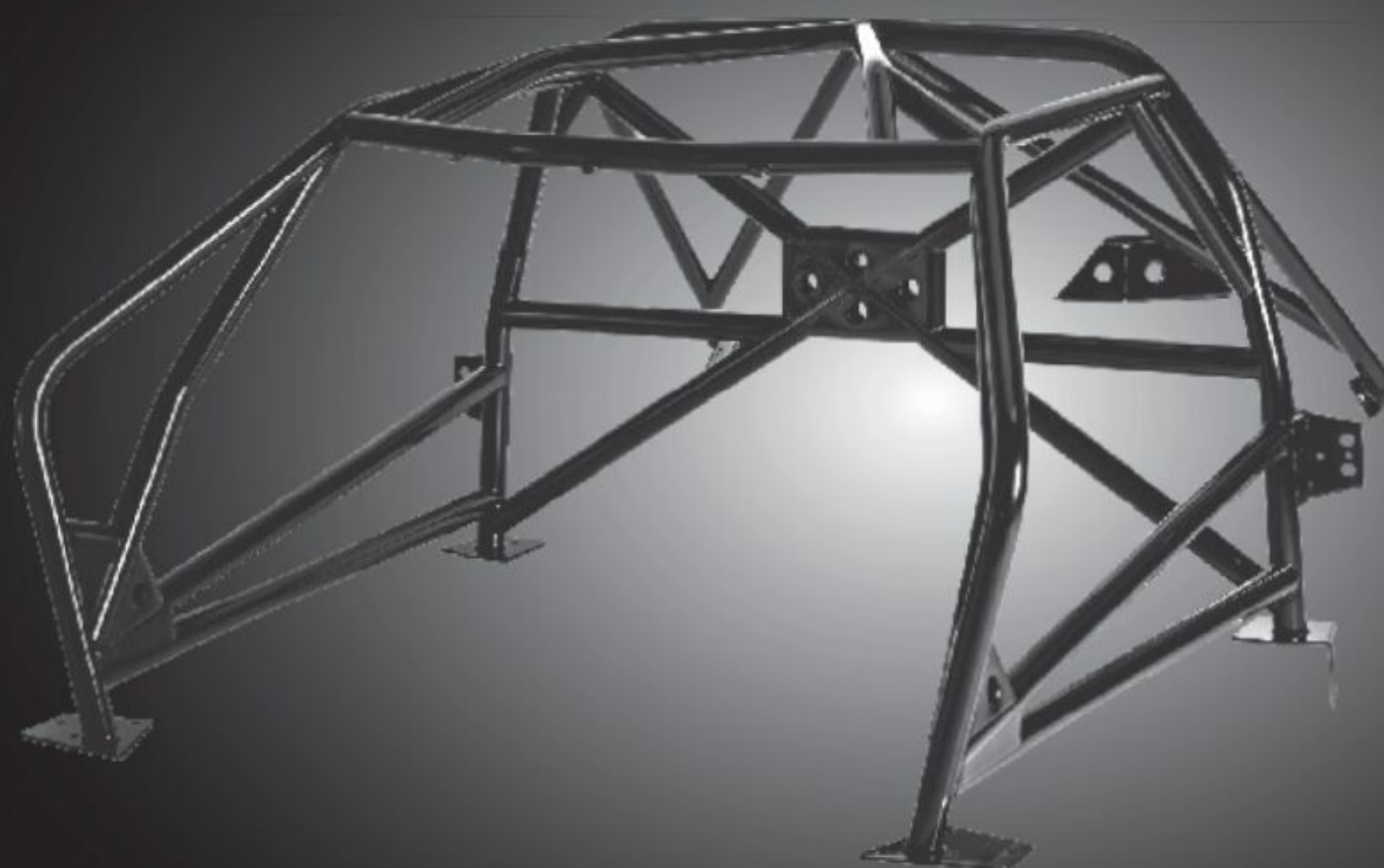
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The experience required to successfully perform the job includes the following:

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JULY	3	LYDDEN HILL	RACE	JACK SEARS	ALLSTARS	ALFAS
JULY	16-17	SNETTERTON	RACE	JACK SEARS	ALLSTARS	ALFAS
JULY	30	OULTON PARK	RACE	JACK SEARS		
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TOP 100 The final 2021 winners' table revealed

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Graham Brunton Racing
has been a mainstay of
Scottish FF1600 racing

MOIR



GRAHAM BRUNTON RACING AND ROSOVERVERDE TO GB4

GB4

Graham Brunton Racing and Rossoverde Racing have revealed plans to enter the new-for-2022 GB4 Championship.

The MotorSport Vision-run series has been created as an entry point into single-seaters, and the addition of these two squads means that 13 teams have now pledged to compete in the inaugural season.

Multiple Scottish Formula Ford winner GBR follows fellow FF1600 squads Oldfield Motorsport and Kevin Mills Racing into the slicks-and-wings series, and GB4 team manager Craig Brunton believes the opportunity was too good to miss.

"The timing was key," he said. "There's not any loss of love with Formula Ford but we needed a step up for the team and the drivers. It's achievable for the team and the drivers that budget. It all comes down to money. We're a business at the end of the day and we have to balance the books."

"We've worked with MSV and it's a well-oiled ship that they run. Since November we've been able to speak to them about it, they could give us dates then, which meant we could plan ahead, which makes things a bit easier."

Brunton confirmed that his team, which will continue in FF1600, will enter two Tatuus F4-T014s this season. One driver



is already signed but yet to be announced, while "we've never had so much interest" for the second spot.

Meanwhile, Rossoverde is best known for competing in British GT with the late Allan Simonsen and team owner Hector Lester. More recently, the team has sporadically entered single-seater series such as British and Australian F4, and is focused on running one car in GB4 this season.

"We are excited by this new opportunity to be back in the British GT paddock, which will be engineered by Cameron Doyle," said Lester. "Rossoverde Racing recognises GB4, which runs alongside British GT and critically GB3, as a key series that will promote and encourage talent to progress towards FIA F3 and F2."

STEFAN MACKLEY



IN THE HEADLINES

NEW BRITISH F4 PARTNER

Base Performance Simulators has become the latest partner to be announced for the revamped British Formula 4 series this year. Included as part of the championship's registration fee, drivers will get the chance to have two free sessions in the company's simulators, as well as a reduced rate for further visits.

HITECH UAE F4 DEBUT

British Formula 4 race winner Oliver Gray will join Hitech GP for the UAE F4 season that is due to get under way today (Thursday) at the Yas Marina Circuit, as the first series to make use of the new Tatuus machinery. Gray raced for Fortec in British F4 last season, while Hitech is new to the category. Gray is joined at Hitech by Alex Dunne, son of former Irish Formula Ford 1600 racer Noel. Meanwhile, Aiden Neate has switched to Prema Powerteam after driving for Xcel Motorsport in last year's non-championship UAE opener.

