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The best of motorsport past and what to look forward to next

We kick off 2023 by revealing your favourite motorsport memories. Autosport International fans were asked to vote for their best moments before Christmas, and now we have the results (page 25).

Although the ranking isn't what we expected, it's nice to see a mix of rallying, sportscar and tin-top events up there with some of the most famous moments in Formula 1 history. Thank you to all those who voted and be sure to take a look at the special gallery based on the poll at the Birmingham NEC event on 14-15 January. We bring you some of the other likely show highlights on p16.

Continuing the theme of multiple categories, we look at both Sauber's new F1 deal with Audi and Porsche's LMDh this week. The domination of Mercedes and Red Bull for more than a decade means any arrival of another automotive superpower (p36) is good for F1, even if 2026 seems a rather long way off! It's also nice to hear that new F1 teams might be more welcome soon than has recently been the case (p4), though we're far less keen on the FIA's rule seemingly aimed at stopping drivers saying what they think...

Sportscar enthusiasts won't have to wait very long for their new era to get under way, with the first battle of the LMDh machines set to take place at Daytona later this month. Charles Bradley was at the Daytona test before Christmas and got some behind-the-scenes insight into the challenges posed by the new regulations (p42).



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
12 JANUARY

Britain's next champ?
Russell on his brilliant start to life at Mercedes, plus Formula E preview



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Sutton/Etherington/Motorsport Images

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Sulayem targets more F1 teams after FIA brings in ‘muzzling’ plan

FORMULA 1

Formula 1 could be set to start the process to add new teams to the grid after the FIA president revealed that he wants to appeal for expressions of interest.

The F1 grid has stood at 10 teams since the collapse of the Manor squad at the end of the 2016 season, but the series has enjoyed a significant commercial boom in the meantime. It has led to a number of parties publicly expressing a desire to join the field, the most notable being Andretti Global, headed up by Michael Andretti.

Until now, the FIA has not made any public indication that it would look to

evaluate possible new teams through a formal tender process, leaving the grid set at 10 teams for the foreseeable future. But in a tweet sent from his official account on Monday, FIA president Mohammed Ben Sulayem revealed: “I have asked my FIA team to look at launching an Expressions of Interest process for prospective new teams for the FIA F1 World Championship.” This was subsequently shared from the FIA’s official account.

While the start of a formal process could pave the way for an interested party such as Andretti to join the F1 grid, there would still be a number of hurdles for any applicant to negotiate. The FIA’s process typically includes a rigorous assessment of any candidates, with a defined season to enter. The last team to successfully get through this was Haas, which made its debut in 2016.

The commercial interests of the existing 10 teams could also prove to be a big stumbling block, and have so far put Andretti’s efforts on ice. Under the existing Concorde Agreement, signed in 2020, the teams have set out the split of the prize money awarded from F1’s revenue 10 ways, meaning the addition of an 11th team could reduce their slice of the pie. So far, only McLaren and Alpine have stated public support for Andretti’s proposal.

To combat this, a dilution fund was written into the Concorde Agreement that would require any new entrant to pay \$200million, which would be split between the other teams. Andretti has said that he is prepared to pay this to get his F1 operation up and running, but doubts have been raised by many teams that this is enough to make up for the possible lost revenue.

FIA FOLLOWS IN FIFA’S FOOTSTEPS

Shortly before the Christmas break, the FIA announced that it had banned drivers from making any non-neutral “political, religious or personal” statements without its permission.

In an updated version of the FIA’s International Sporting Code, which governs the running of all sanctioned motorsport competitions, the governing body outlined a new Article 12.2.1.n. This states that drivers will be committing a breach of the rules if they show “the general making and display of political, religious and personal statements or comments notably in violation of the general principle of neutrality promoted by the FIA under its Statutes, unless previously approved in writing by the FIA for International Competitions, or by the relevant ASN for National Competitions within their jurisdiction”.



Surtees had to remove pro-EU stickers from Watson’s car, Monaco 1975

Sulayem wants more teams, but how would Vettel react to new edict?

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CHINESE COVID EASING COULD BRING BACK GP

FORMULA 1

The Chinese Grand Prix is pushing to rejoin the Formula 1 calendar in April amid the easing of the nation's COVID-19 restrictions.

F1 cancelled the 16 April race at Shanghai last month, leaving an empty slot on the 24-race schedule. There has been no GP in China since 2019, when it staged the 1000th world championship race.

But with China now starting to move away from its COVID-zero policy by ending quarantine requirements

for arrivals in the country, Autosport has learned that the organisers of the race have reached out to F1 for a reinstatement in its original slot.

Talks over China are set to intensify in the coming weeks, with F1 ramping up its travel and logistics work later this month for the flyaway races.

F1 said when it initially cancelled the race that it

would explore options to find a replacement round, with a return to Portugal thought to be the leading candidate to fill the four-week gap between Australia and Azerbaijan. But the logistics of adding a European round to a run of flyaways mean a number of hurdles have to be negotiated to make it possible.

LUKE SMITH



SUTTON



ETHERINGTON

Lewis Hamilton and Sebastian Vettel have been two of F1's most vocal figures when it comes to social rights in recent years, focusing on areas such as Black Lives Matter, LGBTQ+ rights and environmental issues. While the FIA has claimed that the new article simply formalises a process that is already in place, with discussions taking place over such statements in the past, there is now a protocol for possible action against those who it decides have made a stand without its approval.

A similar argument was used by FIFA during the recent football World Cup in Qatar to clamp down on a number of teams attempting to make a stand against the country's anti-LGBTQ+ laws by wearing a rainbow 'OneLove' captain's armband. FIFA claimed it was against the laws of the game and threatened sporting penalties, prompting the plan to be scrapped.

LUKE SMITH



SUTTON

Red Bull for classic Aussie track

FORMULA 1

A Red Bull Formula 1 car will run demonstration laps of Australia's famous Mount Panorama circuit during the Bathurst 12 Hour weekend next month.

Red Bull's presence at the Intercontinental GT Challenge season opener will include an RB7, used during the 2011 F1 season, running laps of the 3.86-mile venue. The driver of the car is still to be officially unveiled, but it could easily fall under the remit of new third driver Daniel Ricciardo, whose role

includes commercial activity and demonstration appearances. Ricciardo rejoined Red Bull after his exit from McLaren at the end of last year, and has made little secret of his admiration of Bathurst and his desire to experience the circuit first-hand.

Jenson Button holds the unofficial lap record at Mount Panorama, having set a time of 1m48.8s in a McLaren MP4-23 in 2011 as part of a Vodafone promotion. Supercars legend Craig Lowndes also conducted laps in the McLaren (above), falling a second short of Button's best time.

ANDREW VAN LEEUWEN

Top Acura team links up with Andretti

IMSA

Wayne Taylor Racing has forged a partnership with Andretti Autosport as it gears up to expand to run two Acura ARX-06 LMDh prototypes in the 2023 IMSA SportsCar Championship. The multiple Daytona 24 Hours-winning team believes a link-up with one of the giants of US motorsport was essential as it moves forward into the new era of sportscar racing.

The new entity will race from Daytona this month as WTR with Andretti Autosport, following the IndyCar and Formula E team taking an undisclosed stake in the operation founded for 2007 by Wayne Taylor. WTR will continue to run from its current workshops until

moving into a new Andretti facility in Indianapolis due to come on stream in 2025.

Taylor explained that he had been persuaded to join forces with Andretti once the complexities of running an LMDh hybrid became clear when he began testing the new Acura ARX-06 LMDh in the summer.

“Michael [Andretti, team founder] approached me at the start of the year about doing something together and I wasn’t really interested,” explained Taylor. “But we continued to talk and it was when we started testing the new car that I realised the level of resource this programme was going to take.”

“These are complex cars and I began to understand that we would need more



technical resources than we had to take on people like Penske and Ganassi [who are partnered with Porsche and Cadillac in LMDh]. We have a contract to run a two-car team next year and finding staff at the moment is really difficult, so being part of a big organisation is going to allow us to build up to a two-car team much quicker.”

Taylor explained that the core of WTR would remain

unchanged for its 2023 IMSA campaign with full-season drivers Ricky Taylor and Filipe Albuquerque, and that he will remain at the helm after the team moves into Andretti’s new headquarters.

The deal also covers WTR’s Lamborghini Super Trofeo North America programme and its support of the Racer’s Edge GT Daytona Acura NSX team in IMSA.

GARY WATKINS

Vector selected for new Isotta Fraschini attack

WEC

Revived Italian car maker Isotta Fraschini is teaming up with the British Vector Sport squad for its planned 2023 World Endurance Championship assault first outlined in October. The Silverstone-based team has made a solo entry for the as-yet-unseen Isotta Le Mans Hypercar.

The plan is for Vector, established ahead of the 2022 season for an assault on the LMP2 class of the WEC, to join this year’s series in time for round three at Spa at the end of April. That will follow the start of testing with the design overseen by GT specialist Michelotto at the end of February.

Isotta managing director Claudio Berro, whose career credits include overseeing the Maserati MC12 GT1 project and a stint as motorsport director at Lotus Cars, explained that the deal with Vector had been sealed after discussions with four potential partners.

“The various possible partners we were in contact with were all of high quality, but it was important for us to quickly find a clear



unity of purpose,” he said. “Vector Sport’s experience in LMP2 during the 2022 season has been an important point.”

Vector principal Gary Holland made no secret of his operation’s aspirations to join the Hypercar class on its launch, and explained that Isotta’s ambitions match its own. “We know there is a steep learning curve ahead for all of us against some of the biggest names in racing, but our expectations are realistic and our combined passion to succeed unlimited,” he explained. “Isotta

Fraschini has put together a formidable package of technical partners and, if granted an invitation to compete, I’m sure it won’t take too long for us to be at the sharp end.”

Michelotto has recruited HWA, formerly Mercedes’ long-term partner in the DTM, to build a bespoke three-litre twin-turbo V8 for the Isotta LMH, and Williams Advanced Engineering to provide the full hybrid system for the car, whose aerodynamics are being developed in its windtunnel.

GARY WATKINS



ANDROS TROPHY It's a winter tradition as comforting as *The Great Escape* being on telly on Christmas day, or your local council giving the OK to roadworks when you're trying to get out to buy that last-minute present on 24 December. The Andros Trophy is still going on strong, these days with electric machinery, and completed its first two rounds in December, at Val Thorens and in Andorra. Aurelien Panis, pictured, is currently leading the standings in his Sainteloc Audi from Renault-driving multiple champion Jean-Baptiste Dubourg, Dorian Boccolacci, nephew-and-uncle Yann Ehrlacher and Yvan Muller (a 10-time title winner), and Nathanael Berthon. World Rally contender Adrien Fourmaux is ninth, and the action picks up again this weekend at Isola 2000. **Photo by Bruno Bade**

Greensmith reaches end of the road with M-Sport

WRC

Briton Gus Greensmith has ended his eight-year partnership with M-Sport ahead of the 2023 World Rally Championship.

The 26-year-old's future at the Ford squad appeared uncertain after his name was not included when the team confirmed three cars for this month's Monte Carlo Rally season opener. It will field Ford Puma Rally1 machinery for full-time drivers Ott Tanak and Pierre-Louis Loubet, plus Jourdan Serderidis.

Discussions were held

between M-Sport and Greensmith to continue their liaison into 2023, but a deal could not be reached.

Greensmith has been part of M-Sport's top-flight WRC programme since 2020 after climbing through the rally ranks with the Cumbrian organisation, beginning in an R1 Fiesta. Fourth on the 2021 Safari Rally is his best WRC result. He has been linked to a move that could involve joining Toyota's line-up by renting its fourth Yaris Rally1, although it is unclear whether a deal will come to fruition.



"Eight years through thick and thin together, I wouldn't have changed it for the world," said Greensmith on social media. "To everyone at M-Sport, all

I have to say is thank you and ciao for now. My programme for 2023 will be announced in due course."

TOM HOWARD

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Lloyd gets soft landing at Hard

Lloyd leads Thompson at Croft. They'll be team-mates this year



BTCC

Popular race-winning British Touring Car Championship battler Dan Lloyd doesn't often celebrate Christmas knowing he's got his drive sorted out for the following year. Actually, that never happened – until the festive season just gone. Lloyd put his name to a Team Hard Cupra seat for 2023, after three race wins alongside champion Tom Ingram in the Excelr8 Motorsport Hyundai squad last year.

Yorkshireman Lloyd has always had to work hard for budget, and an increase in what was required to remain at Excelr8 forced him to look further afield for this year. He joins a Hard squad bolstered by the

arrival of multiple-title-winning designer/engineer Kevin Berry, and will work with Adam Tanner, with whom he secured two front-row starts on three outings with the Eurotech Honda squad in 2016. Lloyd is the third driver confirmed at Hard, after Jack Sears Trophy champion Bobby Thompson and promising teenager Dexter Patterson.

"I'm really excited about it – to be working hard on my deal before Christmas is unusual for me because I've not been able to in the past," said Lloyd. "I've been speaking with Tony [Gilham, Hard boss] about doing something together for years, but it's never really been the right time.

"Kevin is joining as head engineer, I've got Adam who I've worked with before, I've got

a good pitcrew and the team are trying to make improvements to the car. This is now an opportunity for the team to move forward, and for me to work with people I know to push us forward.

"The goal was continuity, and it would have been nice to stay with Excelr8, but their idea of a budget and my budget couldn't come together – it's unfortunate but that's motorsport. Having said that, I'm over the moon with what I've got for 2023."

Gilham added: "When I heard that Dan might be available, it was an easy decision to get him into our camp for this season. This acquisition is another demonstration of how far we have come as a team."

MARCUS SIMMONS

VAR rules Verschoor and Correa onside for 2023

FORMULA 2

Juan Manuel Correa has secured a full-time return to Formula 2 for this season, four years after being seriously injured at Spa in the accident that claimed the life of Anthoine Hubert. He will line up alongside 2019 Macau Grand Prix winner Richard Verschoor at Van Amersfoort Racing.

VAR is entering its second year in F2, and Correa filled

one of its seats in the 2022 season finale at Yas Marina for his F2 comeback. He then stayed on at the Abu Dhabi track and ran for two of the three days of post-season testing with the team.

Verschoor (right) has been umbilically connected with VAR's Dutch rival MP Motorsport for most of his career, so this is something of a coup for the orange-and-black squad. He was a race winner with Trident

last season, before topping the opening day of the Abu Dhabi test with VAR.

"For me, testing at Abu Dhabi instantly confirmed VAR's extreme determination to further grow, and that suits my attitude very well," said Verschoor. "It will be an exciting year and I especially look forward to racing in Melbourne, not to mention Zandvoort. I'm ready for another year of F2 excitement!"





BONILLA/DUTCH PHOTO AGENCY

Alonso protege, Edgar in place

FORMULA 3

There was plenty of progress made on the FIA Formula 3 driver jigsaw puzzle over the Christmas period, with top team ART Grand Prix assembling an intriguing line-up for the coming season.

Gregoire Saucy, the 2021 Formula Regional European champion, was already confirmed as remaining at ART, which carried Victor Martins to the F3 crown in 2022. Now he has been joined by 2020 GB3 title winner Kaylen Frederick – the American's third team in three years in FIA F3 – and exciting Bulgarian Fernando Alonso protege Nikola Tsolov (right).

Tsolov was still only 15 when he took part in the three-day post-season FIA F3 test at Valencia with ART. At that time he was still in the midst of his crushing Spanish Formula 4 title-winning season – despite a late deal limiting testing, he won 13 of the 21 races with Campos Racing from an average grid size of 30 cars. Tsolov raced as an affiliate of the Alpine F1 team but it is unclear how this will be affected by manager Alonso's move to Aston Martin.

"His natural speed is reinforced by a great thirst for learning and by remarkable seriousness and determination for such a young age," proclaimed ART chief

Sebastien Philippe. "Nikola fits the profile of the young drivers ART Grand Prix takes under its wing."

Over at MP Motorsport, Jonny Edgar (above) arrives at the Dutch squad after an illness-disrupted 2022 with Trident. The Cumbrian missed two rounds due to Crohn's disease, but made good progress towards the end of the season, with a run of points-scoring finishes hoisting the Red Bull Junior to 12th in the final table.

American Hunter Yeany has joined Carlin after an injury-plagued 2022 with Campos. He is the first driver on board at the Hampshire operation. Australian Tommy Smith moves up after placing 20th in GB3 to slot in at VAR.



DUTCH PHOTO AGENCY

HIGH INTEREST IN NEW WOMEN'S F4 SERIES

F1 ACADEMY

British single-seater powerhouse Carlin is reporting big interest in the new-for-2023 F1 Academy series for female drivers in Formula 4 cars.

Carlin is one of the five teams chosen for the initial three-year cycle, along with Prema Racing, ART Grand Prix, Campos Racing and MP Motorsport. They will each field three cars in the series, which is run by the organisation of FIA Formula 2 and F3 promoter Bruno Michel.

"There are a lot of people excited," said Carlin deputy chief Stephanie Carlin. "We've had lots of calls, lots of emails, and all the other teams have as well."

"It's a real mixture of drivers – from karting, F4 globally, there's GB4 [which had four females ever-present on the 2022 grid], girls who have done the odd race in Formula Ford, and even W Series drivers. The breadth of interest is vast."

Carlin admitted that Abbi Pulling, who shone in British F4 in 2020-21 before switching to W Series, was a target, but added: "She'll be on quite a lot of the teams' lists! She's one of the most experienced women drivers and she fits within the age range."

And while Carlin said the team is a supporter of the centrally run W Series, she pointed out: "To have these top teams with a competitive edge will really push these girls forward. That's the difference for me. The top junior drivers are succeeding not because they're on a level playing field – it's because they've got more opportunities, which we as a team try to deliver for them."

MARCUS SIMMONS

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IN THE HEADLINES

BLOCK DIES IN ACCIDENT

News reached us shortly before we went to press of the death on Monday in a snowmobiling accident of Ken Block at the age of 55. The American was famed for his 'gymkhana' videos, but was also a competitor in the World Rally Championship and rallycross. A fuller appreciation will appear in next week's issue.

JARVIS GETS DAYTONA RIDE

Reigning IMSA champion Oliver Jarvis will race for the ERA Motorsport LMP2 team at the opening round of this year's championship at Daytona after his split with the Meyer Shank Racing Acura squad. The Briton will share the team's ORECA-Gibson 07 at the 24 Hours on 28-29 January with full-season drivers Ryan Dalziel and Dwight Merriman, plus Christian Rasmussen, who is contesting the four long-distance rounds.

MACDONALD JOINS KLIEN

Ex-Formula 1 driver Christian Klien will be teamed with Briton Dean Macdonald at the JP Motorsport McLaren squad in this year's GT World Challenge Europe Sprint Cup. Macdonald, 22, is moving over from the Garage 59 squad, with which he won the Pro-Am Cup in 2022, to share a 720S GT3 entered in the Pro class by the Polish team.

SCHUMACHER WITH VETTEL

Mercedes Formula 1 reserve Mick Schumacher is the latest addition to the field for this month's Race of Champions in Sweden. The ex-Haas racer once again joins Team Germany with Sebastian Vettel, with whom Schumacher was Nations Cup runner-up on his event debut in 2019.

'TRS' BUILDING BACK

New Zealand's Toyota Racing Series is back for 2023, although it has now been blessed with Formula Regional Oceania status by the FIA prior to kickoff next week at Highlands Motorsport Park. TRS just about squeezed in its 2020 season before COVID, and NZ's strict laws, led to a locals-only contest in 2021 and a complete wipeout in 2022. So far there are 11 drivers confirmed, with three Americans (including GB3 racer David Morales) plus British Euroformula Open contender Josh Mason joining the local contingent on the grid. Former champions include Lando Norris, Lance Stroll and Nick Cassidy.

Al-Attiah had taken early lead following problems for Audi (Ekstrom below)



MARAGNI/RED BULL CONTENT POOL

Sainz drama lets Al-Attiah lead

DAKAR RALLY

Toyota star Nasser Al-Attiah had established an early lead in the 2023 Dakar Rally as we went to press, after a litany of issues derailed Audi trio Carlos Sainz, Mattias Ekstrom and Stephane Peterhansel.

The 45th edition of the event was expected to be a three-way fight between Toyota, Audi and the Prodrive-run Bahrain Raid Xtreme operation, with Audi in particular expected to provide a stern challenge to reigning champion Toyota in the second campaign of the radical RS Q e-tron. And when former DTM champion Ekstrom claimed victory in Prologue and team-mate Sainz repeated that feat in the first stage proper, there was genuine belief that Audi had stepped up its game enough to give Toyota a run for its money across the two weeks in Saudi Arabia.