BWRDC GOLD STARS

The British Women Racing Drivers' Club has announced the winners of its Gold Star awards for 2022. Alice Powell took the senior Gold Star after finishing runner-up in the 2021 W Series. The junior Gold Star went to karter Jessica Edgar, an FIA Girls on Track Rising Stars finalist who has been racing an X30 kart in the British and Little Green Man championships. Marshal Carol Glenn was recognised as the club's non-competing Gold Star at a presentation that took place at the Bicester Scramble last Sunday.

GRUNDTVIG'S GB3 DEAL

Mikkel Grundtvig will remain in the GB3 Championship this season with Fortec Motorsport. The 19-year-old Dane competed full-time in the category last season, and finished 13th in the standings after taking two reversed-grid wins at Donington Park (below). He is the second driver so far announced as continuing in GB3 in 2022 for a sophomore season, following Elite's Tom Lebbon.



JEP/MOTORSPORT IMAGES

Edgerton joins JTR in Porsche Carrera Cup GB

PORSCHE CARRERA CUP GB

Porsche Sprint Challenge GB champion Theo Edgerton will graduate to the Carrera Cup this season with the JTR squad.

Edgerton dominated the Cayman contest with Total Control Racing last year, winning eight of the 12 races to comfortably take the title, after finishing third in the standings in 2020.

He was then selected as one of the four finalists for Porsche GB's Junior shootout to secure funding and support from the manufacturer, but missed out on the prize to Ginetta GT4 Supercup champion Adam Smalley. Undeterred, he has joined the team that powered ex-Porsche GB Junior Dan Harper to the 2019 title and nearly guided Lorcan Hanafin to last season's crown.

"JTR are a great team — they've had a lot of success with Harper and made Hanafin extremely quick," said Edgerton. "I tested with them at the end of 2020 and really enjoyed the atmosphere, and I definitely think it's best for me."

Edgerton opted to stay in the Sprint Challenge for a second season rather than immediately graduate to the Carrera Cup to coincide his move with the introduction of the new Type 992 911 GT3 Cup machine.



Sprint Challenge champion Edgerton was a Porsche GB Junior finalist

"I decided to do it this year because everyone is back to square one with the 992," he said. "I think it was definitely the correct decision to stay in Sprint Challenge for another year — it's given me lots of confidence and I've come on so much since 2020 and my first season."

"I'm hoping to continue the winning ways this year. I want to try to win the championship but I'm sure everyone else has the same opinion. The grid is really strong but I think I'm in a good place — I'm really looking forward to it."

JTR boss and former Porsche factory

driver Nick Tandy added: "Theo tested a 911 with us back in 2020 and we were immediately impressed with his attitude and capability to drive these high-powered cars. We watched with interest his dominant season in 2021 in his Cayman to become champion. With another year's experience under his belt, we're all looking forward to working together."

STEPHEN LICKORISH

• A feature looking at how Porsche GB chose its next Junior is due to be included in next week's issue of Autosport.

Tomlinson and Wheeler team up in Ginetta

BRITISH GT

The sons of Ginetta owner Lawrence Tomlinson and the late former TVR boss Peter Wheeler will team up in this year's British GT Championship.

Freddie Tomlinson and Joe Wheeler, both 17, will step up from Ginetta Junior

to campaign Assetto Motorsport's Ginetta G56 GT4 this season in the Silver Cup class. The pair finished ninth and 10th respectively in the 2021 Ginetta Junior standings, Wheeler as part of the Assetto stable, while Tomlinson raced under the same R Motorsport awning as champion Aston Millar.

Tomlinson Sr last raced in British GT in 2012, when he finished ninth alongside Ginetta stalwart Mike Simpson at Donington Park, and twice placed second while sharing a TVR with Nigel Greensall in 2004.

"To represent my family's company in British GT — just as my father did — will be a really proud moment," said Tomlinson Jr. "But Joe and I are also here to do a job. After a few years in Juniors we feel ready for the next step, despite being one of if not the youngest crew on the grid."

Assetto pair Charlie Robertson and Mark Sansom came close to winning on the G56's British GT debut at Brands Hatch last year. They eventually finished third in the 2021 GT4 Pro-Am standings.

JAMES NEWBOLD

Tomlinson (leading) and Wheeler both raced in Ginetta Junior in 2021



JEP/MOTORSPORT IMAGES

IN THE HEADLINES

LOCKWOOD IN MINI AGAIN

Mini Challenge podium finisher Jason Lockwood will remain in the series with Excelr8 Motorsport this year after finishing seventh in the standings in his second campaign last season. Other drivers announced as racing Minis, all in the Trophy category, are Sophie Wright (who has dual British/Canadian citizenship and had her first circuit outing on a trackday at the Mission Raceway Park venue near Vancouver last year) with AReeve Motorsport, and karting graduate Lauren Tayla, who will join Mad4Mini Motorsport regular Morgan Wroot.

VOLUNTEERS WANTED

Both the British Automobile Racing Club and British Racing & Sports Car Club are seeking volunteers to come forward and fill race meeting roles ahead of the 2022 season. The positions include marshals, scrutineers, championship coordinators and event stewards among many more roles. Visit barc.net and brscc.co.uk for more details.

MALVERN STAYS IN PORSCHE

Team Parker Racing will run an unchanged line-up in its Porsche 911 GT3-R in British GT this season. Scott Malvern and Nick Jones continue together after switching from Bentley to Porsche for 2021, and taking a best result of third at Oulton Park.

LANCASTER BACK FOR MORE

Jon Lancaster and Rich Mason will continue to race a GT4 McLaren 570S in the GT Cup for a second season this year with Greystone GT (below). Former GP2 race winner Lancaster and racing novice Mason took Greystone's maiden class win at Silverstone last year after the trackday operator expanded into running a race team for the first time. Further GT Cup driver pairing announcements are expected soon.



Bird and Morton were never headed at Brands Hatch, winning all stages



Bird flies the highest and bags another MN Circuit Rally win

CIRCUIT RALLYING

Frank Bird and Jack Morton made it three wins from four in the *Motorsport News* Circuit Rally Championship at Brands Hatch last weekend.

The pair's Ford Fiesta Rally2 was fastest on all eight stages and took the win by 1m17s. "It never missed a beat all day and we just had to blow off the early cobwebs after a month out of the car," said Bird.

The Volkswagen Polo GTI R5 of John Stone and Tom Woodburn was second all day despite using "very worn tyres". They managed to pull out eight seconds over Cadwell Park winners Neil Roskell/Andrew Roughead (Fiesta R5) after two stages.

"We then had a bit of an off on stage three," Roskell explained, which allowed Ollie O'Donovan/Ashleigh Morris (Hyundai i20 R5) to share third place. But O'Donovan collected a 10s penalty

after hitting a chicane on stage five and then retired a stage later, leaving Roskell clear to complete the podium.

John Griffiths/Tom Rogers took fourth in their Fiesta R5, but had the similar car of Andy Scott/Laura Connell closing at the end. Josh and Tamsyn Davey (Darrian T90) fought back to complete the top six, ousting the Craig Jones/Shawn Layland Fiesta R5 on the final stage of the day.

The closest class battle was in Class B, where Ben and Andrew Wilkinson led all day in their Peugeot 106 Maxi, despite ending stage three in the tyre wall. By the end, though, Alex Cannon/Alan Carfrae (Fiesta R2) had kept the gap to 12s.

Former British Touring Car Championship AmD Tuning team boss Shaun Hollamby was also in action, finishing 49th overall alongside Sion Cunliff in a Mazda MX-5.

PETER SCHERER

New MG Metro for Ashton in 2022

750MC HOT HATCH

Jack Ashton plans to race a new MG Metro in the 750 Motor Club-run Hot Hatch championship this season, but only in a limited number of events due to family reasons.

The 26-year-old from Milton Keynes, a two-time MG Metro Cup champion in 2018 and 2019, led Hot Hatch races last season and finished a career-

best second in Snetterton's season finale.

"The old car is getting a bit bruised and tired — we've run it since 2015 — so this is a fresh start," said Ashton. "We're always up against it with the Honda Civics on the grid, but hopefully the new build will give us a bit more performance."

"A new shell and cage should make the car stiffer. We're

looking to change the old hydro-elastic suspension — which is a 1950s design — with coil-over shock absorbers and increase power from 160 to around 175bhp with a newer Rover K Series engine.

"It might not be until mid-season when we appear, but I want to be challenging for wins straight out of the box after coming close in 2021."

CARL MCKELLAR

BTCC engineer Farrell to return to FF2000 roots

HISTORIC FF2000

British Touring Car Championship BMW equipe Ciceley Motorsport's chief race engineer Steve Farrell is to break a 12-year driving layoff to compete in Historic Formula Ford 2000 this season, returning to ostensibly the category in which he contested the 1983 British championship.

The Australian raced a Van Diemen RF82 and Reynard SF83 chassis under the family Milldent Motorsport banner, the team that gave compatriot and future Reynard designer Malcolm Oastler his UK break.

Farrell has now acquired a Reynard SF79 from former Historic Sports Car Club Morgan +8 racer Paul Conway for the popular series, for which chassis built between 1975 and 1981 for the Pinto-powered class are eligible.

"Formula Ford 2000 is still fantastic –



Farrell will drive Reynard SF79
last raced by Paul Dukes

in terms of cost versus performance it represents amazing value," said 63-year-old Farrell. "The first part of the BTCC [in which Ciceley's Adam Morgan heads a two-car team] clashes, so there is no hurry. I am having the engine and gearbox rebuilt, but I'm targeting Cadwell Park [on 4-5 June] as a realistic debut."

Farrell's stellar engineering CV – highlighted by guiding Teo Fabi to the 1991 World Sports Car Championship's drivers' title with Tom Walkinshaw Racing's Jaguar XJR-14s and Petter Solberg to the 2003

World Rally Championship drivers' crown with Prodrive's Subaru Impreza – includes spells at BAR F1 and running Superleague Formula's technical operations.

Farrell's last races were in brother Chris's Formula Atlantic Ralt RT4 at Eastern Creek's (now Sydney Motorsport Park) Tasman Revival events in 2009 and 2010. "Those [wing] cars generate incredible downforce, too much for me in the fast corners, but I loved the experience," he said. "Now I'm looking forward to Historic FF2000, racing against my old friend Adrian Reynard."

MARCUS PYE

Revamp for Sports Racing and V8s category

CSCC

The long-running Sports Racing and V8s series is being revamped for this year and is due to appear at a number of Classic Sports Car Club meetings.

The category's bosses had teamed up with Bernie Chodosh's Bernie's V8s division for the past few years, running with the 750 Motor Club. But now that Chodosh has



Series will appear at
CSCC fixtures this year

formed a new Bernie's V8s and Historic Outlaws series under MotorSport Vision Racing's umbrella, Sports Racing and V8s has made a few tweaks.

"This year we're racing

mainly with the CSCC's Special Saloons and Modsports," said Cheng Lim, the category's technical chief and also a racer in the series since it was founded in the 1980s. "We're

trying to keep the register going for the old SR-GT drivers and we will then try to have our own grids next year."

As part of the CSCC collaboration, the series is due to feature at the new-look Oulton Park Gold Cup this year. But Bernie's V8s and the Sports Racing and V8s contests are still set to share a grid at the Brands Hatch American SpeedFest in June.

STEPHEN LICKORISH

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John Blanckley 1937-2021

OBITUARY

John Blanckley, who died last month, was a delightful old-school competitor who packed a diverse range of motorsport into his 84 years, enjoyed with his partner of seven decades Ann Humphreys.

Originally from County Durham, he began racing in the 1960s. From 1970, Blanckley and Stan Robinson raced the ex-works 1969 Le Mans Unipower GT, contesting the Spa and Nurburgring 1000Km as plucky minnows.

They fitted the 1600cc Cosworth FVA engine and Hewland FT200 gearbox to the Unipower chassis for 1971, but it crashed heavily following suspension failure at the Nurburgring. A new spaceframe was built



Blanckley raced Chevron
in European enduros

MOTORSPORT IMAGES

to take the engine and gearbox, becoming their SAR sports-racer.

This morphed into the Scorpion JB4 of 1973 in which Blanckley and American Ed McDonough entered the Osterrehring 1000Km. Blanckley also raced a Chevron B21/23, and later a B31, in Interserie, before bowing out after piloting Siegfried Rieger's McLaren M8 Special in 1979.

In the 1990s, Blanckley enjoyed much success in classic rallying in a Jowett Javelin and Rochdale Olympic.

MARCUS PYE

Historic F2 set to return to a European schedule this year

HISTORIC FORMULA 2

Historic Formula 2 racers are raring to tackle their first European season since 2019 following the unveiling of the Historic Sports Car Club's calendar of six double-header events.

Historic F2 was torpedoed by the COVID-19 pandemic and travel restrictions of the past two years, effectively scaling it back to a British domestic series, but the 2022 schedule – 50 years since Mike Hailwood won the European title in John Surtees's eponymous TS10 chassis powered by Hart BDA engines – also visits venues in Germany and France.

The starting point is the Jim Clark

Revival at Hockenheim on 6-8 May. Paul Ricard's Historique Grand Prix de France (17-19 June) is followed by two home events in July: the HSCC's Legends of Brands Hatch Super Prix (9-10) and Oulton Park Gold Cup (29-31). Nurburgring's AvD Oldtimer GP (12-14 August) and Dijon's Motors Cup (7-9 October) round the programme off.

"Getting back to our European dates with all our racing friends is our main ambition for 2022," said HF2 chair Roger Bevan. "We can't wait to get back to some of the best tracks in Europe and have two excellent UK dates to complete a great package."