But while pace remains no major issue for Audi, reliability has proved to be the German manufacturer's undoing. Sainz

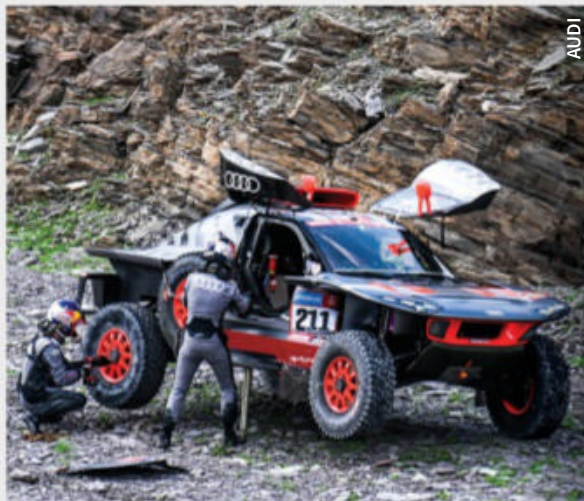
lost more than 30 minutes to a problem with the left-rear wheel during Tuesday's third test between Alula and Ha'il. Navigational troubles later in the same stage rubbed salt into the wound, leaving the Spaniard with a mountain to climb to return to winning contention.

The blow from Sainz's issues would have been softened if Ekstrom and Peterhansel were running closer to the front and preventing Al-Attiah from running away with the lead. But Ekstrom had to contend with a 15-minute penalty for missing a waypoint on the opening stage, while Peterhansel had to deal with his own issues and the 14-time winner has never looked to be in a serious fight for victory.

All of this meant it was advantage Al-Attiah on Tuesday afternoon, with the Qatari holding a 13m20s lead after stage three of 14. The factory Toyota driver hasn't had a smooth run so far either, particularly with navigational troubles in stage one, and he also finished well outside the top 10 in the same test that caught out Sainz. But, crucially, he conceded far less ground to his rivals than Sainz, with his victory in Monday's lengthy 430km special also contributing to his early lead.

Elsewhere, World Rally legend Sebastien Loeb's wait for a maiden Dakar triumph looks set to continue another year, with the Frenchman losing more than an hour on stage two to multiple punctures. There has been some consolation for Prodrive, with Guerlain Chicherit picking up a stage win in the GCK Motorsport-run Hunter.

RACHIT THUKRAL



AUDI

Podium in Australia 1985 led to drive for Ken Tyrrell (with Streiff, inset) over 1986-87



MOTORSPORT IMAGES

Philippe Streiff 1955-2022

OBITUARY

Ex-Formula 1 driver Philippe Streiff, who was wheelchair-bound for over three decades following a testing accident in Brazil in 1989, died before Christmas at the age of 67.

Streiff was born in Grenoble in 1955. His father had a heating installation business, so he had easy access to tools and developed an interest in mechanical things, while he studied at art school. He began his racing career in a kart bought from Rene Arnoux before moving into car racing, initially doing his own preparation. His father couldn't help him financially, but Streiff proved adept at finding and servicing sponsors, a skill that would help him to progress through the ranks.

Streiff won the Volant Motul scholarship at Nogaro and began to make his name in Formula Renault in 1978, and also made his Le Mans debut that year. He graduated to F3 in 1979, and spent three seasons dovetailing campaigns in the European and French championships. He scored his first Euro F3 victory at Zolder in 1980, and finished sixth in the championship. He improved to fourth in 1981 while winning the French title, and raised his profile with second place for Rondeau at Le Mans.

After making his F2 debut with a one-off start in Japan in 1981, Streiff conducted a full European campaign with AGS in 1982, taking two second places and finishing sixth in the

championship. He was fourth the following year, having also landed a testing role with the Renault F1 team. In 1984 – the last season of the F2 rules – he scored his first win in the Brands Hatch swansong. A month later he made his F1 debut in Portugal in a third Renault as a thank you for his two years of testing. He also finished third at Le Mans in a Fitzpatrick Porsche 956.

Streiff stayed with AGS for the move to the new F3000 in 1985, with a best result of third at Zandvoort. His F1 break came when he was asked to replace Andrea de Cesaris at Ligier. He qualified fifth at Brands Hatch and took a surprise third in Adelaide after a controversial late contretemps with team-mate Jacques Laffite meant he crossed the line with damaged suspension.

Streiff also had an outing with Tyrrell at Kyalami after Ligier boycotted the South African GP. That morphed into a full-time deal with the British team for

1986 alongside Martin Brundle. He had a solid season, although his only scores were a sixth at Brands and fifth – after running out of fuel – in Adelaide.

“He was stylish and pretty fast,” Brundle recalls. “There were times when he showed good pace. And he was just a very worthy F1 driver who in a different time might have fared better. I think he suffered from being tall; that was before Gerhard Berger forced through fairness in terms of fitting drivers into cockpits.”

In 1987, Tyrrell made an early switch to Cosworth atmospheric power while most rivals stuck with turbos. Partnered by Jonathan Palmer, Streiff had some solid races, including a fourth in Germany and a sixth in France.

For 1988 he returned to his roots with the small AGS team. Amid poor reliability he scored no points, but he put in a string of good qualifying performances at temporary tracks: 12th in Monaco, 10th in Montreal and 11th in Detroit. Hopes of a stronger 1989 with the team were dashed by his crash in Rio on 15 March. His car was launched over a kerb at a fast left-hander and flipped over the barrier, with the impact taking the engine and rollhoop off the back of the car. There was some controversy over how he was treated in the aftermath of the accident, and it was only over time that the full extent of Streiff's life-changing injuries became clear.

Streiff subsequently worked as a TV pundit and focused on raising funds for charity via his Paris Bercy karting event, and at one stage he was involved in a failed bid to buy Ligier.

ADAM COOPER

With Lewis Hamilton at the 2011 Monaco GP



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Great modern F1 moments

Considering which of the memorable moments of recent Formula 1 seasons rate as truly great leads to an inescapable conclusion

ALEX KALINAUCKAS

How do we know when we're living through a truly great moment? It must be momentous and memorable, meaningful to many. Critically, it doesn't have to be a positive development in our collective history. But, in general, great moments in sport are positive.

In just the past few weeks, the football World Cup ended with an instant classic as the irrepressible brilliance of Kylian Mbappe came so close to rewriting the latest legendary chapter in Lionel Messi's storied career in the France versus Argentina final. In another type of football also last month, the Minnesota Vikings NFL team stunned the Indianapolis Colts by overturning a record 33-point deficit, going from 33-0 at halftime to win 39-36 in an overtime quarter.

This week we report the result of a survey conducted by Autosport International concerning motorsport's greatest moments. While not wishing to give away the top choices in what was a somewhat surprising result, we can tell you that the most recent moment came from 2008. We know what you're thinking...

But this sparked a thought at Autosport: what moments in recent seasons of Formula 1, as motorsport's pinnacle, could go down as truly great? First, we established a cut-off point: 2017 and what was really the start of F1's current era. This was when Liberty Media finished buying control of F1's commercial rights and took over running the championship. That date also followed what is generally considered a fallow period in F1's history, as runs of domination by

“There are startlingly few shock wins to consider for our potential great moments list”

first Red Bull and Sebastian Vettel and then Lewis Hamilton and Mercedes were merely peppered with the types of multi-team and driver battles and random race wins that so energise F1's fanbase.

It didn't help that the previous era contained some of the ugliest cars F1 has ever produced. The 2017 rule changes, enacted by the Bernie Ecclestone regime to improve things in a doomed concept by making the machines bigger and quicker, addressed that. Liberty's 2021-then-2022 rules reset banished the memories of the proboscis noses still further. But while 2017 had its moments, as Vettel (by then leading a finally resurgent Ferrari) took the fight to Hamilton, none really meet a 'great' criteria. Perhaps, given the pair reckon it sparked a closer relationship between them, Baku and Vettel's red-mist flash is worthy of consideration. But on the sporting side, other moments nearer to our current time come closer.

And yet, they continue to feature those two protagonists. First up, Germany 2018 – surely the moment Vettel's title charge was really knocked off course in the rain at Hockenheim and Hamilton won from 14th on the grid. But capping that was Hamilton's drive to defeat two faster Ferraris on their home turf at Monza the same year, Vettel spinning in the process as the pair went wheel to wheel early on before Hamilton hunted down the (effectively) just-fired Kimi Raikkonen. In doing so, he secured one of his greatest F1 wins.

When F1 returned to visit Hockenheim most recently, in 2019, another great race occurred. The last time it was on the calendar, the German GP was again a wet/dry thriller, Max Verstappen triumphing in his other spin-and-win, while this time Hamilton erred, crashing just after the safety car reappeared.

The main protagonists of the 2020 Turkish GP, around Lance Stroll's early starring drive from a shock pole, were again Verstappen and Hamilton, albeit with Vettel claiming his final Ferrari podium when Charles Leclerc slid off late on. In that event, Verstappen spun away his chance to claim another wet-weather win, while Hamilton's brilliance on ancient intermediates netted another great victory, which sealed his 2020 title and seventh crown.

The grip on success held by Red Bull, Mercedes and Ferrari throughout the era we're considering – which really started in 2009 and continues into 2023 – means there are startlingly few shock wins to consider for our potential great moments list. Monza 2020 and 2021, Sakhir 2020 and Hungary 2021. They were fine victories for Pierre Gasly, Daniel Ricciardo, Sergio Perez and Esteban Ocon respectively. But they all required the bigger teams to mess up. And if we added an 'iconic' element to our greatness consideration, the images of Verstappen crashed over Hamilton at Monza or the Briton taking the start solo at the Hungaroring surely spring to mind.

Such victories are well-liked given the enduring popularity of an underdog success story, but are rare, again underlining F1's ongoing success-spread problem. And those standout races we've mentioned also highlight the issue with Liberty's desire for every F1 race to be its own Super Bowl. If every race is stunning, in a way, none are.

While we might suggest Turkey 2020 or Brazil 2021 as the top sporting candidates given they featured some of the best driving of arguably F1's best-ever driver, surely there's only one truly memorable moment in F1's recent history. And, unless you're Verstappen or one of his fans, it's not a positive. It's the Abu Dhabi 2021 saga. A fine race, albeit one heading towards a predictable conclusion, stunningly turned around by an officiating shambles. The fallout that followed, the rule changes that had to be made, the desire it lit in Hamilton to return to the top spot. Controversial, yes; 'great' across our considerations, also. 🏆

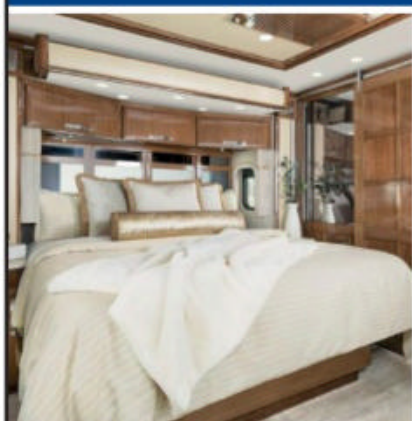
➔ **P25 TOP MOTORSPORT MEMORIES**

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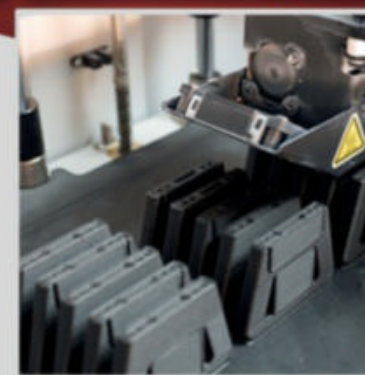
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YOUR SAY

I can't argue with most choices, but I had to do a double take when I saw Marcus Ericsson's name mentioned!

JOE PADGETT

Is Ericsson really a winless wonder?

I thoroughly enjoyed the Christmas double issue as always (the Top 50 drivers of the year are pretty much spot on), and one section that really caught my attention was your writers' picks for the best drivers never to win an F1 grand prix.

I can't argue with most choices, but I had to do a double take when I saw Marcus Ericsson's name mentioned! This is the same Marcus Ericsson who was comfortably beaten by every single team-mate in his F1 career (including Andre Lotterer who made one start at Spa 2014 but outqualified Marcus), was only able to stay in F1 for as long as he did due to funding (Felipe Nasr scored Sauber's only points in 2016 yet was dropped) and even his Indy 500 win had a bit of fortune to it.

In short, there are a lot of talented drivers over the years who

were capable of winning in F1, but I do not think Marcus Ericsson's name should be considered among those.

Joe Padgett

By email

Mansell moments make great dining room decor

Thank you for this year's Christmas double issue, always a brilliant experience. Love the Nigel Mansell top 10... I've got three of them on my dining room walls!

The winless F1 wonders was also very good, and I never tire of that cricket team photo (From the Archive), although I don't think I've ever seen it in colour before!

Chris Adams

By email

**PICTURE
OF THE
WEEK**


Carlos Sainz Sr limbers up in his Audi RS Q e-tron E2 on the shakedown ahead of the 2023 Dakar Rally

MARAGNI/RED BULL CONTENT POOL


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THE RACING CAR SHOW

12-15 JANUARY 2023, NEC

BACK WHERE IT BELONGS

Autosport International returns following a two-year hiatus at the hands of COVID-19. Here's what to expect from the halls of the Birmingham NEC next week

PHOTOGRAPHY GARY HAWKINS AND  **motorsport
IMAGES**



It's back! The last time the doors of the Birmingham NEC were thrown open to welcome visitors to Autosport International, Max Verstappen was almost two years away from becoming a Formula 1 world champion, George Russell didn't have a single F1 point to his name, Theresa May had not long been replaced as prime minister, Donald Trump still lived in the White House, and the phrase 'lockdown haircut' didn't exist.

Then COVID-19 hit and, as a result, it wasn't possible to stage the 2021 and 2022 editions of the world's leading motorsport show. But, now that we're in 2023, it's all

systems go, and Autosport International takes place over 12-15 January.

One of the highlights of this year's show is the involvement of three-time world champion Sir Jackie Stewart and his Motorsport Memories gallery, raising money for the Race Against Dementia charity. You can read about this in more depth on page 25. Another intriguing element will be our sister magazine *GP Racing's* tie-up with the Silverstone Interactive Museum for a display of F1 machinery, from the 1951 BRM to modern-day Red Bull, Alpine and Aston Martin cars.

Alternative fuels are a hot topic in motorsport today, and an Autosport

International EV Showcase will bring this to the forefront. For those who prefer outlandish takes on much-cherished traditional designs, you'll be intrigued to find the Fastest Mini in the World on display.

Of course, it's not just the Racing Car Show at Autosport International. Attendees will also be able to enjoy Autosport Engineering and the Performance & Tuning Car Show, plus that firm favourite the Live Action Arena, where top names from the sport will entertain on a mix of cars and bikes. Don't forget, it's the trade days on Thursday and Friday, and public days on Saturday and Sunday. We'll bring you up to date with all the latest on the show in next week's issue.



LIVE ACTION ARENA



SUTTON



HONE

F1 MACHINERY



STARS ON STAGE

MAUGER



F1 star cars young and old

A record-breaking ground-effects machine of the current era and a glorious failure of a bygone period will be the stars of a special exhibition put together by the Silverstone Interactive Museum and GP Racing.

Autosport's sister publication has provided one of the show's big attractions for many years, so it is appropriate that it will do so again as the event returns. The Red Bull RB18 that took a record 15 grand prix victories in the hands of Max Verstappen and two more with Sergio Perez in 2022 will lead the line-up of modern cars, which also includes representatives from Alpine and Aston Martin.

Appearing with the car that you voted as Autosport's International Racing Car of the Year will be a BRM V16 Mk1. The 1.5-litre supercharged P15 never achieved success in the world championship but did win Formula Libre races, and is widely regarded as one of the greatest-sounding racing cars of all time. Thanks to the Owen family that still owns BRM and historic race preparation expert Hall & Hall, the V16 is now competing again and the recently built chassis IV will appear in selected events.

The Silverstone Museum, which has attracted 250,000 visitors since opening in 2020, will bring along some of its star exhibits to add to the display. An exclusive show offer will also be available to guests who wish to experience a day out at Silverstone.



Teaching skills for a future in motorsport

The UK has a massive motorsport industry, with seven of the 10 Formula 1 teams based in this country, so that plays a large part in the engineering sector being a significant part of the nation's economy.

There are ever-increasing opportunities to get an education in motorsport, and students will get the chance to experience a flavour of the industry at Autosport International. One exhibitor is the University of Wolverhampton's Racing team that immerses undergraduates in real competition environments.

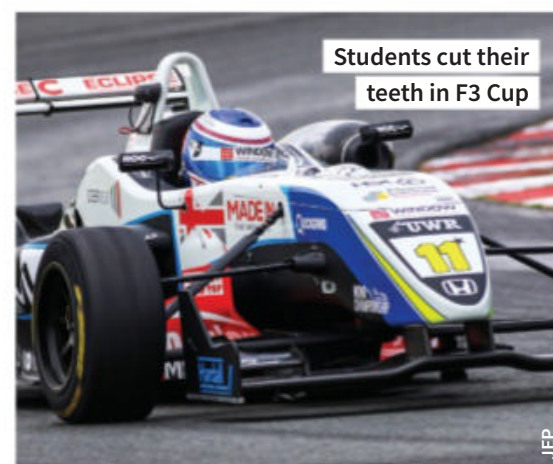
Professor Amar Aggoun, Head of the School of Engineering, Computing and Mathematical Sciences at University of Wolverhampton, says: "Our racing team is unique in Higher Education, where our student engineers compete in the Praga Cup, as well as being the factory works team for the Morgan Motor Company, where our students have a direct impact on cars that are in road production. We also compete in the IMechE Formula Student competition, and in 2021 won our class in the F3 Cup Championship.

"Some of our alumni have gone on to



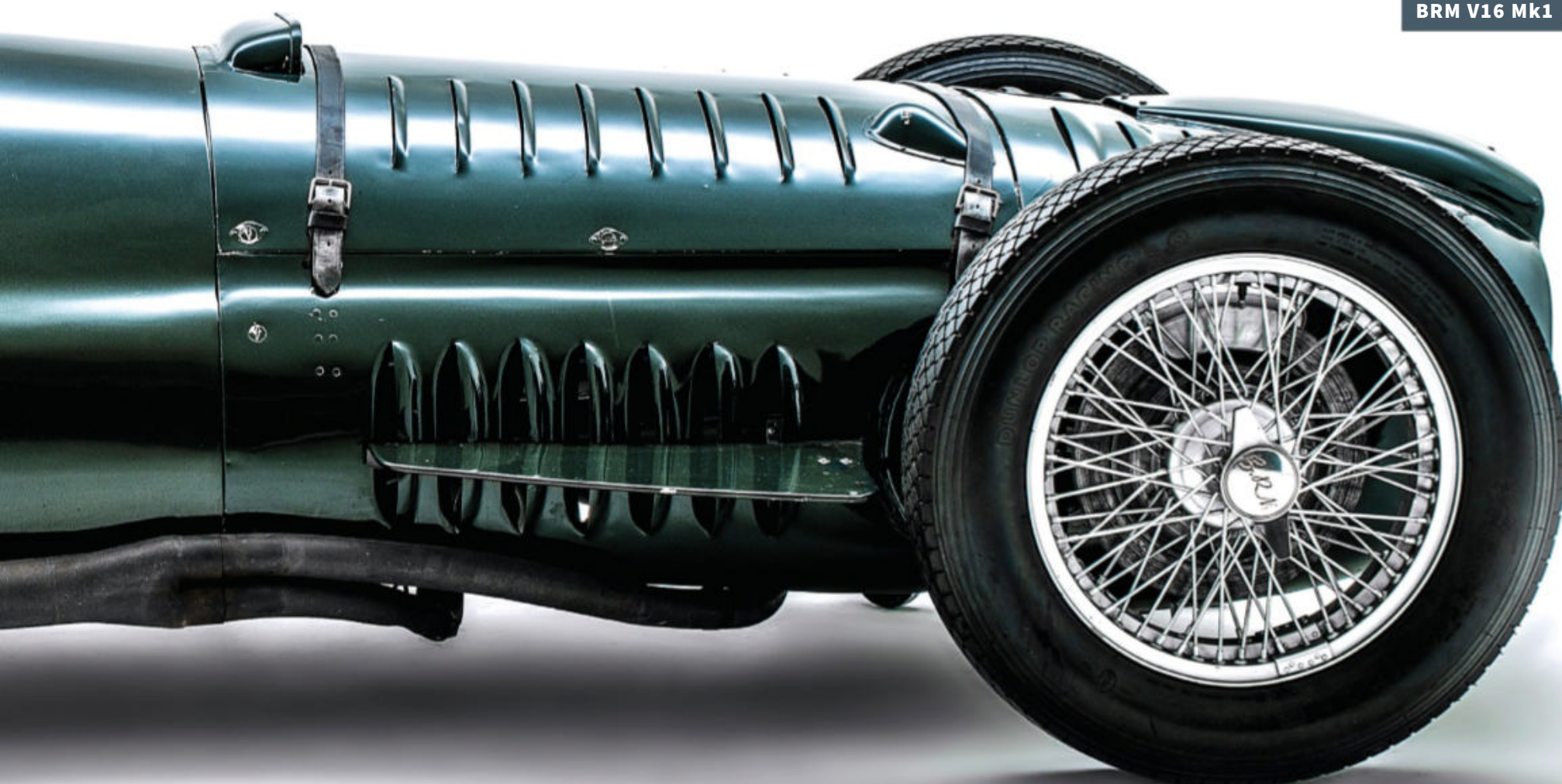
work for the likes of Mercedes AMG and Williams F1 teams, Bentley, Aston Martin and many others."