MARCUS PYE



This season is 50 years since
Hailwood's F2 title win

MOTORSPORT IMAGES

IN THE HEADLINES

SPICE CLASS FOR POMEROY

A special class honouring touring car star Gordon Spice, who died last September, will form part of this year's Pomeroy Trophy. The Silverstone Vintage Sports-Car Club event on 19 February will feature a division for 1970s to 1990s touring cars and, unlike those competing for the overall Pomeroy Trophy, the cars do not need to be road legal. An ex-Spice Group 1 Capri is among the entries already received.

COLLINS SWAPS TO ROYALE

Historic Formula Ford 2000 stalwart Fraser Collins is switching to the later class this season, having acquired the ex-Jono Baines Royale RP30 over the winter. The Lola T580 in which Collins won the pre-'79 class by a country mile last season, and finished 14th overall, is now for sale.

FLOODING FUNDRAISER

A fundraising appeal from the organisers of the Eifel Rallye Festival to help victims of last July's devastating flooding in Germany has raised over £40,000. The popular historic rallying event had to be cancelled last year amid the coronavirus pandemic, and a campaign was launched to raise funds to support victims of flooding in the area, while members of the organising MSC Daun club have been helping with repair work.

REFUNDS FOR R.A.C. CREWS

Every crew that competed on last November's Roger Albert Clark Rally is to receive a refund after the event was shortened due to Storm Arwen. Heavy winds brought down numerous trees and meant that over 90 miles of the rally's planned 350-mile distance could not be held. By avoiding the costs that competing on those stages would have incurred, organisers are able to refund each of the 139 entrants £435.



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2022 CALENDAR



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(HEADLINE ROUND)



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OULTON PARK
(BRITISH GT/GB3)



7/8 MAY
SILVERSTONE GP
(BRITISH GT/GB3)



28/29 MAY
DONINGTON PARK GP
(BRITISH GT/GB3)



25/26 JUNE
SNETTERTON 300
(BRITISH GT/GB3)



30/31 JULY
SILVERSTONE GP
(GB3)



10/11 SEPTEMBER
BRANDS HATCH GP
(BRITISH GT/GB3)



15/16 OCTOBER
DONINGTON PARK GP
(BRITISH GT/GB3)



The race to make a change

Sir Jackie Stewart is on a crusade to find a cure for dementia and his new Classic event in Scotland is just one example of how motorsport can be a force for good

STEFAN MACKLEY

It's a terrible illness for a family." For anyone who has had to suffer watching a loved one lose cherished memories and literally wither in front of their eyes, the words from Sir Jackie Stewart will resonate deeply. The three-time Formula 1 world champion knows more than most the horrors of dementia as his wife Helen was diagnosed with the illness several years ago and currently "is not at all well", requiring 24-hour care.

His love for his wife and passion for motorsport led Stewart to create Race Against Dementia, an international charity tasked with finding a cure for the disease and which, over the years, has gathered momentum and support from the motorsport community – as well as further afield. It's fair to say, after speaking with the 82-year-old earlier this month, he has lost none of the drive that guided him to multiple titles and is now being channelled into the charity.

It's the main reason why the Sir Jackie Stewart Classic presented by Rolex is due to be held on 18–19 June this year at Thirlestane Castle in the Scottish Borders, an event that is set to feature memorabilia from the Scot's successful career including helmets, cars and trophies. There will also be a sprint along the castle's driveway organised by the Scottish Motor Racing Club, and a classic car show from the Borders Vintage Automobile Club.

“My logic is the same problem solving culture as in Formula 1, we want it with dementia”

Money raised from the event will go to Race Against Dementia, and Stewart believes that the world of motorsport can significantly help in the push for a cure. “It's been going on for years now without a cure, or without preventive medicine, and that for me is unacceptable,” he says. “If that was the world of motorsport, they would find a solution.

“There is no cure at the present time, and my logic is using Formula 1 and motorsport, we're bringing all our young PhD [students] into Red Bull and into McLaren to let them see how fast problem solving is achieved. The same culture as in Formula 1, we want it with dementia. The elder generation have failed. They don't want to hear that, but they've failed. They don't have a cure. And it's an illness that they're saying for everyone born today,

one in three are going to have dementia.”

It's a harrowing thought, but also a timely reminder of the good that motorsport can do, both for raising awareness and also funds. Stewart's charity is certainly not the first cause to use racing as a means to highlight an important issue, and across any weekend in a national paddock there's almost certain to be something similar – albeit not perhaps with a three-time world champion as an advocate!

One example that springs to mind is the CALM Porsche Trophy, which was created in 2019 before merging with the British Racing and Sports Car Club's Porsche Championship the following season, and has grown steadily since. The series raises awareness for the Campaign Against Living Miserably charity that supports young men suffering from depression and anxiety.

Mental health has, rightly, come to the fore over the past few years, and especially in the wake of the COVID-19 pandemic, with social restrictions having a huge impact on people's wellbeing. It's something that McLaren F1 driver Lando Norris has touched upon in recent months, and it has helped start a conversation on an issue that for many is still a taboo subject. It shouldn't be underestimated just how pivotal that public discussion can be.

Several years ago, British GT race winner Martin Plowman spoke openly about his battle with anxiety (Autosport, 2 August 2018), and how bringing the subject up meant that others talked about their own experiences.

However, it's not just individuals who are raising awareness about a cause in national motorsport – teams have been created for this very purpose while also pushing to take victory on track. Team BRIT will be entering the British GT ranks for the first time this season. It aims to give people with disabilities, post-traumatic stress disorder (PTSD) and general mental health issues help and support, and also offers racing as an outlet for them.

Spinal Track is another initiative, created by Nathalie McGloin and husband Andrew Bayliss, to allow disabled people the chance to get behind the wheel of a race and rally car.

This writer has seen first-hand the hard work that has gone into both examples and how they have helped people who have been through hardships, and may continue to endure them.

There are countless other charitable missions across the national scene, but what they all have in common is using our passion for motorsport as a means of uniting people behind a cause. Long may it continue. And if, in the case of Stewart's Race Against Dementia event, you can celebrate the legacy of a motorsport icon in the process, all the better. 🏁

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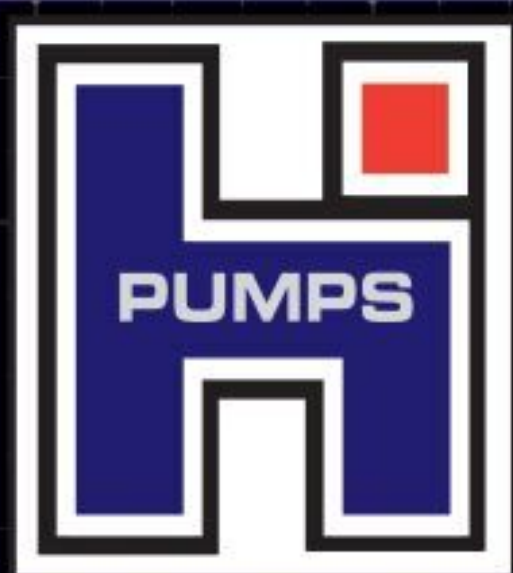


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THE BATTLE TO TOP AUTOSPORT'S NATIONAL DRIVER RANKINGS

It was another close fight to land first place in our winners' table

MARCUS SIMMONS AND STEPHEN LICKORISH

The 6-7 November weekend was pivotal in determining who would seal first place in the 2021 Autosport National Driver Rankings. Legends ace Miles Rudman had narrowed long-time table-topper Cam Jackson's advantage to just one victory and both had multiple chances to add more wins over that autumn weekend.

And it was Jackson who struck first. The Historic Formula Ford ace claimed the Janet Cesar class spoils (for cars built between 1982 and 1992) in the second heat of the Walter Hayes Trophy at Silverstone to take his total to 18 victories.

But Rudman closed the gap to just one win again after triumphing in the fourth of the six Legends races across the series' Brands Hatch event. While he did win the title for a second time, Rudman was unable to add any further wins in Kent – despite also leading the fifth race onto the final lap. It was therefore Jackson who ended the year on top of the winners' table (turn to page 68 for a full look back on his successful season).

Autosport revived the rankings for the

pandemic-shortened 2020 season, so last year was the first time they had been run over a full campaign for many years. The concept behind the winners' table is simple: every win is treated equally, whether that is success in the Citroen C1 24 hours or in the Ferrari Challenge UK. And class wins – where the divisions are based on differing car characteristics rather than driver ability – also count to the total.

Despite the greater number of meetings held in 2021, it did not stop some of the key places being decided following the final two events of the season. Veteran club racer Rod Birley snatched third spot after the traditional Mallory Park Plum Pudding curtain-closer on Boxing Day. Piloting his trusty Ford Escort WRC, he was victorious in both of the Saloon Car contests, taking his final figure to 16 wins, meaning he pipped Scott Parkin to third spot.

Parkin himself had risen to third following the penultimate circuit racing event of the year: a MotorSport Vision Racing fixture at

Brands in mid-November. Parkin won both the Trackday Championship and Trackday Trophy encounters in his VW Golf to notch up 15 successes, but this did not prove enough to keep Birley at bay.

Their late improvements meant Irish Stryker ace Michael Cullen, who was in third when Autosport last ran an update in the magazine at the start of November, fell to fifth in the final table. He also enjoyed 15 wins across the year, one more than sixth-placed Junior Saloon Car dominator Charlie Hand.

While Jackson headed the leaderboard from the very first table being produced two months into the season at the end of May, a variety of different drivers held second place. Alongside Parkin and Cullen, also enjoying stints as Jackson's closest challenger were BMW E36 M3 racer Dave Griffin (who fell to 27th place in the final rankings) and Civic Cup champion Alistair Camp (12th). But, ultimately, none of them were able to take quite enough wins to deny Jackson top spot.

"Birley snatched third place after the traditional Mallory Park Plum Pudding season-closer"



LEADERBOARD FINAL AUTOSPORT NATIONAL DRIVER RANKINGS 2021				
POS	DRIVER (CAR/CARS)	OVERALL WINS	CLASS WINS	TOTAL
1	Cam Jackson (Winkelmann WDF2/Brabham BT2/Van Diemen RF90)	17	1	18
2	Miles Rudman (Legends 34 Ford Coupe)	17	0	17
3	Rod Birley (Ford Escort Cosworth WRC)	15	1	16
4	Scott Parkin (Volkswagen Golf TDI/Ford Focus 2.0 TDCI Zetec S/Ford Ka)	12	3	15
5	Michael Cullen (Stryker/Ford Fiesta ST/Lotus Cortina)	12	3	15
6	Charlie Hand (Citroen Saxo VTR)	14	0	14
7	Stefano Leaney (Dallara F317)	14	0	14
8	John Mickel (Legends 34 Ford Coupe)	13	0	13
9	James Little (Ferrari F355 Challenge/Ferrari 458 Challenge/Citroen C1)	13	0	13
10	David Drinkwater (BMW Compact/Citroen C1)	0	13	13
11	Ben Short (Mazda MX-5 Mk1)	12	0	12
12	Alistair Camp (Honda Civic EP3)	12	0	12
13	Nic Grindrod (Citroen C1)	12	0	12
14	Ollie Neaves (MGB GT V8)	12	0	12
15	Lewis Thompson (Caterham 310R)	12	0	12
16	Dan Gore (Jedi Mk6)	11	1	12
17	Andy Smith (March 783/March 742)	10	2	12
18	Barry McMahon (Alfa Romeo 156/Alfa Romeo Giulietta)	10	2	12
19	Harry Senior (Caterham 7 SigMax)	9	3	12
20	Jon Woolfitt (Spire GTR)	9	3	12
21	Michael Winkworth (Mini Se7en S)	0	12	12
22	Sam Neary (Mercedes-AMG GT3)	11	0	11
23	Steven Dailly (BMW E36 Compact 318Ti/Ginetta G40 GT5)	11	0	11
24	Shane Murphy (SEAT Leon/Ford Fiesta)	11	0	11
25	Gary Prebble (Honda Civic EG/SEAT Leon Cupra 20v T)	8	3	11
26	Andrew Jordan (Mini Miglia/Mini Se7en/Morris Mini Cooper S/ Studebaker Lark Daytona 500/Shelby Daytona Cobra Coupe/Austin A40)	7	4	11
27	Dave Griffin (BMW M3 E36)	6	5	11
28	John Davison (Lotus Elan S1/Lotus Elan 26R/Lotus Elite)	4	7	11
29	Richard Neary (Mercedes-AMG GT3)	10	0	10
30	Sam Smith (Mazda MX-5 Mk3/Mazda MX-5 Mk1)	10	0	10
31	Adam Shepherd (Honda Civic Type R)	10	0	10
32	Brad Sheehan (BMW E46 M3)	10	0	10
33	Oliver White (Medina Sport JL17K)	10	0	10
34	Jim Larkham (Radical PR06)	10	0	10
35	James Harridge (Maverick Vee)	5	5	10
36	Joshua Jackson (McLaren 570S GT4)	0	10	10
37	Marc Warren (Ginetta G40 Cup)	0	10	10
38	Niall Bradley (BMW E46 M3)	9	0	9
39	Sam Kirkpatrick (MG ZR 190/MGB)	9	0	9
40	Max Esterson (Ray GR18)	9	0	9
41	Steve McDermid (MG ZR 170)	9	0	9
42	Dave Cockell (Ford Escort Cosworth)	9	0	9
43	Paul Brydon (BMW M3 Solution F)	9	0	9
44	Alex Walker (Spectrum 011)	9	0	9
45	Jamie Blake (Mini Cooper R53)	9	0	9
46	James Cottingham (Jaguar E-type/Shelby Cobra/ Lister-Jaguar Costin/Tojeiro-Jaguar/Ford GT40)	8	1	9
47	Aaron Cooke (Toyota MR2 Roadster)	8	1	9
48	Endaf Owens (Mini Miglia/Austin Mini Cooper S)	8	1	9
49	Ben Pearson (BMW E46 330Ci)	0	9	9
50	Nic Carlton-Smith (Kieft FJ)	0	9	9
51	Leon Morrell (Radical SR3)	0	9	9
52	Simon Orange (Ginetta G55)	0	9	9
53	Josh Steed (Ginetta G40 GT5)	8	0	8