The next generation of engineers and designers will also battle it out for the F1 in Schools UK crown. Surrounding the 20-metre track will be each team's 'pit displays', where you can get a view of the work that the teams put into the design and manufacture of their scale-model cars. The UK National Finals include successful teams from 10 regional finals.



Students cut their teeth in F3 Cup

BRM V16 Mk1



GARY HAWKINS



MINI COOPER S V8

Electric power gets a plug

Electricity and Birmingham are well-established bedfellows – the city is the historical heartland of the British heavy-metal movement, after all. But far from being a black sabbath, it will be an illuminating Thursday to Sunday at the NEC thanks to the Autosport show's International EV Showcase.

At the heart of this will be the Forze VIII, a sports-racing car built using hydrogen fuel-cell technology by a team of Dutch students named Forze Hydrogen Racing. "Ever since our founding in 2007, the team has grown from building hydrogen go-karts to full-size LMP racing cars performing in official competitions, competing against regular petrol-powered race cars," says Forze's Thomas Noordzij. "Something as extraordinary as this is only possible with real dedication, which the students at Forze have proven year after year."

The Extreme E electric off-road series will be represented at the show, highlighting its sustainability and its work on the environments it visits. And the new Formula Foundation-E single-seater will be on



Wraps are off
Ariel's new Hipercar

display – the electric initiative is due to take to the tracks under the banner of the organising British Racing & Sports Car Club this year.

Well worth investigating is the Ariel Hipercar – the recently unveiled electric sports car has a 0-60mph time of just over two seconds...

FORZE VIII



FORZE



GARY HAWKINS

Fastest Mini in the World flies the flag for the club racers

UK club motorsport is always well represented at the Birmingham gathering – indeed, it often provides the meat of the show – and this year will be no exception.

As well as the usual array of clubs and series displaying their wares and trying to encourage wannabe or established racers to join them, there will be an eclectic mix of machinery. And one of the most popular is bound to be Harvey Death's Austin Mini Cooper S V8.

The Rollcentre Racing-developed machine boasts a 380bhp V8 usually found in Radicals and has been the car to beat in Brands

Hatch's Fastest Mini in the World races in recent years. The 630kg spaceframe car boasts a paddleshift gearbox developed by Xtrac, which will also be exhibiting at Autosport International.

"It's like a Le Mans prototype and the engine seemed fantastic," said recently announced Penske Porsche LMDh driver Nick Tandy when he tested the car for Autosport last year. "It feels like a modern racing car."

In addition to the many clubs and suppliers, Motorsport UK – the national governing body – will also be on hand to encourage new licence holders and volunteers into the sport.

The business of engineering innovation

The Autosport Engineering Show will again form an integral part of the line-up at the NEC, with cutting-edge specialists and top motorsport suppliers in attendance. Held on the opening two trade-only days, across Thursday and Friday, Autosport Engineering is the first major industry event of 2023 and is therefore an important showcase for exhibitors to reveal their latest innovations and plan collaborations in the year ahead. And you can hear their insights in another returning feature, the Business Forum, which brings together top decision-makers for topical panel discussions on a range of pressing issues faced by industry.

Among those that have confirmed attendance include Autosport



International stalwarts such as spec LMDh gearbox supplier Xtrac, plus the British Touring Car Championship and NASCAR Cup Series' brake and clutch supplier AP Racing, as well as suspension expert Ohlins, leading exponent of fluid transfer systems Goodridge, lightweight natural fibre composite manufacturer Bcomp, safety manufacturer Willans and metrology and scanning firm MSL.



SUTTON

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As usual, the trade days will be the Thursday and the Friday, 12-13 January, when college and university students and tutors can also attend. The public days are Saturday and Sunday (14-15 January). All weekend tickets include access to the Live Action Arena.

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Other info

- Family tickets of two adults and two children available for 10am sessions on both days
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- Accessible bookings hotline: **0800 640 5001**
- All 2022 bookings have been transferred over to the 2023 show for the equivalent day and live action time slot and new tickets will be issued



FROM THE ARCHIVE

As Autosport International returns to Birmingham's National Exhibition Centre, heralding the 2023 season, here's a moment from the show's past, as the TWR Jaguar XJ220-C

is unveiled on the Autosport main stage back in 1993. Alongside the brightly coloured Big Cat, team boss Tom Walkinshaw is interviewed by motorsport commentator Martin Haven. The 14 January issue of

Autosport featured the GT machine as the main image on the cover, with the headline 'Jaguar's Le Mans racer' followed by what in hindsight might be considered a mite hyperbolic: 'The future of sportscar racing starts here'.



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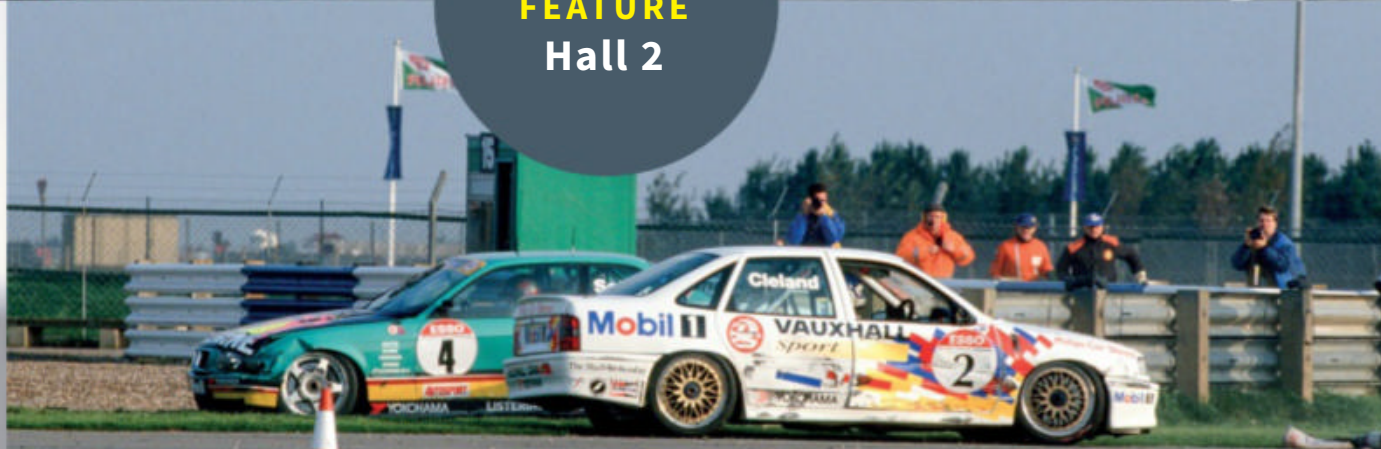
THE RACING CAR SHOW

12-15 JANUARY 2023, NEC



**SPECIAL
FEATURE**
Hall 2

ALL PHOTOGRAPHY
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YOUR GREATEST MOTORSPORT MOMENTS

At the end of last year, Autosport International asked fans to select their favourite motorsport moments from a list chosen by a panel that included three-time Formula 1 world champion Sir Jackie Stewart. And here are the results.

They are a little surprising, with three different categories represented in the top three, perhaps underlining the fact that the show in Birmingham is not F1-focused. While all these

moments are undoubtedly memorable, the order is not what we expected and the impact of Hollywood's *Le Mans '66* is apparent. It would be interesting to see how the list might change if the exercise was repeated in 10 years' time...

Over the next 10 pages we'll look back at the selection in reverse order, with input and recollections from some of those involved, but that won't be the end of the matter. There will

be a Motorsport Memories gallery at Autosport International, held at Birmingham's National Exhibition Centre on 12-15 January 2023. The 10 prints, supplied by Motorsport Images, will be signed by Stewart and raffled, along with many other motorsport items, to raise funds and awareness for Race Against Dementia's research. You can text MEMORY to 70215 to enter the free prize draw.



SCHLEGELMILCH

10

1957 GERMAN GP

The greatest drive of a legend

"I had to risk – that's something I never did before in my life." Such was the dangerous nature of the sport in the 1950s and the enormity of his ability that Juan Manuel Fangio rarely extended himself for long periods. But he did on the fearsome 14.2-mile Nurburgring in 1957, during the German GP he picked as the race of his life for Autosport in 1989.

It's a race often cited as one of the greatest of all time, a battling recovery drive by a legend in the iconic Maserati 250F on the finest circuit in the world.

Fangio had beaten Mike Hawthorn's Ferrari to pole and soon retook the lead after losing out at the start. He knew he had to make a planned pitstop to change his Pirelli tyres and had started on half-tanks. Famously, Fangio's pitstop at half-distance did not go as well as hoped (or as it had in practice), and he resumed nearly a minute behind the Ferraris of Britons Hawthorn and Peter Collins, who were running non-stop.

Initially, Fangio did not charge after them,

only adding to the feeling that the race was lost, but then he turned the screw. The lap record was smashed repeatedly as Fangio sliced into the deficit.

"I started to switch from using fourth gear to fifth," said the Argentinian in 1989. "I started to pull stronger using the longer gears. And I thought, 'Maybe once is OK, I can take one turn like this – but it's crazy if I take two...'

"I made the right decision. If in one turn I was using second gear, then I went into third. When it was third, I used fourth gear. And the car went better into the turns. Then there is much more risk, this is much less safe, but you go faster."

Ferrari eventually responded and hung out the 'FLAT' boards to Hawthorn and Collins but it was too little, too late. Fangio swept into the lead on the penultimate lap and, despite Hawthorn gamely hanging on, won the 22-lap, three-and-a-half-hour race by 3.6 seconds. Not only had Fangio broken his own lap record by 24.2s, but his fastest lap of 9m17.4s



was 8.2s faster than his pole time.

"I've never been a spectacular racer, but I did things I had never done in my life, driving from one side of the circuit to the other, using the maximum revs," he added. "I was at the peak of my form. It was the best year of my career."

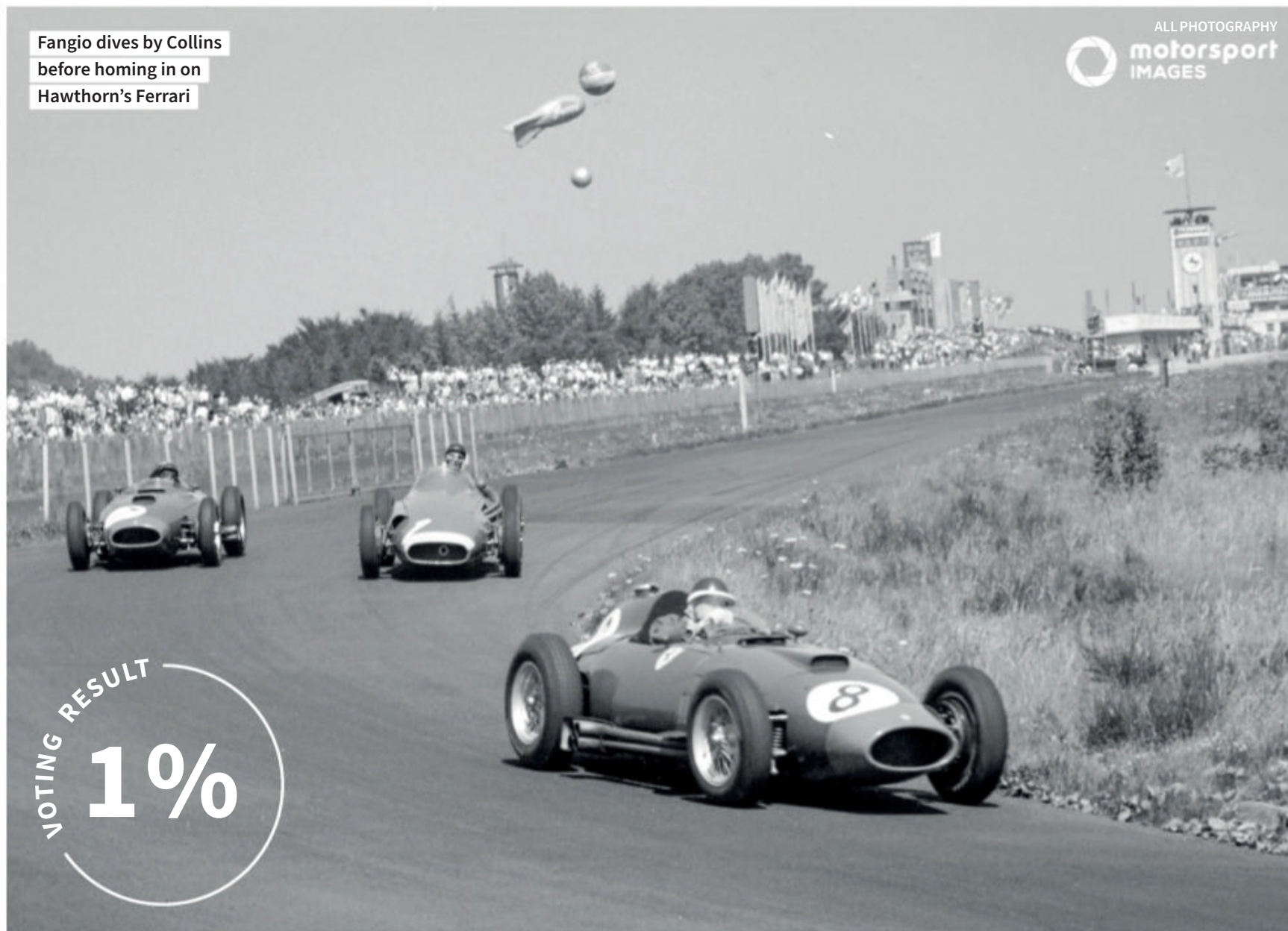
The win, his 24th and final world championship grand prix victory, also secured Fangio's fifth F1 crown.

KEVIN TURNER

Fangio dives by Collins
before homing in on
Hawthorn's Ferrari

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VOTING RESULT
1%





Stewart holds
fourth gear to pip
Rindt by 0.08s

9

1969 ITALIAN GP

Stewart claims crown in super slipstreamer

The 1971 Italian GP often grabs the limelight because Peter Gethin's winning speed was a record that stood for three decades and just 0.61 seconds covered the top five. But the epic slipstreamer at pre-chicane Monza two years before also deserves to be remembered and is the one that makes it onto this list.

Jackie Stewart's Ken Tyrrell-run Matra and Lotus star Jochen Rindt had been the pacesetters of the 1969 Formula 1 season, but Rindt's poor luck meant there wasn't a title fight. When they arrived in Italy for round eight of 11, Stewart led

Jacky Ickx by 29 points (when nine was awarded for victory), while Rindt was still waiting for his first win and had just three points on the board. Fortunately, both Stewart and Rindt were to be key players throughout the 68-lapper.

Rindt took his fourth pole of the year, while third-placed Stewart focused on race set-up. "Ken Tyrrell never thought pole was important and we spent the whole time trying to stop having to change gear before you got to the line," Stewart told Autosport in 2017 about his selection of a longer fourth-gear ratio.

The Scot burst through from row two to lead at the start. Unlike in previous rounds, however, it wasn't just Rindt who hung onto the wingless Matra as the slipstreaming began. As well as Stewart and Rindt, Denny Hulme's McLaren and Piers Courage (Frank Williams-run Brabham) also led at various points. Officially there were 14 lead changes, but there were many more as the leaders passed and repassed each other around the lap.

Both Hulme and Courage hit trouble, as did Graham Hill's Lotus, but there were still four cars jostling for the lead going into the closing stages: Stewart and his team-mate Jean-Pierre Beltoise (his Matra bewinged), Rindt, and the McLaren M7C of team founder Bruce McLaren.

Rindt was ahead coming out of the fast Lesmo left-hander on the final lap. Stewart pulled out and slipstreamed past on the run to Parabolica, only for Beltoise to dive down the inside as they entered the final right-hander. The Matras exited side by side, with Stewart pulling ahead and Rindt tucked up behind. The Lotus pulled alongside in the final yards but fell 0.08s short. Just 0.19s covered Stewart, Rindt, Beltoise and McLaren, with the winning speed being 147mph. "Nobody has ever seen the finish of a motor race like that," said legendary commentator Murray Walker.

Despite all the slipstreaming and place changing, the 'laps led' statistic reveals the advantage Stewart's long fourth gear had given him. He had crossed the start/finish line in the lead 58 times out of 68. It was his sixth win of the year, scored against his strongest rival, and fittingly secured Stewart his first world crown.

KEVIN TURNER



Stewarts celebrate
Jackie's narrow win
and his first F1 title



8

1992 SILVERSTONE BTCC FINALE

Harvey's tin-top title as Cleland and Soper clash

"Winning the British Touring Car Championship defines my career, but it's a bit of a double-edged sword. It was soured a bit by the controversy with John and Steve, but if the clash hadn't happened we wouldn't be talking about it."

Tim Harvey (below) probably has a point when it comes to his remarkable 1992 BTCC title success at the Silverstone finale. The Vic Lee BMW driver finished fourth to take the crown by three points, but it was the controversy between his team-mate Steve Soper and Vauxhall's John Cleland that

makes the event so memorable – and got it onto Autosport magazine's cover.

The two-litre era that became known as Super Touring is widely regarded as the peak of touring car competition, so it's fitting that the 1990s provides the tin-top representative in your favourite memories.

Cleland had started the season well with two wins and held the lead as BMW's new-shape E36 – made available for the BTCC before it even competed in Germany – hit form. Harvey won five races in a row prior to Silverstone to move within three points, while Toyota's Will Hoy was only one point further back.

The three title contenders suffered in inclement weather during qualifying and all started outside the top six, with Soper fourth. While Hoy soon jumped to fourth behind team-mate Andy Rouse and the Vauxhalls of Jeff Allam and David Leslie, Soper had to start a recovery drive. He had clashed with a robust Leslie at Club, then been hit by Robb Gravett's Peugeot. The BMW looked worse for wear but was still mobile – and fast as it scorched through the pack.

Harvey and Cleland swapped places a couple of times before the BMW shoulder-barged Hoy

aside at Copse on the penultimate lap. The move allowed Cleland to pass both into fourth – and the flying Soper into fifth.

Cleland, nursing injuries from an enormous Donington Park crash the month before, still looked set to be champion. But then Soper dived past Cleland into Vale/Club, triggering a Cleland hand gesture and the famous "I'm going for first" line from Murray Walker. Harvey overtook Cleland into Bridge, then Soper allowed him into fourth, enough to make Harvey champion.

In response, Cleland boldly dived down the inside into Brooklands, the Vauxhall up on two wheels before forcing the BMW wide. Soper retaliated at the following Luffield right-hander, hitting the Vauxhall in the side. Both retired in the gravel. Cleland's "the man's an animal" line demonstrated his frustration as Harvey completed his final lap to snatch the title.

The incident made headlines, increased the profile of the series and could have resulted in a ban for Soper or Cleland, had the two not agreed to call it a racing incident in the subsequent RAC tribunal. High drama even by traditional touring car standards!

KEVIN TURNER



7**2016 LE MANS 24 HOURS****Toyota's endurance 'curse' reaches its zenith**

I've rarely felt the need or desire to embrace drivers in their success or failure. But it seemed the right thing to do after the 2016 Le Mans 24 Hours. I couldn't deny Anthony Davidson and Sebastien Buemi when they stretched out their arms. I felt gutted for them, and, of course, Kazuki Nakajima, who was at the wheel of the leading Toyota TS050 HYBRID when a faltering engine ripped victory from the Japanese manufacturer's grasp in the dying minutes of a fine contest.

The sight of Nakajima at reduced speed on the Mulsanne Straight on his penultimate lap yelling "I have no power! I have no power!" was like a punch in the guts. I know I should be an unbiased observer, but who didn't want Toyota to complete what would have been a deserved victory after so many years of heartbreak? Probably only the most ardent Porsche fan.

Toyota's new TS050, powered by a twin-turbo V6 rather than the normally aspirated V8 of its predecessor, had come out on top in a battle with the Porsche 919 Hybrid that was nip and tuck for much of the way. Perhaps that was the shame of Le Mans 2016: it would have been remembered as a classic

even without that final, devastating twist for Toyota, denied once again.

Only in the closing stages did Toyota really begin to get a grip on the race. The Porsche had been the faster car in the night but, as the temperatures rose on Sunday morning, the TS050 at the very least came onto a par with the 919. The 14-lap stints the low-drag Toyota could achieve compared with the Porsche's 13 laps ended up proving decisive. Or should have done.

Nakajima held a lead of one minute when the power from the new 2.4-litre V6 began to go west through sector one with six or so minutes left on the clock. That advantage was all but gone when he crossed the line to start the final lap. Neel Jani in the Porsche swept past as the Toyota pulled up in front of its pits for its driver to go through a recycle procedure.

The Toyota got going again and crossed the line in second position, but its final lap had been outside the six-minute maximum laid down in the rules. The car would be unclassified. I wrote at the time that this was the final ignominy for Toyota. I was wrong.

The reduction in power was traced to a



fractured airline between one of the turbos and its intercooler. A year later, the same problem wouldn't have caused such a dramatic loss. The hasty development of the V6, which was set in motion almost exactly one year before, meant the systems were not yet in place to compensate for the failure.

So hugs all round were fully deserved. Reckon I still owe Kaz a commiseratory embrace all these years on.