LEADERBOARD FINAL AUTOSPORT NATIONAL DRIVER RANKINGS 2021

POS	DRIVER (CAR/CARS)	OVERALL WINS	CLASS WINS	TOTAL
54	Simon Clark (Porsche Cayman S)	8	0	8
55	Graham Fennymore (Reynard SF81)	8	0	8
56	Paul Rose (Saker RAPX S1-500)	8	0	8
57	Stephen Nuttall (Caterham 420R/Caterham Supersport)	8	0	8
58	Tom Robinson (Jaguar XJR6)	8	0	8
59	John Kinmond (Rover 3500)	8	0	8
60=	Scott Mittell (Mittell MC-41RR)	8	0	8
60=	Ben Powney (Locost Ma7da/Jedi)	8	0	8
62	Angus Whiteside (Ginetta G56 GTA)	8	0	8
63	Mark Charteris (Mallock U2 Mk20/21)	8	0	8
64	Stewart Black (Legends Ford Coupe)	8	0	8
65	Deagen Fairclough (Ford Fiesta ST)	8	0	8
66	Theo Edgerton (Porsche 718 Cayman GT4 Clubsport)	8	0	8
67	Robert Barrable (Legends Ford Coupe)	8	0	8
68	Paul Roddison (Mazda MX-5 Mk4)	8	0	8
69	Matt Bell (Radical SR3)	7	1	8
70	Jordan Harrison (Lola T540E/Reynard 89FF)	6	2	8
71	Cam Walton (Toyota MR2 Mk2)	1	7	8
72	Michelle Hayward (Mallock U2 Mk23)	0	8	8
73	Richard Forber (Porsche Boxster S)	0	8	8
74	Carl Powell (Peugeot 206 GTI Cup)	0	8	8
75	Ben Stiles (Van Diemen RF82)	0	8	8
76	Barry Webb (Mallock U2 Mk16)	0	8	8
77	Jack Brewer (Mazda MX-5 Mk1)	7	0	7
78	Simon Baker (BMW 1 Series)	7	0	7
79	Will Gibson (Legends 34 Ford Coupe)	7	0	7
80	Aston Millar (Ginetta G40 Junior)	7	0	7
81	Tom Stoten (Gunn TS11)	7	0	7
82	Callum Voisin (Ginetta G40 Junior)	7	0	7
83	William Plant (Morgan +8)	7	0	7
84	Mike Williams (Rover Metro GTI)	7	0	7
85	George Turiccki (SHP Pickup)	7	0	7
86	Adam Smalley (Ginetta G55 GT4)	7	0	7
87	Zak O'Sullivan (Tatuus BF3-020)	7	0	7
88	Alex Cursley (Hyundai Coupe)	7	0	7
89	Ryan Yarrow (Spire GT3S)	7	0	7
90	Ron Cumming (Nemesis Kit Car)	7	0	7
91	Shaun Traynor (Toyota MR2 Roadster)	6	1	7
92	Jamie Boot (TVR Griffith)	6	1	7
93	Pete Sparrow (Citroen 2CV)	6	1	7
94	Wayne Marrs (Ferrari F355 Challenge/Ferrari 488 Challenge)	6	1	7
95	David Shead (BMW Compact 318)	5	2	7
96	Oliver Bryant (Morgan +8/Tojeiro-Jaguar/AC Cobra/Porsche 904 Carrera GTS/Shelby Cobra Daytona Coupe/Jaguar E-type FHC)	5	2	7
97	Clive Wood (Mallock U2 Mk23)	5	2	7
98	Edd Giddings (BMW Z4)	5	2	7
99	Paul Cook (BMW E46 M3/Toyota MR2 Mk2)	4	3	7
100	James McCall (Caterham 7 Sigma 135)	4	3	7

All car races in UK and Ireland are included except qualification/repechage, consolation and handicap races. No races in other countries. Class wins are only counted when there are at least six starters in the class. Only classes divided by car characteristics are included. Classes divided by driver characteristics such as ability, professional status, age, experience (for example rookie or Pro-Am classes) are not included. Where there is a tie, overall wins take precedence. Where there is still a tie, average grid size for a driver's wins determines the order.

➔ P68 CAM JACKSON'S SUCCESSFUL 2021



HOW JACKSON ENDED 2021 AS THE CLUB RACING KING

The Historic FF1600 ace made up for his 2020 disappointment in style to top the table, despite not originally planning a full campaign

STEPHEN LICKORISH

Cam Jackson could not have gone any closer to topping the Autosport National Driver Rankings in 2020. He headed into the final event of the club season with a two-win advantage over rival Gary Prebble. But Prebble triumphed in both Hot Hatch races at the 750 Motor Club finale, bringing the duo level on 15 victories and Prebble top spot because the average grid size for his wins was just 0.6 cars greater than Jackson's.

"It was a little bit frustrating to lose it at the last race of the year!" reflects Jackson. "In 2020 I also lost out by one point in Historic Formula Ford to Pierre Livingston so it was a double kick in the teeth."

But, in 2021, he was able to reverse both of those disappointments. This time he headed Autosport's winners' table throughout the season and landed a third Historic FF1600 crown by just eight

points. Not bad considering Jackson had not even planned a full campaign last year.

"When you say you're not going to do a [full] season, you shouldn't do the first race!" he laughs. "I did the first round at Snetterton, which I don't think I planned to do, and it went really well and I won all five races [two Historic FF1600, two Classic FF1600 and a Formula Junior]! That was it then, I was determined to do as many races as I could – once you get going, and get some wins, you can't help yourself!"

Part of the reason why Jackson decided to continue racing in Historic FF1600 was the quality of his rivals. He was one of five drivers, alongside eventual runner-up Tom McArthur, Horatio Fitz-Simon, Linton Stutely and Samuel Harrison, that were involved in some frenetic fights for wins. "It was probably the most competitive season in the last couple – and that was brilliant," says Jackson.

Despite the strength of his opposition, the Winkelmann WDF2 driver quickly notched up the wins in his Neil Fowler-run

Silverstone Classic Formula Junior
win was Jackson's favourite victory



machine until he missed the Oulton Park and Mallory Park events towards the end of the season, which fell during a period when he moved house. He was back for the Silverstone finale and admits he “just nicked” the championship, despite being excluded from a win for overtaking under yellow flags.

And yet, Jackson was concerned about history repeating itself. Legends racer Miles Rudman was rapidly homing in on Jackson’s tally of 17 wins – aided by an incredible weekend at Donington Park when he won five of the six Legends contests – and Jackson therefore decided to enter the end-of-season Walter Hayes Trophy event in a Van Diemen RF90. The machine slotted into the Janet Cesar class for 1982-92 Formula Fords and Jackson therefore had five chances of boosting his victory total.