GARY WATKINS



Heartbreak for
Toyota as Nakajima
stops by pitwall

VOTING RESULT
6%



Mansell closes
inexorably on
the sister FW11B

6

1987 BRITISH GP

Mansell chases down Piquet on home ground

We'd been counting down the gap, lap by lap, as Williams duo Nelson Piquet and Nigel Mansell blew past at fearsome old Silverstone. Mansell, the true grit, true Brit hero of the masses, was on a mission in front of his deeply partisan and noisy 'barmy army'.

Despite the best efforts of Alain Prost early on, Piquet and Mansell crushed the opposition in the Silverstone sun, Honda power and their brilliant FW11Bs a cut above the rest. Prost jumped the Williams pair from the second row, but by Maggotts poleman Piquet was through and Mansell soon followed. With an eye on tyre wear and fuel consumption, they still left the rest for dead.

Patrick Head recalls the race as Mansell's finest day in a Williams. "Nigel dropped well behind Nelson, complaining of a bad vibration, we think due to a wheel balance weight coming off," says the team co-founder and legendary technical director. Before the days of pitlane speed limits, Mansell charged in for fresh Goodyears and scorched out in a fury, refusing to accept defeat.

"With about 25 laps to go, he was nearly 30 seconds behind Nelson, but still in second place," says Head. "We had just assumed they would finish in that order, but lap by lap, with Nigel setting a series of new fastest laps, he closed on Nelson, and it became clear he could catch him."

That much was evident to the crowd too – including this writer, 13 years old and standing among the Mansell faithful right at the braking point for Stowe. If I close my eyes, I can still see it

unravelling in a 190mph flash: the cars appearing into view almost as one from Chapel Curve, the violent vibrations of speed down Hangar Straight, the dummy left, Piquet's jink to defend and Mansell's glorious swoop to the inside. Through the turn the Canon-liveried rear wings were side by side, almost touching. But Mansell was past and gone – on lap 63 of 65. We roared as one, a moment of pure sporting joy.

It had been all or nothing, 'Red 5' running out of fuel directly after the flag. We swamped the track in celebration, then climbed dutifully

back over the sleepers in time to see the man with the most famous moustache in motorsport riding pillion on a police motorcycle. They stopped in front of us, Mansell climbed off – and kissed the track, Pontiff-style, right where he'd sold his dummy. Blessed be the day.

Mansell had already defeated Piquet at Brands Hatch in 1986, and would win his home race again in crushing fashion in both 1991 and 1992. But 1987 was something else. It was the greatest race I'd ever seen. It still is.

DAMIEN SMITH



Mansell celebrates his
finest British GP win.
Senna (right) was a lap down



Moss and Jenkinson
averaged nearly 100mph
on tough Italian roads

5
1955 MILLE MIGLIA

Moss's epic record-breaking Italian job

The greatest single lap in history, 1000 miles around Italy, from Brescia to Rome and back again – all recorded for posterity in the greatest piece of writing on motor racing ever committed to paper, by his funny little co-driver with the long beard and specs. Stirling Moss and Denis Jenkinson on the Mille Miglia in 1955... it just doesn't get any better.

"You only had one chance to get it right, on every corner for 1000 miles, boy!" Moss recalled 50 years later of his greatest achievement in a racing car. "I really did regard it as a special challenge. It was never just another race."

He'd made three previous attempts on the Mille Miglia, all with Jaguar – all had ended in failure – before he rolled the gleaming Mercedes-Benz 300SLR up the Brescia starting ramp just ahead of 7.22am on 1 May 1955. The idea of carrying a navigator had originated from American

team-mate John Fitch, while journalist and friend 'Jenks' had made himself the obvious candidate by his complete lack of nerves on a lap with Moss in a Maserati A6GCS around fearsome Pescara.

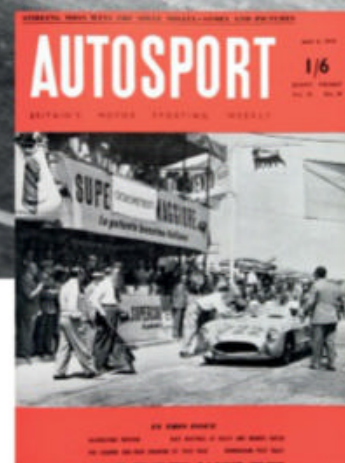
Three reconnaissance trips piecing together six laps were not without peril on open roads. Jenks's detailed notes, transcribed to a novel 'loo roll' lodged in an alloy box with a Perspex screen and twin rollers, were key to Moss gaining the freedom to give his full attention to "ninth-tenths motoring". His navigator devised 15 hand signals to give direction when the blare from the Merc's straight-eight ruled out an intercom.

Only two non-Italians, Rudolf Caracciola for Mercedes in 1931 and Henschke von Hanstein for BMW in 1940, had conquered the Mille Miglia before. Moss and Jenks privately expected to finish third at best, behind team-mates Juan Manuel Fangio and Karl Kling – and that was only by

discounting the Ferraris of race specialists Eugenio Castellotti and 'King of the Mountains' Piero Taruffi. As it was, the Ferraris wilted and even The Maestro had to give best to his young friend – as he did on other occasions in sportscars.

Car '722' made it to the capital in the lead, Moss and Jenks then defying the old saying 'First in Rome is never first home'. Once clear of the Futa and Raticosa passes, the race's back was broken. Travelling north towards Brescia, they passed a twin-engined aircraft at 170mph, and then another. As they powered through crowded streets and crossed the line at more than 100mph, a panda-eyed Stirling asked his friend: "Do you think we won?" Oh yes – in a record-smashing 10h7m48s, at an average of nearly 98mph. Never a Formula 1 world champion? Who cares? On days like these, The Boy was the best there's been.

DAMIEN SMITH



4

2008 BRAZILIAN GP

Hamilton denies Massa in the season's final seconds

The conclusion to the 2008 Brazilian Grand Prix has gone down in Formula 1 folklore as legendary. But just as well remembered as Lewis Hamilton passing Timo Glock in the last corner of the campaign's final lap is how his title rival handled a stunning defeat so nobly.

Felipe Massa had started the season finale seven points behind Hamilton (when a win was worth 10), but level on five wins apiece. The Ferrari driver led away from pole on intermediate tyres – the first sector of the Interlagos track had been doused with an intense but short rain shower – while Hamilton started fourth. Waiting until almost all the rest had switched to slicks cost Hamilton at the

end of the opening stint and he fell to seventh before recovering back to the fourth spot that was more than enough to take the title.

But when the rain returned with just seven laps remaining, everyone except the Toyota drivers pitted and this dropped Hamilton back to fifth – the last place he could finish and still be champion with Massa dominating up front. Everything was still in the Briton's control until he ran wide at the final corner when Robert Kubica moved to unlap his BMW Sauber, and Sebastian Vettel nipped through too with fewer than three laps left.

It appeared as though Hamilton would lose a second successive title to Interlagos

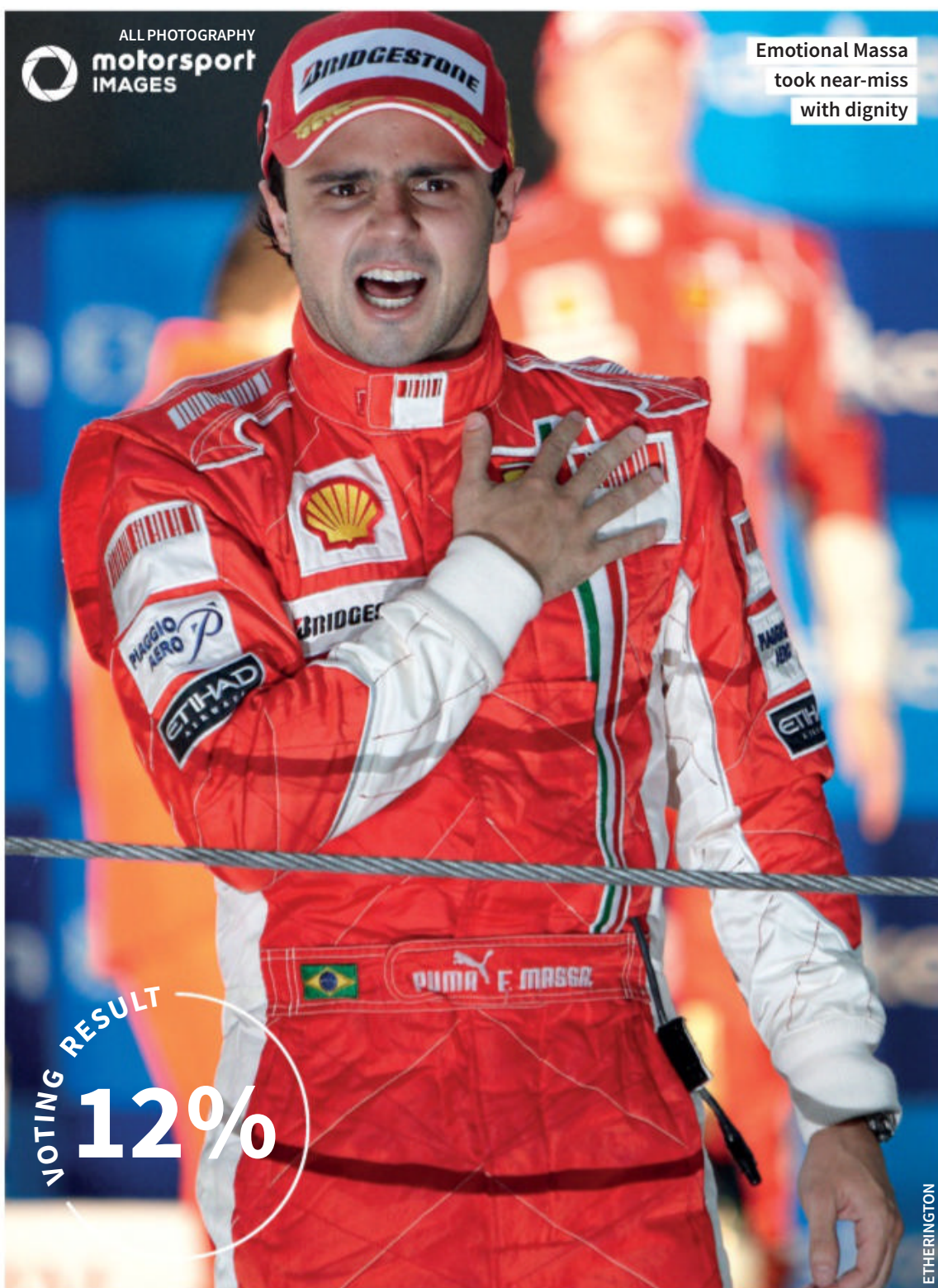
heartbreak, but then the rain intensified and, on the last lap, Glock's Toyota lost 17 seconds sliding on its slicks. Vettel and Hamilton powered past at the final corner, denying Massa, who'd crossed the line as champion to win the race, before the final results took his dream away by one point.

"It was a fantastic race," recalls Massa. "I started on pole position, I won the race, fastest lap – everything was just perfect."

While the Ferrari and McLaren teams had contrasting commiseration and celebration stations unfolding in their respective garages, Massa returned to the pits to face his boisterous home supporters. After taking a moment in his cockpit, he climbed from his F2008 to beat his chest and bow before being embraced by Ferrari team boss Stefano Domenicali. But it was his reaction to defeat while walking onto the podium and after collecting the winner's trophy a few minutes later that earned the Brazilian such praise. He saluted the crowd repeatedly as he roared his emotions, defiantly refusing to let his disappointment at the result overcome the pride in his performance.

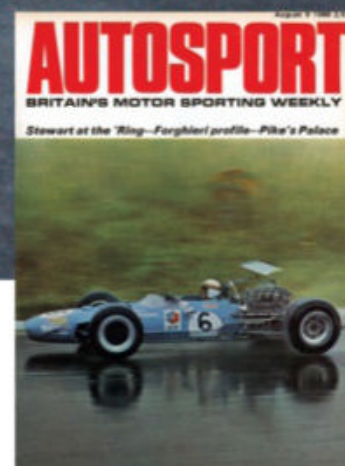
"I just tried to be myself," he explains. "To show what I was feeling – from my heart. I never really thought about anything – 'if I do this' or whatever – it was just like an automatic feeling that I was having. That was what I was trying to show the people. It helped that I won the race. It helped that I couldn't do better than what I did."

ALEX KALINAUCKAS





Stewart's blue Matra takes to the concrete to find extra grip

**3****1968 GERMAN GP**

Formula 1's greatest wet-weather victory?

Virtuosity in the wet is regarded as one of the hallmarks of a great driver. Like his friend and fellow Scot Jim Clark, Jackie Stewart starred in treacherous conditions on several occasions. But there's one that stands out – and was selected in 2017 as Autosport's greatest F1 drive in the rain.

The old 14.2-mile Nurburgring was challenging enough in the dry but was something else again in the mist and rain that greeted the 20 starters of the 1968 German GP. Stewart had qualified down in sixth in his Ken Tyrrell-run Matra, having missed the best of the generally poor weather during practice. He was also driving with his right wrist in a plastic support, after breaking his scaphoid in an

F2 accident at Jarama three months earlier.

Just as he would show at Monza the following season, Stewart used his brain to get an advantage, this time taking to the grippier concrete surface of the pitlane (no barriers between pits and track in those days!) to drive past his rivals slipping and sliding on the asphalt at the start.

Then he demonstrated his tenacity and bravery, overtaking Chris Amon's Ferrari at Adenau and then the Lotus of Graham Hill at Schwalbenschwanz despite blinding spray.

Finally, Stewart underlined his wet-weather genius, completing the first lap eight seconds

ahead and his second tour more than half a minute clear of the field. He recorded 9m36s for his eighth lap of 14, which was 15s faster than anyone else would manage before conditions got even worse. He was helped by the fact that his Dunlop tyres were superior to the Firestones used by Lotus and Ferrari, but still the sheer driving challenge was huge.

"All you could do was to try to keep the car halfway under control," said Stewart in Maurice Hamilton's 2002 book *Ken Tyrrell*. "It was like a juggler in a high wind with lightweight balls."

"Normally, on a shorter circuit, your pitboard would give you the gaps so you always had a pretty good idea of what you needed to do to keep the guy behind at arm's length. But not here. I wanted to make the gap bigger every lap."

Stewart also had to call on his adaptability, dealing with a sticking throttle by flicking the ignition on and off, and survived at least one scary moment. He completed the 2h19m contest at an average speed of just 85.7mph but took the chequered flag four minutes ahead of Hill and Jochen Rindt's Brabham.

Unlike Tyrrell, Stewart did not select this race as his greatest – that honour is reserved for his 1973 Italian GP recovery charge after a puncture – but his victory on the most fearsome of race circuits in appalling conditions will forever have its place in motorsport folklore.

KEVIN TURNER



Rindt (left) and Hill eventually joined JYS on the podium

2

1966 LE MANS 24 HOURS

Ford finally gets its revenge on Ferrari

They threw the kitchen sink, then created a kitchen sink drama. Cold revenge had fired Ford's ambition to defeat Ferrari and conquer Le Mans, and now, after the bitter blow of 1965 – six GT40s went in, not a single one came out – nothing was left to chance. Nothing, that is, except the infighting and rancour between the Blue Oval's teams and drivers.

This time, after glory at Daytona and Sebring, eight of the seven-litre GT40 MkIIs lined up for the Big One, from three camps: a trio from Shelby American, three more from Holman Moody and a pair from Alan Mann Racing. United by a cause to avenge Enzo Ferrari's snub of Ford's advances in 1963, after 22 wasted days of negotiation, the two US teams and the British outpost remained fiercely opposed on how each planned to be the one to put down the dreaded Prancing Horse once and for all. Dan Gurney delivered pole for Shelby at a little over 142mph, then led the early going, in a race that was fought at a searing pace.

Three of the GT40s wilted before midnight – diff,

clutch, head gasket – then Graham Hill dropped out in the wee small hours with broken front suspension. Was woeful history about to repeat? Not this time. At dawn, the top six were all Fords, the works propped up by privateers, and soon the last of the Ferraris was spent. But the game was not yet up. Not with Henry Ford II in situ, having dropped the flag at the start. There was still a race to be won, lost, negotiated and argued over.

Ken Miles wanted victory at the Big One, and deserved it too after all his sweat to perfect the GT40. In the light blue number 1, teamed with Denny Hulme (too laid back for his liking), Miles's destiny was ripped from his hands as he faced the all-black New Zealand entry of Bruce McLaren and Chris Amon. Both were Shelby cars, but tensions ratcheted further when the plan was revealed for a dead heat. When it came to the crunch at 4pm on Sunday, did Miles back off in protest or McLaren accelerate in uncharacteristic petulance? It didn't matter. The French had already decided: *non* to a dead heat. The black car had started down the

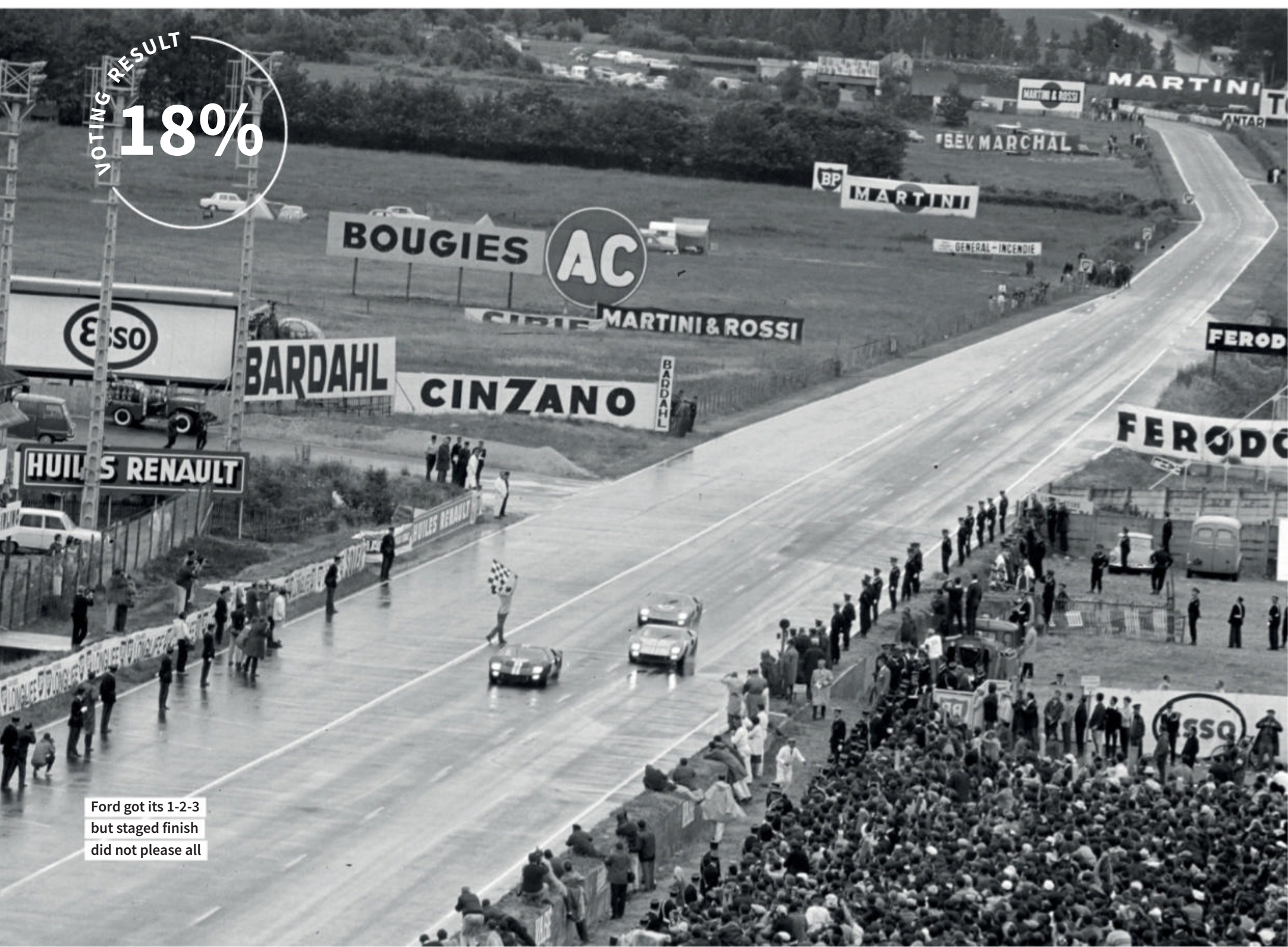


SCHLEGELMILCH

road from the blue one, therefore had covered the greater distance – by 20 metres. McLaren and Amon looked bemused in victory, Miles close to tears. But a Ford had won, that was the point. And a Ferrari never would again (until now?).

The epilogue was tinged in tragedy. As Ford started a roll of four straight Le Mans victories, Miles returned to the States to develop the lightweight J-Car – and crashed to his death at Riverside in August. Recognition would come eventually, but from an unlikely source. A Hollywood leading man? With that face? You'd better believe it.

DAMIEN SMITH



VOTING RESULT
18%

Ford got its 1-2-3
but staged finish
did not please all

**1****1995 RAC RALLY**

McRae becomes Britain's first World Rally champion

Colin McRae's victory on the 1995 RAC Rally would have further reaching consequences than even the Scot himself could have imagined. Or hoped for. Just about every aspect of that magnificent victory has been debated, deliberated and dissected. For fans, it's the story that just keeps giving.

Rewind one round and you've got McRae and Derek Ringer coming close to running over members of the Subaru World Rally Team management in Spain – seriously. Frustrated to the point of despair, team principal David Richards despatched John Kennard, Nigel Riddle and John Spiller.

Riddle remembers: "DR told us, 'Don't worry, Colin will understand.' As we stood there in the middle of the road, you could hear the car coming and I thought, 'There's no bloody way Colin will understand.'" The Subaru barely lifted as the trio dived clear.

That flat-out approach continued into a season finale played out before McRae's adoring British fans. And typically, the season finale encompassed a Sunday around the stately homes, a trip north to Kielder and the Lakes, before two days in Wales to decide whether it would be a third title for Carlos Sainz or a first for the Scot. The points

situation at the start? They were level.

Third after Sunday's 'Mickey Mouse' stages, McRae destroyed the rest of the field in Hamsterley Forest, taking almost two seconds per mile out of the best of the rest through the first all-gravel 17-miler. From that high came the low of the Pundershaw puncture on the very next stage. First became second and a 1m14s deficit to Sainz. The start of the charge.

"That was amazing," recalled father Jimmy. "He had the puncture first and then the suspension trouble at the end of Kershope a few stages later. None of it bothered him. That night he told me, 'Nothing will stop me winning this rally.' And nothing did."

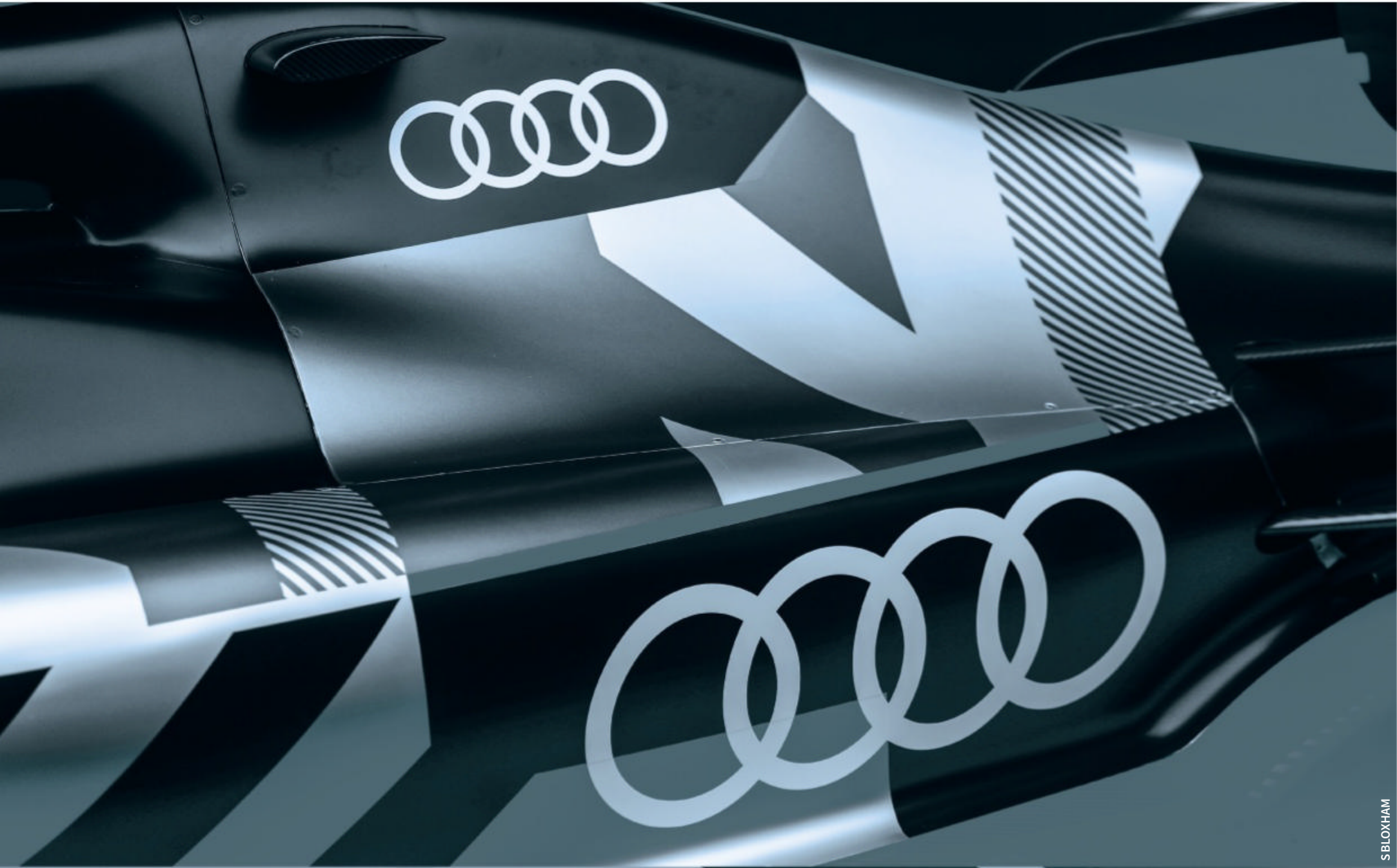
By the end of day three McRae was back to the front. Sainz was beaten.

Thousands lined the route through 22 November. And waiting at the finish of Clocaenog East were mum and dad. Margaret said: "I'd never been good at spectating and I wasn't good on that event! But the moment at the finish was incredible, so many people. The party was quite something..."

Those far-reaching consequences came via the *Calgary Herald*. Alison Hamilton recalled: "I was in Canada, Colin and I weren't together at the time. I saw the news and thought, 'Hmm, maybe I'd better give him a phone...' They would be married three years later.

DAVID EVANS





SBLOXHAM



SUTTON

VORSPRUNG DURCH SAUBER



Fred Vasseur has handed the reins to Andreas Seidl as Sauber gears up for its Audi era from 2026. The Frenchman was key to the deal with Ingolstadt reaching fruition

ADAM COOPER

PHOTOGRAPHY AUDI AG, SAUBER-PETRONAS AND





Hinwil was home to BMW's works F1 team, where Seidl spent four-year stint

SCHLEGELMILCH

It's all change at Sauber this week as ex-McLaren Formula 1 chief Andreas Seidl starts his new job as overall boss of the Swiss organisation. Seidl has taken on Ferrari-bound Fred Vasseur's CEO title and will oversee the big picture and the long-term strategy of the group, including its technology business, as it builds towards its full collaboration with Audi in 2026. A new team principal will be hired to take on the rest of Vasseur's erstwhile responsibilities, and oversee the day-to-day running of the race operation.

For Seidl the move represents a homecoming of sorts – he spent four years in Hinwil with what was then BMW's works F1 team. And he's not the only key player with BMW connections. Audi motorsport CEO Adam Baker was also involved back in the day, latterly as head of race and testing on the engine side. Then there's Guido Stalmann, director of partnerships, communication and business affairs for the Audi F1 programme, who had a similar role in the BMW era.

It's surely no coincidence that, like BMW almost two decades ago, Audi looked at a cooperation with a UK-based team, before deciding to go somewhat closer to home. Just as Frank Williams and Patrick Head didn't want to sell a stake in their team to then engine partner BMW, so a McLaren/Audi deal was made untenable by the complex ownership structure of the Woking company, and the shareholders' reluctance to give up control. Sauber ultimately made sense as an organisation with no strings attached, and which, for the right price, was potentially for sale. And, as with BMW, a shared German language and a location just a few hours by road from the manufacturer's powertrain base at Neuburg in Bavaria contributed to the final decision.

But repeating the BMW strategy was not a given, and Sauber would not have been such a clear choice five or six years ago. The key is the underlying strength and potential that the organisation can now demonstrate – and that's in large part due to the work done by Vasseur. He may be gone, but the Frenchman is a big part of the Audi/Sauber story. He was the man who new owner Finn Rausing turned to after acquiring the ailing team in late 2016, when it was 10th in the world championship. It was on its knees thanks to downsizing and a lack of investment, but Rausing could see the potential.

On Vasseur's watch there was a steady improvement, from five points scored in 2017 to 48 in 2018, the year he helped to attract backing from Alfa Romeo. He then got Kimi Raikkonen on board for 2019, when Sauber's entry took on the name of the Italian manufacturer. Progress stalled for a couple of seasons but in 2022, with multiple race winner Valtteri Bottas replacing Raikkonen, the team finished sixth, its best position for a decade.

Vasseur should take a lot of credit for putting the pieces in place that made the team such an attractive proposition to Audi, and he played a key role in convincing the manufacturer to choose Sauber as its works

partner over any alternative options. "Honestly, I didn't care about the others during the discussion, if they had other discussions," Vasseur told Autosport shortly before his departure for Ferrari was announced. "We were focused on what could be the project, what could be the advantage for Sauber, what could be the set-up for Audi. And I was not thinking about what some of my colleagues could offer. That would have been a mistake to take this kind of approach. I think that the basis is very strong, and I think the situation is a good one as an F1 team with the facilities and so on. We had to just be focused on this, and not be focused on what the others could do."

So what was Sauber's sales pitch to Audi's bosses? "First, it was not a sales pitch," Vasseur insisted. "It was more a discussion about where we could learn together, and if it makes sense to collaborate together. It's not someone that is selling something to someone else. It's a project, it has to be a common project, and the target was more to discuss to know if we could reach a common view on different topics. And it's true that the fact that we're not far away from them, that the facility is a good one, that the team is growing up, it made absolutely sense for them. On our side it was crystal clear for me that to stay independent in F1 is quite impossible, or it will be impossible in the near future. And we had to find a way to continue to develop the team."

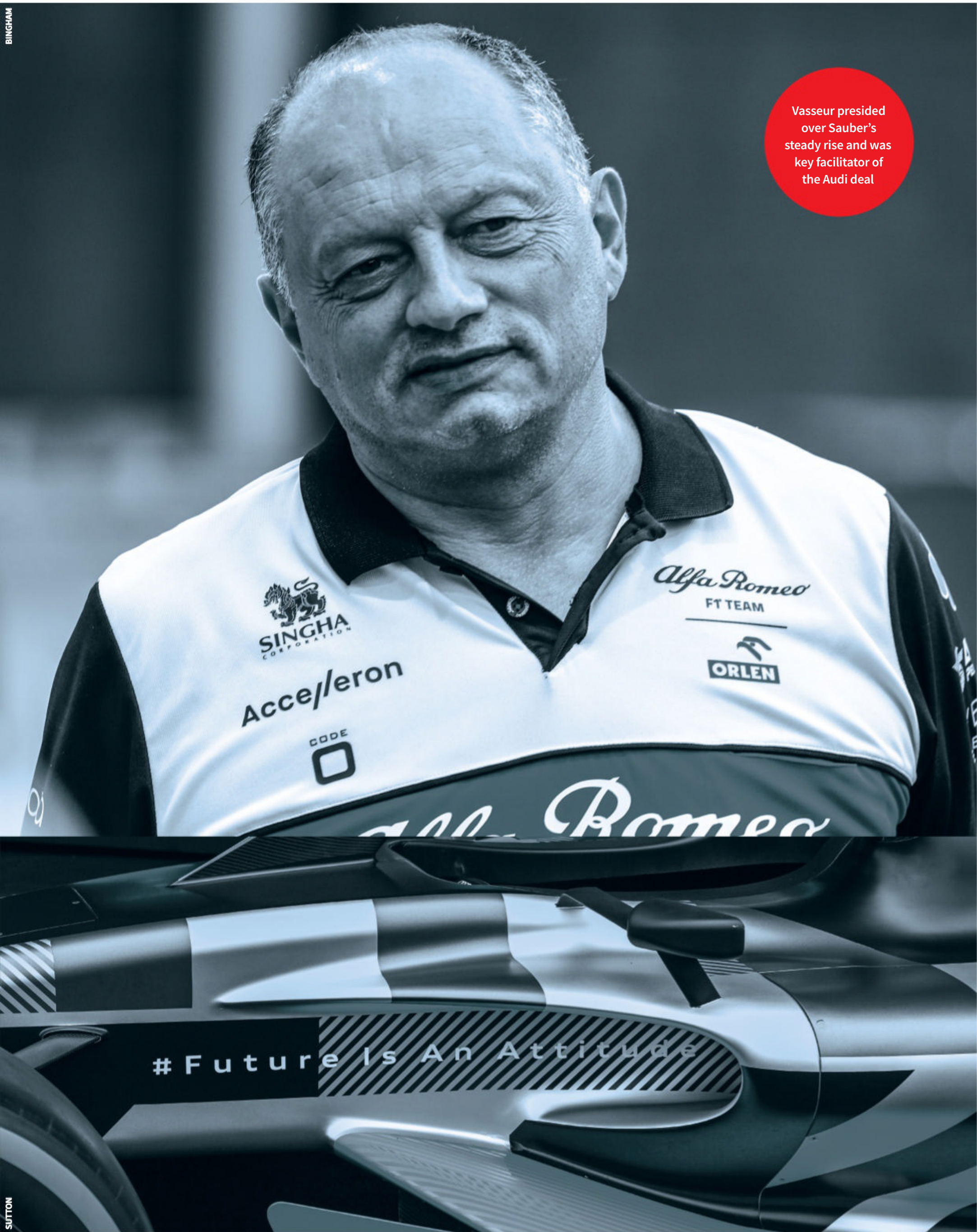
"IT WAS NOT A SALES PITCH. IT WAS MORE A DISCUSSION ABOUT WHERE WE COULD LEARN TOGETHER"

It's hard not to see the similarities with the choice made by BMW after it was rebuffed when it tried to buy in to Williams, and looked elsewhere for a works partner that it could own. But Vasseur downplayed the historical significance: "The world is completely different, the project is different, we don't have so many people who were there then. There is not a model type in F1. I paid attention to what is working, what is not working. And if you have a look at Red Bull, with the engine made in Japan it was not the easiest one. And they are world champions. Then you have Ferrari with everybody under the same roof. You have Renault with one foot in the UK and one in France. And I think it's not for me a matter of geography, it's much more than the set-up of the team, to be sure that everybody is aligned on the target."

Audi had the option to start its own in-house team, as Toyota did, rather than buy into an existing operation. In the end the latter option made more sense, and the challenge now is to allow Hinwil to remain flexible and fast reacting, and not mired in corporate red tape. "It was part of the discussion, what could be the good structure of the team?" said Vasseur. "It's always good to have the support from a big OEM >>>

BINGHAM

Vasseur presided over Sauber's steady rise and was key facilitator of the Audi deal



#FutureIsAnAttitude

SUTTON

Windtunnel
financed by 2001
Raikkonen/McLaren
deal a major asset
and lure for Audi

WHEN TUNNEL VISION IS A GOOD THING

Located opposite a shopping centre and next to a busy road that connects the towns of Hinwil and Wetzikon, Sauber's base is very different to campus sites such as those at Mercedes, McLaren and Alpine, or the new Aston Martin facility.

There is no imposing fence or gatehouse manned by security guards – you simply show up at reception. Team members park their cars adjacent to the employees of surrounding businesses, which include a slaughterhouse.

Sauber has been here since the team's early days in sportscar racing in the 1980s, and it has expanded over the decades, largely as a result of BMW's investment. The main factory is functional and fit for purpose, and just large enough for a modern team tailored to the cost-cap era. Close by sits a smaller building that houses the simulator, something the team lacked in the difficult post-BMW years. Introduced in 2020, it reflects the substantial investment that has been made since Finn

Rausing took ownership. It shares the facility with the new Sauber Esports Arena and the Sauber Technologies business.

Then there's the windtunnel, famously built by Peter Sauber with the funds raised by selling Kimi Raikkonen to McLaren at the end of 2001, and a key asset in the sale to Audi. Now two

**“THE CORRELATION FROM
WINDTUNNEL TO TRACK IS VERY,
VERY GOOD. BUT THERE'S
CONTINUOUS IMPROVEMENTS”**

decades old, it is still an impressive looking edifice that also incorporates a large event space that can be used by sponsors. Audi knows the tunnel well, having rented it for its LMP1 and DTM programmes.

When built, it was regarded as the best in the sport. But teams have to invest to stay current, and it lost ground to rivals during Sauber's

years of financial restraint. The challenge now is to keep it up to date, especially with McLaren and Aston Martin building new facilities.

“It's a very good tunnel,” says Sauber aero chief Alessandro Cinelli. “Of course, through the years you've got to keep it alive and maintain it. What we're going through at the moment is refurbishing a lot of the systems, such that we can guarantee that it's functioning all the time, and we don't lose any downtime.

“We also have a programme in place to update all the technology that's inside that we're using for testing. Everyone's moved on, and we need to catch up. The disadvantage is that you're behind, you have to catch up. But the advantage when you do something later is that when you do catch up, you can also actually try and make a step forward.

“This tunnel was born very sound, the air quality and the correlation from windtunnel to track is very, very good. But there's always continuous improvements that we're doing.”



New CEO Seidl
brings knowledge
from McLaren



Buying in to an existing
team made most sense for Audi

at every single topic. But you have also to keep the agility of a racing team. If you are an OEM in F1, it won't work. But everybody knows this.

"The most important thing in this kind of collaboration, and the structure of the team, is that the guys of the chassis, they have to be focused on the chassis, the guys on the engine, they have to be focused on the engine. If you start to complain when you are in charge of the chassis about the engine and vice versa, you know that it's the end of the story. I trust them. They will do a good job."

Sauber now faces three years of transition, the first as Alfa Romeo, the second and third likely under its own name, albeit still with Ferrari power. On top of any fresh investment from Audi, the team will be in a stronger position this year, with extra prize-fund money due to its sixth place in 2022, and a major new sponsor coming onboard. The financial boost will allow the team to push up to the cost-cap limit and to continue the building process, in terms of facilities and recruitment.

The latter has often been a challenge, since Sauber has traditionally found it hard to attract top engineering talent from the UK. Relocating to Switzerland to work for a team that is generally near the back doesn't appeal to everyone, but the prospect of being part of the Audi project is a lot more interesting. "We can already see the difference when you are advertising positions, or looking for sponsors," said Vasseur. "It's much easier, because they know that we are already committing until 2030,

**"IT'S GOOD TO HAVE SUPPORT FROM
A BIG OEM. BUT YOU HAVE ALSO TO
KEEP THE AGILITY OF A RACING TEAM"**

and it was not the case two or three years ago. The perception of the team from an external point of view is completely different."

Since Vasseur's insights, he has walked away from the chance to move Sauber to the next level to take on a completely different challenge with Ferrari, and it's obvious that Maranello has been impressed by what he's done in Hinwil. The job of Seidl and the new team principal will be to pick up where their predecessor left off. Seidl will bring fresh ideas and new thinking, and all the knowledge he gained from his spell at McLaren, but he can thank Vasseur for providing such a solid starting point for the Audi project, and whose philosophy still rings true.

"I think it would be a huge mistake to postpone the target, and focus on three years' time, and to be relaxed next year," he said of the upcoming transition seasons. "The best way to prepare for 2026 is to be competitive in 2023, 2024 and 2025, doesn't matter the engine. We have to improve, and what is true for the Audi project in 2026 is true for next year in terms of production, in terms of development, and so on."



Team's sixth-place
position in 2022 was
its best for a decade



Porsche's 963 LMDh will make its race debut at Daytona later this month as a new age begins

HOW **PORSCHE** IS GEARING UP TO KICKSTART A NEW SPORT

Porsche, Penske, Daytona, Sebring and Le Mans. Get set for sportscar fever overload in 2023

CHARLES BRADLEY

PHOTOGRAPHY **PORSCHE**

Later this month, Porsche returns to top-level prototype racing in the Daytona 24 Hours. It's not even six years since it last won the Le Mans 24 Hours for a record 19th time, although Toyota's dominance since then makes it feel longer, and Porsche's all-new 963 is a very different animal from the 919 Hybrid that went before.

Despite the 919's technical prowess and impressive success — three FIA World Endurance Championship titles and a trio of Le Mans triumphs in just four seasons — what it couldn't boast was longevity. Here's where 963 should win big; in many ways it's more of a successor to the iconic 962 of the 1980s: it has been designed with the long haul in mind.

The 962, derived from the 956 Group C design, was primarily engineered to fit the IMSA GTP rules from 1984, and went on to

enjoy roaring success for a decade on both sides of the Atlantic. Not only did the factory team taste milk and honey, but 75 cars were sold to customers, making it a commercial smash hit too. The 962 won multiple championships around the world, and scooped all the classics at Le Mans, Daytona and Sebring numerous times.

And so history repeats: 963 is built to 'American' LMDh rules for IMSA's top GTP category (using a next-generation LMP2 chassis and a common hybrid system) rather than 'European' Hypercar regulations (which are far more bespoke). Customer cars have been sold to privateer teams, and it will race immediately in both IMSA and the FIA World Endurance Championship, giving Porsche a shot once again at all of those classic long-distance events in 2023. This was a clear priority that steered its path along this route.