To add to the tension, Rudman was in action at Brands Hatch on that same November weekend. While Rudman was victorious in one of the Legends thrashes, a vital class win in the second Hayes heat ensured that Jackson ended the year on top of the rankings.

Jackson admits he is “glad” he opted to enter the event, despite it being a far from straightforward weekend as he battled engine troubles and was taken out of contention in the dedicated Janet Cesar heat. “It was frustrating because you’re driving a car that wasn’t mine and had some issues with straightline speed and getting the engine to perform,” he recalls. “We had to do an engine change overnight on Friday.

“When you say you’re not going to do a [full] season, you shouldn’t do the first race!”

“We were watching what Rudman was doing at Brands Hatch and the guys were on the pitwall all the time watching the live timing – that was a fun feature at the end of the season. But I got that win that made the difference.

“It’s nice to have it [first place in the rankings] and I think it’s really good for national motorsport and club racing to have this narrative to follow through the year.” Of Jackson’s 18 triumphs, there is no hesitation when asked which was his favourite – a Formula Junior win at the Silverstone Classic gets the nod. “It’s a big meeting and one that had always got away – I had issues and sometimes I couldn’t enter because the car wasn’t ready,” he explains. “I was racing against Richard Bradley and he’s a fantastic driver – racing current prototypes and doing all sorts of different stuff. To test myself against someone of his calibre was great and we were in exactly the same car [Brabham BT2s] so to win the

second race in the wet was brilliant.” As for his plans this year, Jackson intends to stick to his word this time around and not contest a full Historic FF1600 campaign, admitting: “When you get into championship situations, tensions can flair up and it all gets a bit serious. “The Winkelmann is quite tired after doing so much!” he continues. “It was often doing two qualifying sessions and four races a weekend [with both Historic and Classic FF1600] and it needs a bit of TLC.” Instead, Jackson wants to race in a variety of machinery this season, including more outings in the Lenham P70 he shared with his father Simon in selected Guards Trophy appearances last year. “I enjoy the variety of driving different cars and that’s what it’s all about for me,” he adds. “I will definitely be doing some Formula Ford and some Guards Trophy with the Lenham.” But whatever Jackson ends up racing during 2022, you can expect this star of the historic scene to likely be fighting towards the front and picking up more wins once again. ✎



Jackson plans more Guards Trophy outings in Lenham P70 this year

CAM JACKSON’S 2021 WINS



Entering the Walter Hayes Trophy was crucial to Jackson topping the rankings

DATE	TRACK	CHAMPIONSHIP/EVENT	CAR
17 April (x2)	Snetterton	Classic FF1600	Winkelmann WDF2
17 April	Snetterton	Formula Junior	Brabham BT2
17-18 April (x2)	Snetterton	Historic FF1600	Winkelmann WDF2
22-23 May (x2)	Silverstone GP	Historic FF1600	Winkelmann WDF2
5-6 June (x2)	Cadwell Park	Classic FF1600	Winkelmann WDF2
5-6 June (x2)	Cadwell Park	Historic FF1600	Winkelmann WDF2
26 June	Donington Park	Classic FF1600	Winkelmann WDF2
26 June	Donington Park	Historic FF1600	Winkelmann WDF2
10-11 July (x2)	Brands Hatch GP	Classic FF1600	Winkelmann WDF2
11 July	Brands Hatch GP	Historic FF1600	Winkelmann WDF2
1 August	Silverstone Historic GP	Formula Junior	Brabham BT2
6 November (class)	Silverstone National	Walter Hayes Trophy	Van Diemen RF90



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BRITAIN'S OVERLOOKED



BOOK REVIEW
**MIKE SPENCE:
OUT OF THE
SHADOWS**
Richard Jenkins
RRP £27

Assessing Lotus
number-two

drivers in the 1960s can be tricky. Jim Clark was understandably the focus of Colin Chapman's Formula 1 squad, not to mention the fact that anyone alongside the Scot was being compared to one of motorsport's greats.

That's why works on those lesser-known drivers are so welcome. Richard Jenkins's second book, *Mike Spence: Out of the Shadows* is one such. The author says he is happy to be the "patron saint of forgotten racing drivers" and Spence, like the subject of Jenkins's award-winning first book *Richie Ginther: Motor Racing's Free Thinker*, is certainly worthy of the treatment.

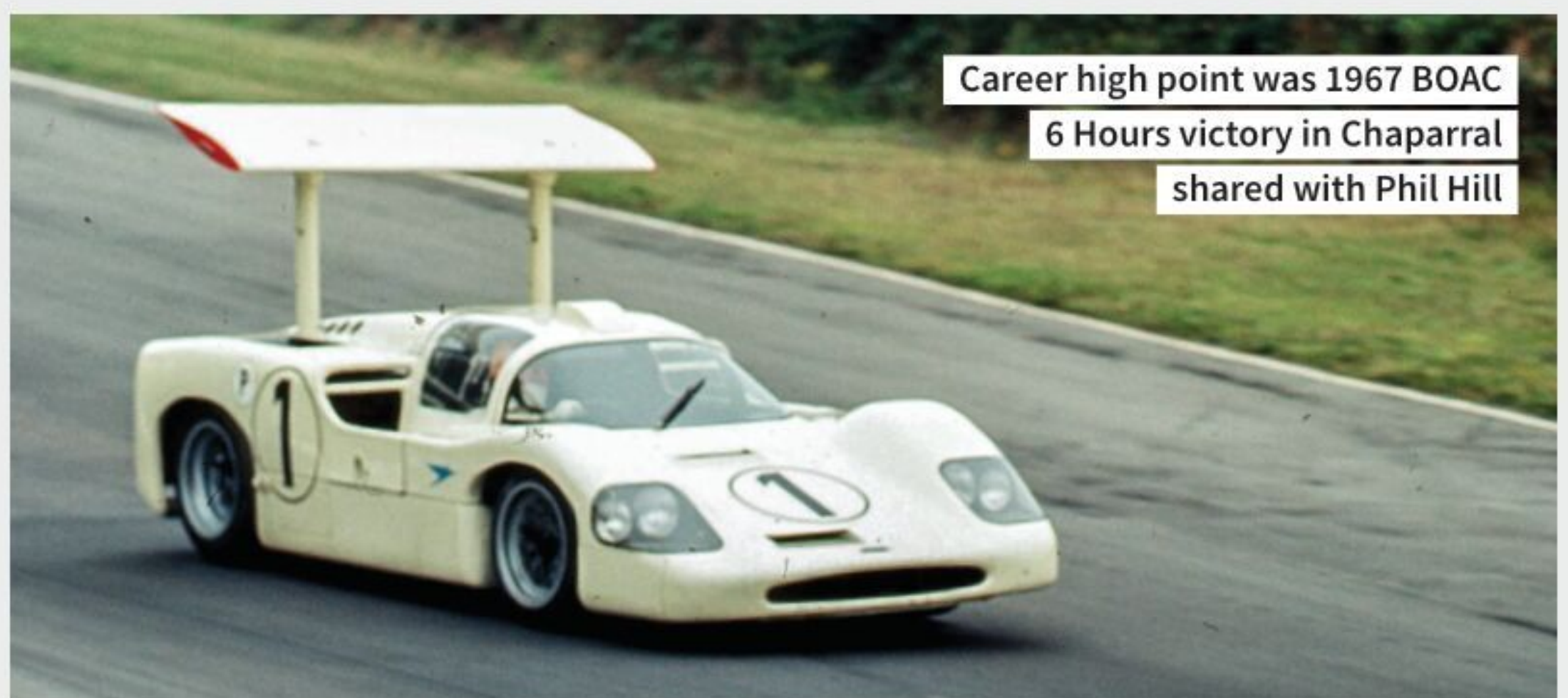
"I suppose the biggest problem was that he was driving a Lotus at the same time as Clark, which often, I fear, did not offer the best opportunities for Mike or the Noz