"It's a very important project for us," confirms Porsche's Head of



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New car has a lot to live up to: 962 was a stalwart of IMSA in 1980s and 1990s



Laudenbach is a racing fan

Motorsport Thomas Laudenbach. “I couldn’t imagine the brand of Porsche without motorsport. We’ve got a great history in endurance racing — at Le Mans and in America. We call it our ‘living room’, so therefore coming back to the top class and fighting for overall victories has special meaning for us. We’ve chosen the 963 name on purpose, because combining a customer programme at the top level is also really something very special.”

From a technical standpoint, 963 has an inferiority complex to 919. It’s less powerful than its tech-packed, four-wheel-drive predecessor, this despite running a twin-turbo V8 to rival that ingenious V4. The hybrid is weaker too, but that is a price that needs paying for a sustainable future, believes Laudenbach.

“If we talk about 919, there was a lot more technological freedom, you could choose any concept, you did everything on your own,” he >>



says. “But we also know that the financial sustainability was difficult. “Coming to LMDh, talking as an engineer, you always want the biggest freedom you can have. At the same time, I’m the head of Porsche Motorsport – I have to look at budgets! It needs to be affordable, so it’s a trade-off between technological freedom and cost control. We’ve found a way to do top-level endurance racing again with sensible budgets. We should run it like this for a few years, and tune it left or right with experience. I’m not saying it’s perfect, but let’s see how it works now and go from there.”

Five years ago, Roger Penske told Autosport that he’d love to return to Le Mans with a manufacturer, and revealed that he’d even approached Audi about taking over the LMP1 project after its shock withdrawal from the WEC. Laudenbach has a history with the American motorsport legend’s team, so their renewed partnership as its factory team is no surprise.

“I have great memories working with the Penske organisation on the LMP2,” Laudenbach says of the American Le Mans Series RS Spyder, which famously won the 2008 Sebring 12 Hours outright. “At that time I was responsible for the powertrain, which was a demanding but successful project. Take Porsche and Team Penske, partnering again for something like this, I think that’s great.

“We are not there to fill up the grid; we have a clear vision of winning races. And I think that works in conjunction with the attitude of Team Penske.”

Porsche Penske Motorsport has a ‘one team, two bases’ approach – using Penske’s US HQ at Mooresville in North Carolina for IMSA and a European outpost in Mannheim, Germany for WEC – coupled with Porsche’s own motorsport headquarters at Weissach.

Porsche LMDh chief Urs Kuratle, a veteran of the 919 project, has been masterminding the 963’s gestation. Not only that, but he played the role of troubleshooter for LMDh’s common hybrid, which comprises a motor generator unit from Bosch, a Williams Advanced



Unlike LMP1, LMDh machines will be sold to privateers, while Penske runs the factory programme



Engineering battery and Xtrac gearbox. It’s fair to say that the integration of those systems took some time to navigate...

“The roadblocks we faced were basically the new technology for our new partners, so I would say we were the snowplough for many of the problems,” Kuratle says with a slightly pained expression at the memory. “Once the other OEMs caught up and ran with their cars,





“WE’VE FOUND A WAY TO DO TOP-LEVEL ENDURANCE RACING AGAIN WITH SENSIBLE BUDGETS”

we had more data for the process, then we had more running time. When we were alone on the road, we were very much alone!”

Problems with the MGU in particular needed addressing, which led to “headaches” last summer and those, combined with global supply chain issues, are why you won’t be seeing any customer 963s on track until the end of April.

But surely the idea behind a less-powerful common hybrid is that it should be easier to remedy when compared to the vast complexity of the 919. Apparently not... “With the 919, everything was in-house and that made life much easier,” Kuratle explains. “Now, we have encountered a lot of issues or questions that are not in our hands. Yes, the hybrid power of the 919 was much bigger, so it was more complex, but at the end of the day you can say the effort for both has been quite comparable. The difficulties we encountered have just been in a different area, let’s put it this way.”

Porsche’s big-budget 919 programme required almost 250 staff, but Kuratle says it’s tricky to compare this project given its different scale across two championships, as well as the hybrid partners.

He adds: “It’s difficult to say with the Porsche Penske Motorsport team in two facilities, the development people in Weissach and then all these people working at Bosch, Williams and Xtrac – for the development of the standard components – so, all in all, it might be an even bigger number of people than LMP1 required.

“But they’re not serving only one team. They’re serving four OEMs and the customer teams. Once these standard components are up and running, and capable of the mileage that they’re supposed to do, then that number of people working on them will reduce.” »



GETTING TO GRIPS WITH THE 963

So what is Porsche’s 963 like to drive? Ex-Formula 1 racer Felipe Nasr has been testing the car “since it was being born” and racked up thousands of miles since – from the snowy rollout at Weissach through the blazing-hot summer at Monza and Motorland Aragon, and even downpours at Sebring during hurricane season.

“It feels different to the DPi with the hybrid on the car; there are definitely some driving differences in terms of the style,” Nasr reports. “When we press the brake pedal we don’t just have the mechanical system, we have the e-motor also helping us slow down the car. You stamp the brake, you expect the stopping power straight away – this is no different, but the feeling through the pedal is. I think we all had to go through a process of learning that, but it’s fun. The car looks good and it drives good.

“There’s a lot more power than a DPi, the only downside I’d say is the weight – a bit heavier [by about 100kg] than they used to be. You feel that

in corner speeds, and the energy we put through the tyres is a lot higher than before. And stint lengths will be longer, so more driving time for us – so maybe we won’t be driving flat-out for 35 to 40 minutes, now we’ll have to look after the car and tyres for about 50 to 60 minutes. That’s a good addition of time, I think the drivers will feel it!”

His team-mate, two-time IMSA prototype champion Dane Cameron, adds of the development process: “Your tuning effort is more with the boys on the laptops, as opposed to the aero guys like before. It’s a very different way to make the lap time because the cars have grown in size, grown in weight, grown in power and massively grown in complexity.

“Everyone is still learning, these test days come and go – some are smooth, some are plagued with technical stuff. But that gets better as we go. Everyone is hoping for a smooth day in Daytona at the end of this month.”

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From the Penske side, it has placed a long-time trusted lieutenant, Jonathan Diuguid, as point man. A former engineer of Helio Castroneves on the IndyCar side, Diuguid masterminded Penske's title-winning IMSA DPi project with Acura, as well as working on the RS Spyder programme.

He too has been wrangling with the reliability of this hybrid system and explains the nitty-gritty of making these new cars run: "The integration of the components is such that if anything in the hybrid system fails or doesn't function then the car shuts down because it doesn't have redundancy built in. It's solely reliant on the hybrid system to start, move and generate.

"Other cars in motorsport have alternators to generate power, so when we have these failures, it's not like we can flip a switch and push-start the car. It's a critical component, so that was the biggest thing that led to the start/stopping of the test programme. The ultimate goal is to get the technology working properly, to have an efficient drivetrain and packaging.

"WITH THESE RULES THERE IS STILL ENOUGH ROOM TO SHOW THE OTHERS THAT YOU ARE SLIGHTLY BETTER"

"At Daytona, I don't think it's the fastest car that will win, it will be the team that executes the best with a reliable car."

Diuguid is an advocate of what the rulemakers have set out to achieve, and believes the manufacturers will be rewarded with bangs for their hybrid bucks. "The bottom line is that hybrid race cars are extremely complicated," he points out. "They take a long time, and a lot of effort, to develop. LMDh does a great job from that standpoint, from the aerodynamic design to branding and whichever form of engine you want to bring, and the series takes a lot of time to give some guarantees on parity of budget and performance, so it's not a spending race where the only people who win are the ones who spend the most.

"In the next couple of years, I think we'll have a really strong class of top-level manufacturers racing in prototypes across both championships. On top of that, there's an efficient model from a budgetary standpoint to be able to contest those legendary races at Daytona, Le Mans and Sebring."

Daytona is a brutal way to start the season, with a journey twice around the clock soon followed by another 12 hours at Sebring in March. Three months later, and it's the centenary Le Mans 24 Hours – a race that Roger Penske started as a driver from pole 60 years ago in a Ferrari!

"It's his big dream, this is the last one he really wants to win," says Laudenbach. "We have great respect, when you sit together with Roger he's still so passionate, he's pushing so hard. There is nothing he wants



Diuguid chats to Roger Penske during Daytona testing

more than to win Le Mans. It's great working with him again, he's got a long history with our brand. And when he's talking about the old stories about Le Mans, when the track was lined with trees painted white to see them at night, that's incredible. He's an impressive person, and there's a reason why he's so successful in business and in motorsport."

So what are your chances together of winning there in June?

"You sound like my bosses!" he quips in reply. "But they didn't ask a question, they said, 'We expect you to win!' I'm kidding. Of course, it's 100 years of Le Mans, it's 75 years of Porsche sportscars, it's 60 years of 911 and our next overall win would be 20, which would be a sweet one.

"Everything would fit, but at the same time we know how tough the competition is. Of course, everybody will want to win this one. We know with these rules you cannot gain a huge technological advantage over the others, with the Balance of Performance, and we've accepted that. There is still enough room to make the difference, still enough room to show the others that you are slightly better.

"What we will not see is three or four years in a row the same brand winning – at least that's what I don't expect. There would be nothing better than winning Le Mans this year, and we'll do everything we can. But I'm long enough in the business to know how tough that is.

"You have to get every little piece right, there isn't even room for a slight mistake. We will try to be right there in Le Mans, but the first step is to do well at Daytona." ❧



Ambition fulfilled

The Anglo-New Zealand NET-HERO team of Tony Jardine and Warwick Martin scored a top 10 finish on the Historic Silver Fern Rally of New Zealand in November

TONY JARDINE

PHOTOGRAPHY MAD ANGLES PHOTOGRAPHY AND GEOFF RIDDER

The epic Silver Fern Rally crossed 3000 kilometres (nearly 1900 miles) of New Zealand's beautiful South Island, with 900km of special stages over mountain passes, hills, forest tracks and fast gravel countryside roads, to finish back in Christchurch after seven hard days and 43 highly competitive stages.

Five days after arriving in New Zealand but before the action started, the team announced that our hired 20-valve Toyota Corolla wasn't ready, providing a Ford Escort instead to fit the bill. It didn't! The Ford wouldn't have lasted two days, never mind seven days of hard labour. Luckily, New Zealand Historic champion John Silcock was on hand to find another Toyota, which was trailered four hours up to Christchurch that night. Three cars in five hours had me on edge.

One major decision taken was to run whichever car finally made it to the startline at Riccarton Race Course in Christchurch carbon neutral and offset the emissions using NET-HERO's three-star-rated system, which helps motorists contribute to high-quality carbon projects.

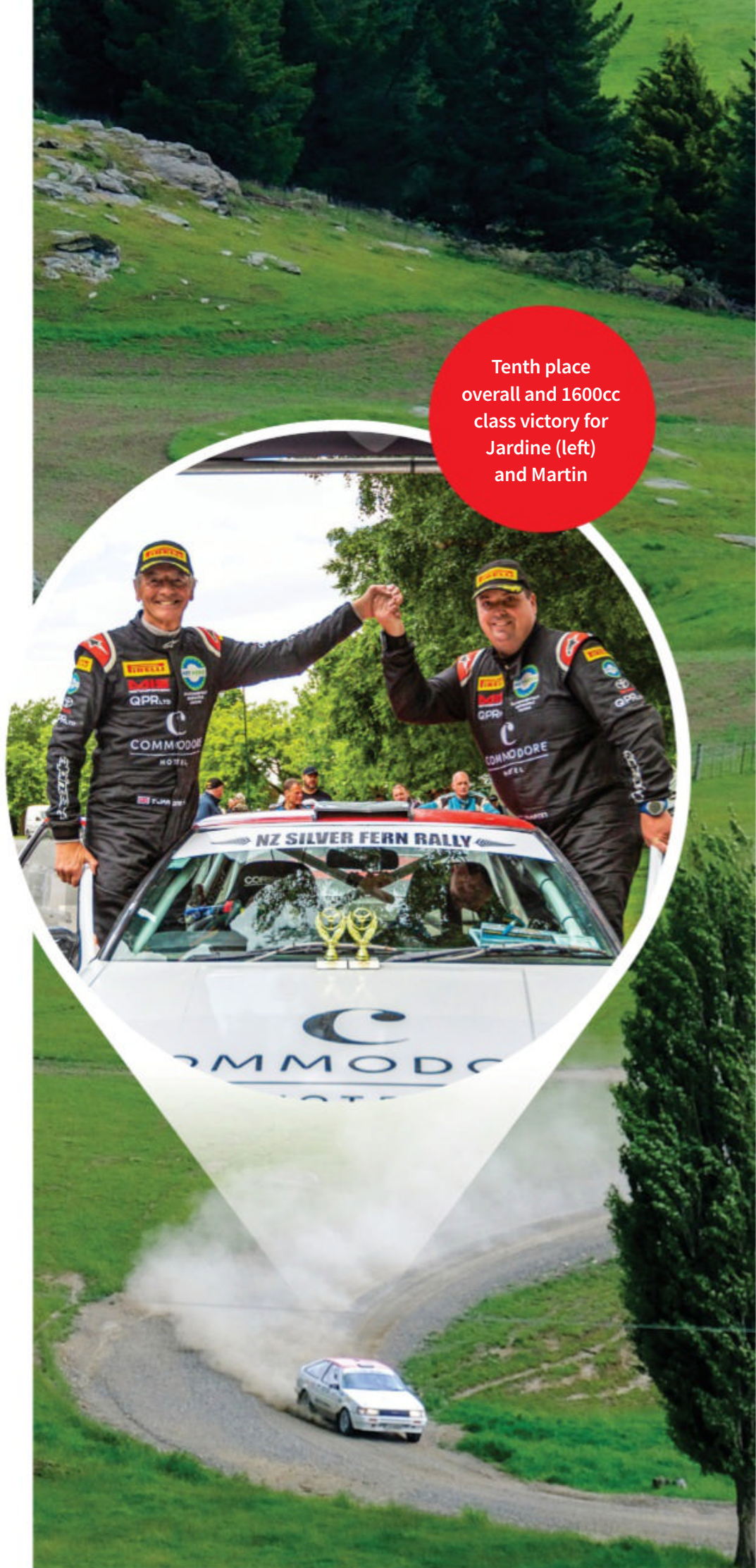
The substitute car ran well for two days, the event and roads proving to be all that was expected and more. In fact, "awesome" was the term used, but this was a major test of endurance for crews and cars. The Toyota was not fully prepped for seven days, yet we had risen to seventh place by leg four. The Bryce Biggs-run team by this stage was continually welding a broken exhaust manifold until a new system was fitted at the Dunedin halt to keep us in contention.

Hitting real trouble

With two special stages left of leg five, the Historic-class 1985 1600cc Twin Cam Toyota Corolla dramatically slewed sideways to a halt, jammed in gear after parts of a failed bearing dropped into the transmission, savaging the flywheel on the appropriately named 12km (7.5-mile) Cannibal Bay Road stage. Four stages were missed and penalties taken, but a new gearbox was found in Invercargill 300 miles away in the deep south! By 9.30 next morning it was fitted and the team raced to rejoin.

There was more drama on the final day, leg seven. Leaving service, the Panhard rod holding the rear suspension in place snapped in two. There were more anxious moments as the »

Tenth place overall and 1600cc class victory for Jardine (left) and Martin



Debutant Ford wins in a Ford

Although there was a reduced entry due to New Zealand's late COVID emergence and resultant high shipping and fuel costs, it had quality. After three years away, the Silver Fern Rally wanted to let everyone know it was back. This was also the first Silver Fern to run on official pacenotes and not maps.

Kiwi Jeff Judd had Belgian ex-World Rally star Stephane Prevot alongside him and led, but he punctured a tyre and slid off the road, handing the lead to Englishman James Ford and Scotsman Neil Shanks in a similar Ford

Escort Mk2. Ford and Shanks then held their nerve, managing their lead as Judd went on the attack, to win on their first visit. "The win is a big surprise to be honest," said Ford, who is more used to Rally Raids on motorcycles. "We had a good battle for the first three days with Jeff until his off.

"I was prepared for the endurance due to my Rally Raid experience, but not the level of toughness of this event. There was one 50km stage over the Kakanui mountains that was scary as hell. One mistake up there and it



could have been a big accident. I am pleased as this is my first gravel rally in 10 years.”

Welshmen Ron Morgan and Marc Clatworthy stopped twice in their Escort on leg five, having survived an off on day two. But the biggest crash was for Brandon James and Dale Furniss in their Escort just a bit further down the stage from where the stricken NET-HERO Toyota was at the side of the track with a broken gearbox. The Escort was badly damaged in a big roll, but fortunately the crew were unhurt.

East African Safari Rally ace Frank Tundo, who finished seventh in a BDA-engined

Escort, said: “They are simply the best roads in the world, it’s amazing, so much fun. It’s the best rally conditions I’ve seen in 35 years.”

Englishman Phil Squires and Welshman Alun Cook had a torrid time with a gearbox issue and an engine oil leak, then found themselves tackling a bee inside the cockpit! They were eighth.

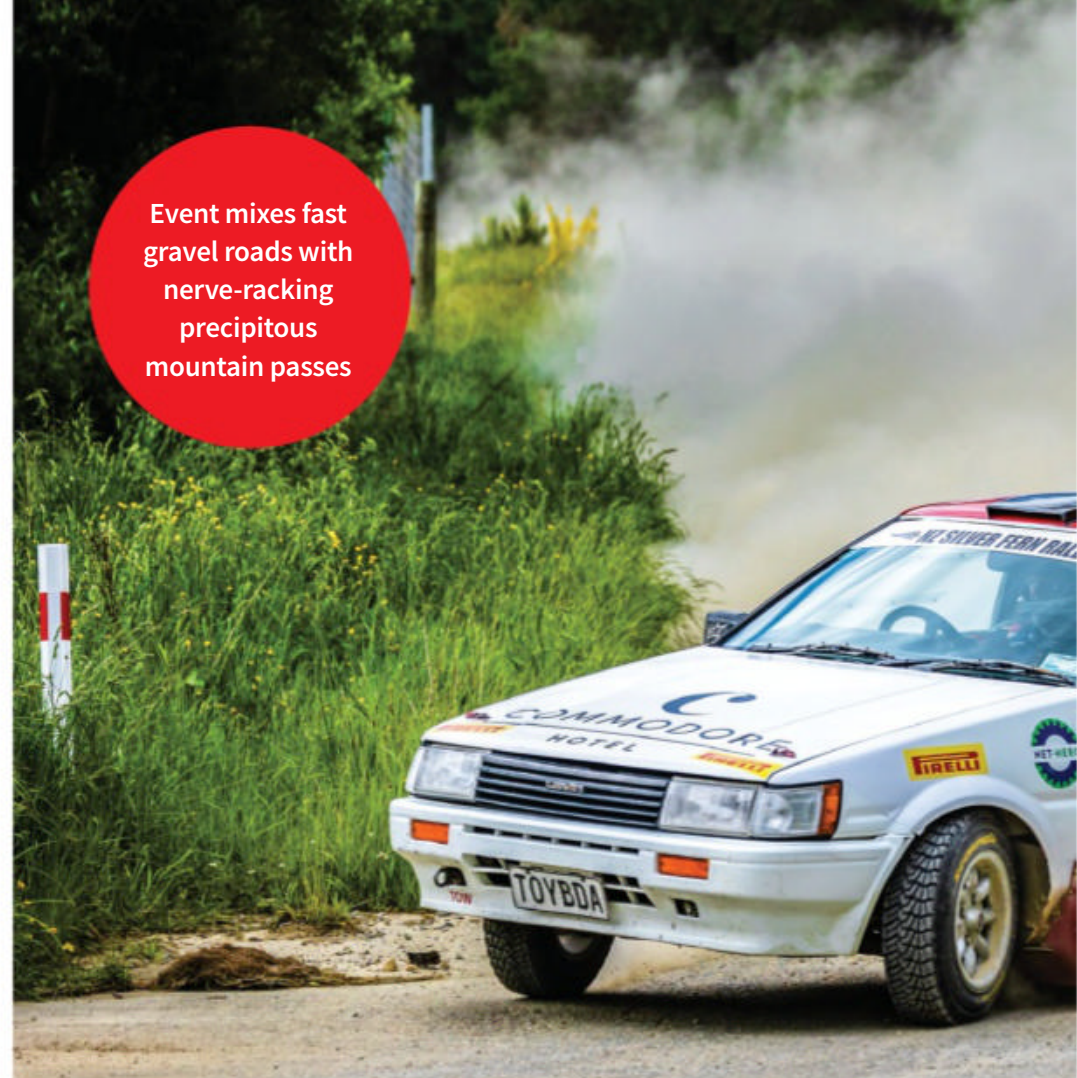
Cook said: “The Silver Fern Rally is an absolute marathon, but a brilliant one. The thing is that, at nearly 900 competitive kilometres out of the 3000km route, it represents two whole UK championships in one event!”





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Event mixes fast gravel roads with nerve-racking precipitous mountain passes

team lashed a makeshift strap across the axle and sent us wobbling on our way while they went on the hunt for a welder.

We pushed hard until the end, setting two top-five times, arriving relieved and happy to finish in Christchurch, taking 10th place overall and winning the 1600cc class.

It was touch and go at times whether we would get back in – I was definitely feeling anxious – but Bryce and the crew kept us going. I have long held the ambition of driving in the Silver Fern Rally and finally, despite the ‘heartstopping’ moments of car changes, broken manifolds and gearboxes, my dream of finishing the event came true. The sensation of running flat-out for minutes at a time, crest to crest, on the red line was something I will never forget.

A massive thanks to Bryce and Ultimate Rally Group boss Peter Martin, who with his team runs such a brilliant rally across the best rally roads in the world, and my New Zealand co-driver Warwick, who put up with me. I am also proud that we have totally offset our carbon exhaust emissions from the Toyota in this rally via NET-HERO as we ran through some of the best landscapes on Earth, an important part for motorsport to play in the future.

The event delivers

The Silver Fern Historic Rally had lived up to its reputation as the world’s foremost endurance rally as mammoth stages of 40km (25 miles) become the average, with 51km over mountain tracks and a 71km stage in heavy rain on a slippery leg five with no demister. The team had fitted fresh soft Pirelli tyres, which gave great turn-in and grip in the mud. It was another test of stamina for crew and machine on the incredible driving roads, which included classic Otago Rally territory.



Jardine and Martin's Toyota Corolla was a last-minute loan



“Crews needed to hold their nerve over endless blind crests while flat-out in top gear”

We had been in a great battle with another Toyota driven by Kiwis Steve Cox and co-driver Laurie Brensell. We fought a bit too hard at times with a couple of minor offs, but the forgiving rock-free banks and verges simply nudged the car back on again!

Cox took 20 seconds out of us over that same 71km Stout Road outside Invercargill in the wet – the most southerly part of New Zealand before you hit Antarctica – as visibility was an issue, but we were clawing back time again when the gearbox bearing collapsed on stage 32 after 1845km (1150 miles).

Teams encountered daunting stages, such as the famed 28km Dansey’s Pass across the rock-strewn mountain roads and river crossings, or the other leg-three basher of Paerau, the Old Dunstan Road, which is virtually as it was 160 years ago. It had been the trail for pioneers in their wagons searching for gold – in fact, some of the rutted tracks were more suitable for old wagons! Some were reminiscent of the East African Safari, with their washed-out riverbeds and muddy tracks. A good pace was required as cars picked a path.

Then there were colonial towns such as Naseby, the antidote to the treacherous passes. That was the place to fettle the rally cars, a welcome service point to fix the tired machines. It was here that Porsche 911-driving Kiwi Allan Dippie told the story of an incident at Dansey’s Pass on a previous rally. He was chasing another car when his Historic London Sydney Toyota Corolla lost its footing and rolled over the edge, destroying itself against the rocks on its flight down the side of one of New Zealand’s highest passes. Unbelievably, the crew was OK and the car, although a pile of junk, was eventually rebuilt.

From high mountain passes to fast, smooth gravel roads, rally crews needed to hold their nerve over the endless blind crests while flat-out in fifth or sixth gear. The Silver Fern represents everything that’s brilliant about rallying. The leg-five Cannibal Bay Road and Hunt Road were glorious twisty forest stages reminiscent of the best Welsh forests, with a slimy top surface due to the rain, keeping competitors on their toes.

The Ultimate Rally Group, which runs the Silver Fern Rally, dealing with so many councils and local authorities to close such wonderful roads for competition, and provides hundreds of officials and great organisation, is going again in 2024. The Silver Fern 2024 will be in the glorious South Island again. I am already planning to beg, borrow or steal to get there. It’s a ‘must do’ event. 🏆

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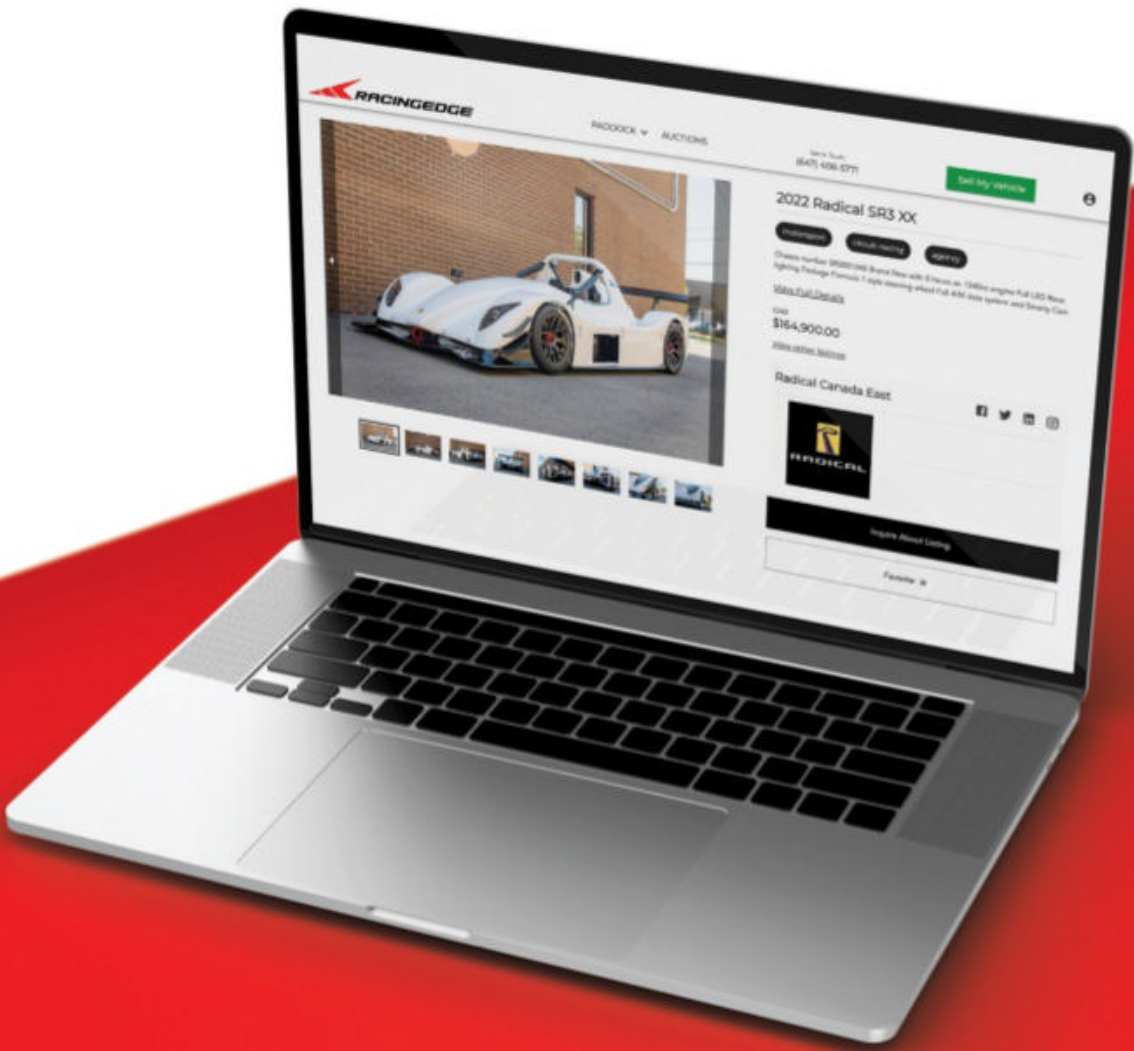


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- Mixing paints to the right colour and consistency
- Applying several coats to the car, including primers, colours and affect coats
- Maintaining and cleaning equipment

Knowledge, Skills and Experience

- Experience of working within an automotive environment would be an advantage
- Prior experience of working as part of a team is desirable
- Prior experience of working to timescales would be advantageous
- Quality focused with meticulous attention to detail
- Ability to follow processes set in place
- Experience in Preparing paint spraying equipment is desirable
- Experience in Mixing paints to the right colour and consistency is an advantage

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HEAD OF RALLIES & CROSS-COUNTRY
Motorsport UK

Primary Objectives

- The primary objectives associated with this role will be:
- To act as the primary representative for Motorsport UK in relation to all Rally and Cross-Country matters.
- In collaboration with the Sport & Safety Director, to create and implement a strategy relating to the long-term sustainability of Rallying.
- To support the community in the delivery of associated events across the country.
- To manage the maintenance and development of regulations for the community.

Additional Responsibilities

- In addition to the core objectives listed above, the Head of Rallies & Cross-Country will be responsible for:
- Coordinating departmental resources to support the overall administration of events within the Rally and Cross-Country disciplines.
- Ensuring appropriate measures are in place, such as radio licences, road closing administration, checking event safety requirements and safety plans, reviewing post-event reporting, and implementing recommendations.

Core Competencies

- Prior experience within the Rallying discipline (e.g., within a professional team, event, or other organisation).
- Familiarity with the governance structure of International Motorsport (FIA Sporting Codes).
- Familiarity with the governance of UK Motorsport and the Motorsport UK Yearbook (Blue Book).
- A demonstrable ability to balance day-to-day operational activities with the need for planning and strategic pursuits.

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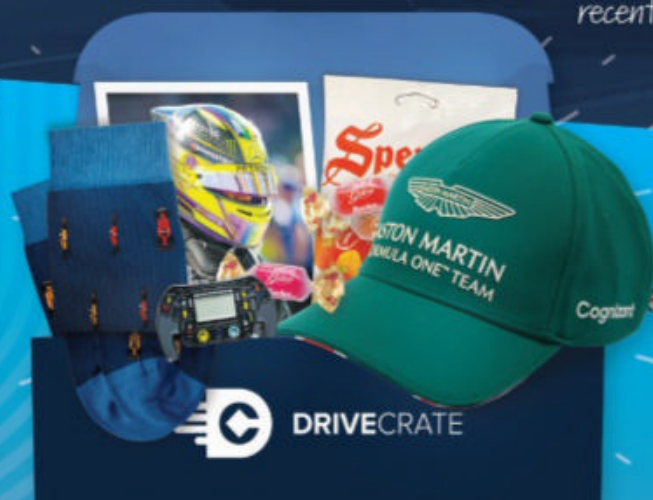
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Caterham plans Barbados birthday trip

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who took an overall title in 2022



SMILEY TO DEFEND HIS
TCR UK CROWN



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Special end-of-season Barbados trip planned for Caterham's 50th

CATERHAM

Caterham will host a special end-of-season event at the Bushy Park circuit in Barbados this year as part of the manufacturer's 50th anniversary celebrations.

The 24-26 November Caterham Caribbean Cup will feature four sprint races as well as two one-hour endurance contests, one of which will be held at night. The event is open to 270R, 310R and Caterham Seven Championship UK-specification machines.

The non-championship fixture is set to bring a landmark season to a close, rounding out a calendar that also includes an appearance on the British Touring Car support bill for the top-tier Seven UK category as well as visits to Zandvoort and the Algarve circuit.

The trip to Barbados, which is being financially supported by the island nation's tourist board, comes after Caterham previously attempted to organise a similar event at Laguna Seca.

"We wanted to offer our drivers something for the winter because people want to carry on racing – there's a lot of talk over winter about wanting April to come round!" explained Caterham's chief motorsport and technical officer Simon Lambert. "We wanted to do something different."

"Several years ago, we set up a meeting at Laguna Seca and it almost got off the ground. We went back to the drawing board and we've been having



STEVE JONES

conversations with Bushy Park for a few years, but COVID got in the way. The difference with Barbados is its location. We acknowledge it's a relatively compact and twisty little circuit, but it's in Barbados and that's something everyone can get excited about. It should be a lot of fun.

"The circuit are being super-flexible – they want this to be a success and hope that other people will follow in our footsteps. We also have the joker

lap available to us, which would be fun to incorporate."

Drivers can either race individually or share their car with another competitor, and a special package was put together allowing racers to enter for £3995 including car shipping. The 24 available spaces were filled in a day after becoming available shortly before Christmas, but Caterham is now working to see if it can permit more.

STEPHEN LICKORISH



New Magnificent Sevens format

MAGNIFICENT SEVENS

The Classic Sports Car Club has tweaked the format for its Magnificent Sevens category – it has moved away from the club's regular 40-minute mini-enduro to instead have two races per weekend.

Magnificent Sevens is due to appear at five regular CSCC events during 2023, and each of these will feature two 30-minute

contests without a pitstop, alongside a 20-minute qualifying session, all held on the same day. Two drivers can still share a car, tackling one race each.

"We have fewer two-driver entries in Magnificent Sevens, much less than any other series," explained CSCC director David Smitheram about the decision to drop the mandatory pitstop.

The changes are also in

response to a driver survey the club carried out last year that has resulted in a number of series-specific tweaks to CSCC divisions.

"People are very different between each series – a Classic K driver is different to a Magnificent Sevens driver, so what's good for one is not necessarily good for another," Smitheram added. "We're trying to give them what they want."

STEPHEN LICKORISH



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IMAGES

Smiley to defend TCR UK title with Restart Racing Civic

TCR UK

Reigning TCR UK champion Chris Smiley will bid for a second title this season at the wheel of a Restart Racing-run Honda Civic Type R.

The British Touring Car race winner claimed two TCR UK race victories across the 2022 campaign, and secured the title over rival Isaac Smith after dropped scores were applied.

“I’m excited to be staying on with Restart Racing and everyone with the team for a second consecutive season, where our goal is to carry on from where we left off in 2022 and defend the drivers’ title,” said Smiley. “We’re going to do the best job that we can in

every event with the aim of repeating that title success.

“It’s great to see the championship move back into being a headline act [returning to the British Racing & Sports Car Club fold] and racing at the best circuits in the UK, where we can really take the show to the fans. This year is already looking more competitive.”

Team principal Bert Taylor said: “The team went through a whirlwind journey in 2022, starting from nothing, to winning the TCR UK drivers’ title and competing in the FIA Motorsport Games seven months later. We learned a lot in that time and that experience will be put to good use as we work on our 2023 programme.



MICK WALKER

To be able to work with Chris again and defend the title is fantastic for the team.”

Smiley will be joined by Scott Sumpton (above) as Restart Racing expands to a two-car line-up in 2023. Sumpton raced a Hyundai i30 N for Essex & Kent Motorsport in his maiden season of TCR UK last year, taking a best finish of 10th.

“It’s great to have Scott join the team for the 2023 season, at a time when, for us, it is the right decision for us to expand our line-up and commit to TCR UK further,” added Taylor. “It’s clear that the championship is moving forward in the right direction, and we are very happy to be part of this exciting journey.”

Dallas Smith 1929-2022

OBITUARY

Dallas Smith, who died in December, was an extraordinary servant to motorsport, having begun his scrutineering ‘career’ in the late 1950s.

In 2019, Motorsport UK recognised his remarkable contribution with a long service award honouring 62 years in this vital safety role at the age of 90.

Smith did not retire immediately, but continued to officiate well into his 10th decade, after handing the baton of Historic Sports Car Club chief scrutineer to his son, Matthew Lambkin Smith.

Lincolnshire-domiciled Dallas was integral to the club’s success, from working at the Griffiths Formula race at Castle Combe in 1966 that spawned it. The HSCC became his passion and he worked with a succession of prime movers, most notably the long-serving Grahame White.

A pragmatic fellow, whose early experience as a race mechanic underpinned his expertise, and whose engineering advice helped generations of racers, Dallas toed the governing body’s line in applying the sport’s often complex rules and regulations, but was also the competitors’ friend.



PAUL LAWRENCE

Smith was a long-serving scrutineer

HSCC CEO Andy Dee-Crowne said: “He has been a major influence for the HSCC. I shall miss him greatly on a personal and professional level.”

MARCUS PYE



Orange and O'Brien commit to full-time British GT campaign

BRITISH GT

Reigning GT Cup champions Simon Orange and Michael O'Brien will contest a full season of the British GT Championship in 2023.

The Pro-Am pairing competed in the final round of the 2022 campaign at Donington Park aboard an Orange Racing powered by JMH McLaren 720S GT3, finishing fourth after Orange led the opening stages. Their nine-race 2023 assault begins at Oulton Park on 8-10 April.

"After what turned out to be quite a year in 2022, I can't wait to get started again, only this time at the top level of GT

racing in the UK by joining the British GT Championship," said Orange, who claimed the outright GT Cup title in 2020 and 2022, and class title for the past three years. It's going to be really tough as the other drivers, and teams, are the best in the business. But I believe in what we have built over the last few years and we go into this season with a great car and a great team.

"Having Michael as part of the team is a massive help. We've built a great relationship, on and off the track, and he's constantly trying to improve me as a driver, and it's now time to put that knowledge to good use."

Premium meeting concept launched

BARC

The British Automobile Racing Club plans to introduce a new premium meeting concept this year, which will differentiate between events it runs that have livestreaming and other extras, and those that do not.

The club has been one of the leading adopters of livestreaming, with 15 events in 2022 available to watch online. To help with the BARC's planning, it is now

splitting its calendar into premium and club meetings, with around two thirds of its fixtures expected to be in the top category.

But group chief executive Ben Taylor stressed that the 'club' meetings will not be neglected and will still benefit from the BARC's expanded organising team.

"Premium meetings come with livestreaming as standard and will have a different package of support around it,"

said Taylor. "There's a definite split between those championships that need extra finesse and the more traditional club driver, who wants to keep entry fees down."

"The premium events are about promotion and will have additional support staff around to make sure the paddock is correctly laid out. The club meetings will still be really well organised, but without the extra stuff that adds cost."

STEPHEN LICKORISH

IN THE HEADLINES

MIALL MOVES TO CARS

Karter Holly Miall will contest Ginetta Junior this season with Fox Motorsport, becoming the squad's second confirmed driver for 2023 following the signing of Harry Moss. Miall, who competed in the Junior Rotax category of the British Kart Championship last term, also reached the final of the Ginetta Junior Scholarship.

BURRELL NEW CHAIRMAN

Richard Burrell has taken on the role of Scottish Motor Racing Club chairman for the next two years, taking over from Vic Covey Jr, who is stepping down from the position. Burrell, who was the club's vice-chairman and chief marshal, said: "I fully intend to build on the great work that Vic Covey Jr has delivered during his tenure and to continue to move our wonderful club forwards."

NEW BEST LAP AT MALLORY

There was a late improvement to the best lap time set during a 2022 race around Mallory Park at the venue's Plum Pudding meeting on Boxing Day. In the second Sports Car contest, Radical SR3 racer Ash Hicklin set a 45.582s (106.62mph) lap to beat the previous best set by Sport Specials driver Paul Collingwood (listed in Autosport's 22-29 December feature) by two seconds.

REMEMBERING MAXI JAZZ

He was more famous as the lead singer of Faithless, but Maxi Jazz – who died just before Christmas aged 65 – also dabbled in motorsport, rising up the ranks to contest a couple of British GT races alongside Derek Palmer in a Nissan 350Z in 2008. Jazz (below), whose real name was Maxwell Fraser, started racing in Ford Fiestas before moving to a Ginetta in 2005 and spending a pair of seasons driving for Redline Racing in the Porsche Carrera Cup GB.



New MK Cup 200 to run as a championship

750MC

Atomic Racing says high demand for its new MK Cup 200 model means a points-scoring championship instead of an invitation series will be run for the car this year.

The new championship will run within the 750 Motor Club's Sports 1000 category after 10 firm orders were received for the prototype machines, which feature a 1340cc Hayabusa engine and six-speed sequential gearbox allied to a Seven-style chassis from MK Sportscars. A number of the cars are also set to appear in the Classic Sports Car Club's Magnificent Sevens series.

Atomic director Dave Watson, who raced a Cup 200 in selected Sports 1000 rounds last year, said: "We thought it would be five or six for 2023 so to get to double figures before Christmas is a pleasant surprise, and we have more serious talks with other prospective customers planned on the 750MC stand at Autosport International.

"The demand for the car means a full points-scoring championship is a no-



brainer and three of those who have ordered them have also said they want to run it in Mag' Sevens, too."

To meet demand, Atomic and sister company RLM have tripled the size of their joint premises in Oakham, Rutland. Atomic will take charge of building the MK Indy cars, with RLM, headed by 2022 S1000 champion Richard Webb, focusing on its specialism of building and preparing motorcycle engines for race car applications, including the MK Cup 200's Hayabusa unit.

Meanwhile, in the 750MC's other prototype series, Simon Walker-Hansell has ruled out a defence of his Bikesports

title this year as renovation of his family's home in Middlesbrough needs to take priority. "The lady who owned it before us had 30 greyhounds living here too, so it's a bit of a project!" he said.

"I loved winning Bikesports with North Motorsport but, when you're committed to a full championship, your budget is tied to that and I had to turn down a few other offers.

"If I race in 2023, it'll be odds and sods. I wouldn't mind a go in the Radical Challenge – preferably with North – or BRSCC Mazdas look competitive."

CARL MCKELLAR

Frontrunner Ovenden stays with Excelr8 in Minis



MINI CHALLENGE

Mini Challenge Trophy frontrunner Tom Ovenden will continue in the series this year with Excelr8 Motorsport.

The former Junior Rallycross star switched to circuit racing for 2021 and, after a learning campaign, finished third in last year's standings,

claiming two wins.