Lotus drivers," writes Jackie Stewart in the foreword.

Having made his way through club racing and the competitive world of Formula Junior, Spence started a handful of F1 races in 1963 before joining Team Lotus to replace the injured Peter Arundell alongside Clark. Spence became a solid performer, though rarely a frontrunner. His best result in a world championship grand prix was third, but he did take two non-championship victories. Most notably, he won the 1965 Race of Champions, taking advantage of a battle between Clark and Dan Gurney's Brabham that ended in the retirement of both.

After a year driving for Reg Parnell Racing, Spence joined BRM for 1967. Saddled with the difficult H16-engined P83, Spence's mechanical sympathy was put to the test. He didn't match the heights of team-mate Stewart, but more consistent scoring meant he finished only one point behind the Scot in the standings.

Perhaps Spence's best moments, however, were outside F1. His most famous win came with the high-winged Chaparral 2F at Brands Hatch in the 1967 BOAC 6 Hours alongside Phil Hill. But two other moments jump out in the book. The first is how Spence immediately identified a steering-rack issue on



Career high point was 1967 BOAC
6 Hours victory in Chaparral
shared with Phil Hill



Spence's Lotus-Climax 33 takes the flag to win the 1965 Race of Champions at Brands Hatch

LOTUS DRIVER

the Ford F3L in a Goodwood test, something that not even the great racer-engineer Jack Brabham had spotted. The other was his fine showing on his rookie appearance at Indianapolis. Spence impressed the establishment and was rapid in the Lotus 56 gas turbine car during practice, perhaps enough to be a contender for Indy 500 victory, when he climbed aboard Greg Weld's example to see if he could help the American find some pace. Spence crashed on his first lap and the car ran along the wall, a front wheel dealing a fatal blow to the 31-year-old.

Jenkins's book covers all this and more, including Spence's childhood. He has spoken to many family members, friends and motorsport figures for their views and recollections of Spence, which helps to paint a picture of not only the strengths and weaknesses of the Briton as a driver but also Spence as a person. A quiet and polite character emerges, helping to explain why, in the author's view, Spence was "overlooked and his achievements, especially with the development and mechanical

sympathy he showed, have somewhat been lost".

If there is one criticism of the book it is one of repetition. Jenkins has obviously worked hard to get so many voices but feels a little reluctant to cut quotes. This results in some overlap, particularly when it comes to Spence's early life. It's not quite such an easy, flowing read as the Ginther book, and there is less for Jenkins to get his teeth into compared to the much longer life of the American driver.

It's also apparent, perhaps inevitably, that Jenkins wants to champion his subject's cause. Was Spence really one of Britain's top five drivers at the time of his death? *Possibly*, though starting the debate and making sure Spence is part of it is fair enough given his lack of exposure compared to other names in the frame.

There's no doubt that this is something of a niche book but, for covering a driver who rarely gets the limelight, it's good value and is certainly one a motorsport enthusiast should consider adding to their collection.

KEVIN TURNER

 YouTube



TOP 10 KEY MOMENTS IN F1'S 2021 TITLE BATTLE

There were many stand-out moments from across the 2021 Formula 1 season, as Lewis Hamilton and Max Verstappen battled for the title. But what were the key factors that decided the outcome of the crown? Autosport's F1 Reporter Luke Smith takes a look at the top 10 moments that led to Verstappen winning the 2021 F1 drivers' championship.

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FROM THE ARCHIVE

McLaren came mob-handed to the 1991 British Grand Prix at Silverstone, bringing five Honda V12-powered MP4/6s for Ayrton Senna and Gerhard Berger to choose from in the run-up

to the race (the world champion had the pick of three cars, his team-mate two). Senna's best efforts netted second place on the grid, splitting the Williams-Renaults of Nigel Mansell and Riccardo Patrese, with Berger

next up. Senna led at the start, but was swiftly demoted by Mansell, who dominated to the flag, picking up the Brazilian for a sidepod ride home after the #1 McLaren ran dry on the last lap, elevating Berger to second place.



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Derek Warwick

Patrick Tambay

Derek Warwick is spoiled for choice when it comes to choosing his favourite team-mate. From the tough-as-nails Brian Henton at Toleman to racing legend Mario Andretti at Le Mans in 1996 and Peter Brock at Bathurst the following year, Warwick's two-decade career brought him into close quarters with a varied cast list from different eras. And there's the team-mate that 'got away', after Ayrton Senna blocked Warwick's move to Lotus...

But the one he picks is best remembered for being parachuted into Ferrari to replace Gilles Villeneuve, earning a bittersweet maiden F1 victory at Hockenheim after team-mate Didier Pironi sustained career-ending injuries in practice.

Warwick stepped into a top Renault F1 seat for 1984 and was joined by Patrick Tambay, already a two-time grand prix

winner for Ferrari. "I've always said my best team-mate was Patrick," says Warwick. "He was a gentleman. He was honest and I trusted him. If he said he had two clicks of damper, it was two clicks of damper. He was a great team player and wanted to make the car quicker – he shared things with you."

Warwick beat Tambay in the drivers' standings and scored four podiums, but the RE50's unreliability limited him to seventh in the championship. "Patrick was also super-quick," adds Warwick. "He was a GP winner with Ferrari so he was a good benchmark for me. When I got the better of him it was a great confidence booster."

"In terms of speed, my fastest team-mate was Martin Brundle in the Jaguar XJR-14 sportscar in 1991. He definitely kept me on my toes, though I was a little bit older by then. With other team-mates, such as Eddie Cheever, things were very fractious, up and down – one minute we'd be mates, the next not. But Patrick and I spent a lot of time together."

There was not a lot either Warwick or Tambay could do in 1985. The RE60 was a step backwards, although Tambay managed two podiums to outscore Warwick as Renault slumped from fifth to seventh in the constructors' table.

KEVIN TURNER



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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 Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

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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.

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