"My goal is very simple and I'm going to be working my hardest on and off the track to try and win the Trophy title," he said. "It's not going to be easy, but I'm going to use everything I've learned in these last two years and give it everything I've got."

Ovenden has also been named as an Excelr8 British

Touring Car Academy driver as he eyes a future progression to the top JCW Mini category and, ultimately, the BTCC.

"The BTCC Academy role is a very exciting opportunity for me, and I'm delighted to have the opportunity to work closely with the touring car side of the team from next season," he added.

ANGELO R. DRIVE

A cartoon illustration showing a group of people protesting. They are holding signs that say: "SUPPORT THE NO STAFF SHORTAGES COST LIVES", "HONK IF YOU SUPPORT FAIR PAY FOR NURSING", "ANGLO AMERICAN OIL COMPANY", "AT AUTOSPORT INTERNATIONAL SHOW, NEC, BIRMINGHAM Find us in HALL 2 STAND 2350", "HONK IF YOU SUPPORT FAIR PAY FOR NURSING", "RAIL STRIKE", "OUR RAIL OUR FUTURE FAIR PAY", "Autosport International STAND 2350 (HALL 2)", and "SUPPORT THE RAIL STRIKES". The cartoon is signed "stokoe".

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Revisiting the resolutions

Twelve months ago, Autosport set some New Year's resolutions for the world of national motorsport. Now it's time to reflect on whether they were stuck to

STEPHEN LICKORISH

Now that Christmas is already becoming an increasingly distant memory and any leftovers have long since disappeared, this is the perfect moment to take stock of the previous 12 months. Autosport has already assessed how the major English circuit racing clubs performed during 2022 and highlighted how many categories displayed impressive resilience amid the cost-of-living crisis. But, at the beginning of January last year, Autosport also set a series of New Year's resolutions for national motorsport more generally. And now is a good opportunity to reflect on whether they were stuck to or were quickly forgotten.

One of the most significant 2022 resolutions surrounded improving standards. While this applied to those behind the wheel, it was also aimed at race control after some questionable calls the previous year. Sadly, this is an area where there have still been failings, albeit with the caveat that split-second decisions have to be made, which are easy to criticise in hindsight. Nevertheless, for example, the bizarre instruction to end a safety-car period in a Ginetta GT4 Supercup race at Brands Hatch (see Autosport, 26 May) when the pack was split created the dangerous situation of the leaders hurtling down the Brabham Straight only to find a group of backmarkers crawling around Paddock Hill Bend. Thankfully, the drivers were more alert to proceedings than officials, but it was still a bad decision from those in charge and, what's more, a similar

“Motorsport must be seen to be going green if it's to have a successful long-term future”

scenario arose a week later at the same circuit at a club meeting.

But these poor judgements pale into insignificance compared to the actions of former TCR UK clerk of the course Derek Stanley. Not for the first time, this individual – in a prominent role where he should be setting a good example – was accused of harassing a female marshal, sending sexually explicit messages (29 September). He was banned from officiating, although his 10-year disqualification perhaps seems slightly lenient when compared to racer Bernard Baxter's lifetime suspension for a moment of weakness in threatening a clerk with a chair (22–29 December).

Baxter's actions typify the continued trend of a “worrying number of exclusions for abuse – physical or verbal” we talked of this time last year. Clearly, this has not been stamped out and, if anything, the severity of the poor behaviour has increased.

It is reassuring to see governing body Motorsport UK's commitment to the Race With Respect campaign, and that has to be one of 2023's top priorities. The organisation has promised more work around improving standards on track, too.

Another of last year's resolutions concerned a drive to recruit new volunteers, and more can also be done in this area, especially now that restrictions on training fresh recruits during the pandemic have been lifted. On occasion, organisers were desperately scrabbling to attract marshals for events in 2022 and there are fears that rampant inflation, particularly rising petrol prices, will result in members of the Orange Army not travelling beyond their local circuit – which could have a major impact. There also needs to be greater respect shown towards volunteers, not least from competitors, but also regarding communication. For example, the somewhat clumsy last-minute rollout of new light panels at the start of the year caused unnecessary anger (28 April) among some marshals at a time when the sport cannot afford to lose any of its weekend warriors.

The next resolution concerned supporting the smaller circuits that are sometimes shunned in favour of current or former grand prix venues. There was a mixed picture in this regard during 2022. On one hand, Anglesey seemed more popular than ever with a 24-hour EnduroKa contest among eight car racing events as motorsport in Wales bounced back from two especially tricky years during the pandemic. That is set to continue this season, with the Classic Sports Car Club planning a new Le Mans Classic-style 24-hour event in North Wales. In contrast, just five car racing meetings were held at Mallory Park, and it is important that tracks follow the example of Anglesey and realise that strong customer service can lead to busy schedules.

Another area Autosport highlighted that needed attention is the environment. There is simply no escaping that motorsport must be seen to be going green if it's to have a successful long-term future. The Just Stop Oil protests at the British GP threw the issue into the spotlight and underlined the importance of having a clear strategy. Individual clubs have taken some steps, such as the Vintage Sports-Car Club being named Motorsport UK's Sustainable Club of the Year for its work surrounding sustainable fuels, including paying for 10 competitors to trial a greener alkylate fuel in its Winter Driving Test event last month. With Mazda recently visiting all four UK nations and completing a lap of a circuit in each in an MX-5 powered by fossil-free fuel, more are realising that this is a viable way of taking action.

And perhaps that is the key point. There is undoubtedly more to be done during the coming year in all the areas discussed here, and taking demonstrable action is more important than positive words. It would be great if, in 12 months' time, we can be reflecting after the Christmas indulgence on how much progress has been made. ❁

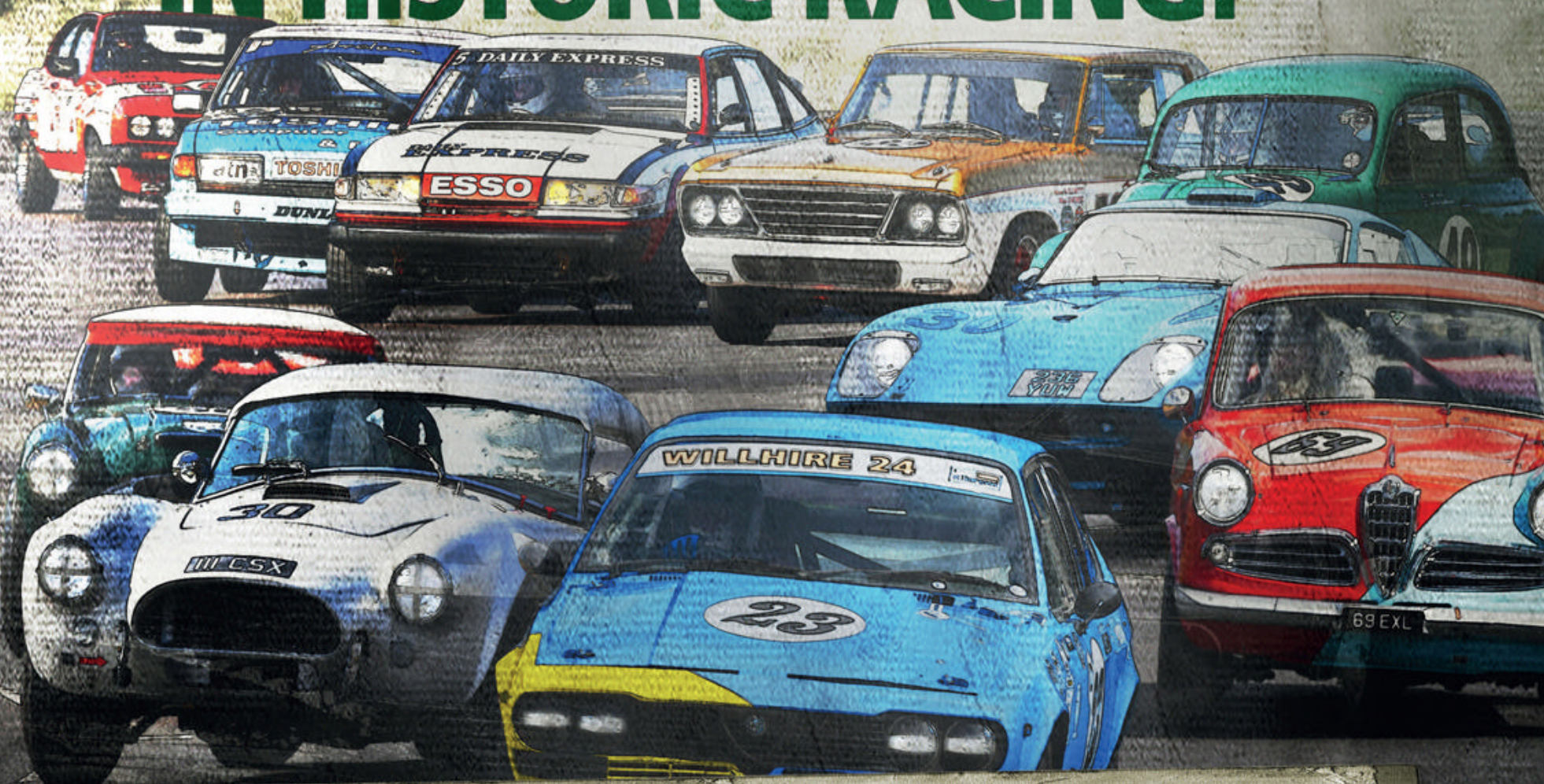


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MARCH	27	GOODWOOD MOTOR CIRCUIT	TRACK DAY	ALL HRDC	ALL HRDC	ALL HRDC	ALL HRDC
APRIL	29-30	DONINGTON HISTORIC FESTIVAL	RACE	HRDC JACK SEARS TROPHY	GERRY MARSHALL GP.1	HRDC ALLSTARS & ALFAS	
MAY	28	MASTERS FESTIVAL BRANDS HATCH GP	RACE		GERRY MARSHALL GP.1		
JUNE	25	HRDC HISTORICS ON THE HILL LYDDEN HILL	RACE	HRDC JACK SEARS TROPHY		HRDC ALLSTARS & ALFAS	PRE-'66 MINIS
JULY	29-30	OULTON PARK GOLD CUP	RACE	HRDC JACK SEARS TROPHY	GERRY MARSHALL GP.1		
AUGUST	13	BRANDS HATCH INDY / FESTIVAL ITALIA	RACE			HRDC ALLSTARS & ALFAS	
OCTOBER	21-22	SILVERSTONE GP MRL MEETING	RACE	HRDC JACK SEARS TROPHY	GERRY MARSHALL GP.1	HRDC ALLSTARS & ALFAS	

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SEAT of Kirk
overcame Birley
to win first Saloon
Car contest



Kirk, Hicklin take last 2022 wins

MALLORY PARK 750MC PLUM PUDDING 26 DECEMBER

Giles Kirk and Ash Hicklin shared the victories at the traditional conclusion to the circuit racing year, Mallory Park's Plum Pudding event held on Boxing Day.

Sadly, entry levels were down on those attained in previous seasons – perhaps an early sign of what is to come for club motorsport in 2023 as the cost-of-living crisis bites. However, a cold, crisp, sunny day got spectators flocking to the circuit in their thousands, with many queueing well after racing commenced, only to turn around to do the same a couple of hours later to leave the venue.

Having made the short trek from Lincoln, SEAT Leon Supercopa driver Kirk had stiff opposition in the first Saloon Car race from Rod Birley, the man from Sevenoaks having

had to forego the opportunity of racing in New Zealand early in the new year due to a flight cancellation.

The circuit was still damp for the opener, which Birley led from the off in his Ford Escort WRC. Kirk kept him in his sights, though, and shortly after the lappery began, the two leaders went either side of Steve Barnard's Audi T'T clone at Devil's Elbow with Kirk emerging in front. Birley lost touch, reckoning his rival's front-wheel drive worked better in the conditions than his own 4WD.

Andy Thompson's sick-sounding SEAT Toledo was a distant third, and the only other car to finish on the lead lap. Behind, Chris Bassett's Peugeot 306 GTI flew – particularly in the early stages – and secured fourth position. Alas, it dropped a plug towards the end and was not back out for the second race. Oliver Warner came from the back in his Ford Fiesta ST to take fifth place away from Carl Swan's Honda Civic Type R towards the end.

A rematch between Kirk and Birley was not to be, with the starter motor failing on the Escort. Enjoying the improved conditions, it was Barnard who led from the reversed grid in race two but he was soon shown black-and-orange warning flags to alert him to loose bodywork. He didn't see them, or the black flags that followed, before eventually going off on Stebbe Straight. He was disqualified.

Kirk took a while to make his way through the field, and was heavily delayed by Swan – who was subsequently flagged

RACE WINNERS

SALOON CARS

Races 1 & 2 Giles Kirk (SEAT Leon Supercopa)

SPORTS CARS

Races 1 & 2 Ashley Hicklin (Radical SR3)

For full results visit: tsl-timing.com

off due to noise issues. Although a penalty for Barnard was inevitable by then, Kirk only took the lead on the road when the Audi had its moment.

Thompson and Warner joined Kirk in the podium places, with Lawrence Claridge's Ford Anglia, Barney Lower's BMW 318 and Martin Riman's Fiat 127 completing an eclectic top six.

Hicklin had scored Boxing Day wins in previous years, but his 2022 Sports Car race successes came against relatively thin opposition for his Radical SR3. Starting the opener from the pitlane, he took the lead on Kirkby Straight at the start of lap four of 17, Jonathan Curry's Caterham 310R having been at the helm until then. Hicklin's ascent in race two – this time from the back of the grid – was even faster.

Rob Johnston was a lapped second in both races, the Sport Specials regular competing on Boxing Day for the first time in his Cyana Mk2. Behind Curry, James Owen (Porsche Boxster) and Alex Bagnall (Ma7da) shared fourth-place finishes, ahead of a small fleet of MX-5s.

IAN SOWMAN

Regular Plum Pudding victor
Hicklin enjoyed more success



The 2022 club racing champions

From modern GTs to historic single-seaters and everything else in between, there were plenty of standout performers last season. Here's a rundown of the overall title winners

COMPILED BY STEFAN MACKLEY AND STEPHEN LICKORISH

750 MOTOR CLUB

750 FORMULA CHAMPIONSHIP

Peter Bove (Darvi 88P)

ALFA ROMEO CHAMPIONSHIP

Andrew Bourke (156)

ARMED FORCES RACE CHALLENGE

Doug Inglis (Mazda MX-5)

BIKESPORTS CHAMPIONSHIP

Simon Walker-Hansell (Radical SR3 RS)

BMW CAR CLUB RACING CHAMPIONSHIP

Lee Piercey (E36)

CLASSIC STOCK HATCH CHAMPIONSHIP

Chris Dear (Peugeot 205 GTI)

CLUB ENDURO CHAMPIONSHIP

Robert Baker/Carl Swift (SEAT Leon TCR)

F1000 CHAMPIONSHIP

Rob Welham

FORMULA VEE CHAMPIONSHIP

Craig Pollard (WEV)

HOT HATCH CHAMPIONSHIP

David Drinkwater (BMW Compact)

LOCOST CHAMPIONSHIP

Craig Land

MA7DA CHAMPIONSHIP

Jonathan Lisseter

MX-5 CUP

Ben Short

CLIO SPORT CHAMPIONSHIP

Andrew Harding (197)

SPORTS 1000 CHAMPIONSHIP

Richard Webb (Spire GT3S)

SPORT SPECIALS CHAMPIONSHIP

Stuart Thompson (MK Indy RR)



STEVE JONES

TOYOTA MR2 CHAMPIONSHIP

Aaron Cooke (Roadster)

TYPE R TROPHY

Jake Hewlett

BRITISH AUTOMOBILE RACING CLUB

2CVs

David O'Keeffe

BRITCAR TROPHY

Chris Overend/James Whitley (BMW M240i)

BRITISH ENDURANCE CHAMPIONSHIP

Wayne Marrs/Tom Jackson (Mercedes-AMG GT3)

BRITISH F4 CHAMPIONSHIP

Alex Dunne

BRITISH TRUCK RACING CHAMPIONSHIP

DIVISION 1

Ryan Smith (Daimler/MAN)

BRITISH TRUCK RACING CHAMPIONSHIP DIVISION 2

Luke Garrett (MAN TGX)

CATERHAM GRADUATES

Sigma 135 Jamie Winrow

Sigma 150 Harry Senior

Sigma Max Haynes

CNC HEADS SPORTS/SALOON CHAMPIONSHIP

Jon Woolfitt (Spire GTR)

GINETTA GT ACADEMY

Marc Warren

GINETTA GT4 SUPERCUP

James Kellett (G56)

GINETTA GT5 CHALLENGE

Mikey Doble

GINETTA JUNIOR

Josh Rowledge

JUNIOR SALOON CAR CHAMPIONSHIP

Maximus Hall

KUMHO BMW CHAMPIONSHIP

James Card (E46 M3)

LEGENDS CARS NATIONAL CHAMPIONSHIP

Miles Rudman

MGOC CHAMPIONSHIP

Steve McDermid (ZR 170)

MINI CHALLENGE JCW

Sam Weller

MINI CHALLENGE TROPHY

Nelson King

PICKUP TRUCK RACING CHAMPIONSHIP

Reece Jones



STEVE JONES



RICHARD STYLES

PORSCHE CARRERA CUP GB

Kiern Jewiss

PORSCHE SPRINT CHALLENGE GB

Harry Foster

PRAGA CUP

Gordie Mutch/Jimmy Broadbent

BRITISH RACING & SPORTS CAR CLUB

BMW COMPACT CUP

Mikey Doble

BRITISH GT GT3

Ian Loggie (Mercedes-AMG GT3)

BRITISH GT GT4

Sennan Fielding/Richard Williams
(Audi R8 LMS GT4)

CATERHAM ACADEMY

Green Rrutuj Patki

White Tom McEwing

CATERHAM ROADSPORT CHAMPIONSHIP

Geoff Newman

CATERHAM SEVEN 270R CHAMPIONSHIP

Taylor O’Flanagan

CATERHAM SEVEN 310R CHAMPIONSHIP

Pete Walters

CATERHAM SEVEN UK CHAMPIONSHIP

Aaron Head

CITYCAR CUP CHAMPIONSHIP

Richard Bliss (Toyota Aygo)

FIESTA CHAMPIONSHIP

Jenson Brickley (ST240)

FIESTA JUNIOR CHAMPIONSHIP

Sid Smith (ST150)

FUN CUP

GCI Racing (Grahame Butterworth/
Craig Butterworth/Ian Wood)

MAZDA MX-5 CHAMPIONSHIP

Fraser Fenwick

MAZDA MX-5 CLUBMAN CHAMPIONSHIP

Declan McDonnell

MAZDA MX-5 SUPERCUP

Will Blackwell-Chambers

NATIONAL FF1600 CHAMPIONSHIP

Jordan Dempsey (Spectrum 011)

ST-XR CHALLENGE

Mike Blackburn (Ford Fiesta ST150)

STUDENT MOTORSPORT CHALLENGE

MET Motorsport (Peugeot 107)

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CASTLE COMBE FF1600 CHAMPIONSHIP

Felix Fisher (Ray GR05)

CASTLE COMBE GT CHAMPIONSHIP

Kevin Bird (Porsche 991 Carrera Cup)

CASTLE COMBE SALOON CAR CHAMPIONSHIP

Adam Prebble (Vauxhall Astra)

MIGHTY MINIS CHAMPIONSHIP

Mark Price

SUPER MIGHTY MINIS

Neven Kirkpatrick



OLLIE READ

Kivlochan led the way in Historic Road Sports, competing in this Cobra and a Morgan

RICHARDSTYLES

CLASSIC TOURING CAR RACING CLUB

BLUE OVAL SALOON SERIES

James Dunkley (Ford Fiesta XR2)

CLASSIC AND HISTORIC THUNDER SALOON CHAMPIONSHIP

Jason Davies (Ford Sierra Cosworth)

JAGUAR CHALLENGE

Tom Robinson (XJR6)

PRE-'66 TOURING CAR CHAMPIONSHIP

Luc Wilson (Austin A40)

PRE-'83 GROUP 1 TOURING CAR CHAMPIONSHIP

Stephen Primett (Ford Escort Mk1)

PRE-'93 TOURING CAR CHAMPIONSHIP

Andy Cripps (BMW M3)

PRE-'03 TOURING CAR CHAMPIONSHIP

Cavan Grainger (BMW E46 330ci)

SUPER TOURERS

Richard Wheeler (Nissan Primera GT)

HISTORIC SPORTS CAR CLUB

70s ROAD SPORTS CHAMPIONSHIP

Jeremy Clark (Lotus Elan S4)

CLASSIC CLUBMANS

Tom Muirhead (Mallock U2 Mk18F)

CLASSIC FORMULA 3 CHAMPIONSHIP

Stephen Barlow (Ralt RT3)

CLASSIC FF1600 CHAMPIONSHIP

Jordan Harrison (Lola T540E/Titan Mk4)

FORMULA JUNIOR CHAMPIONSHIP

Nic Carlton-Smith (Kieft FJ)

FRONT-ENGINE FORMULA JUNIOR CHAMPIONSHIP

Ray Mallock (U2 Mk2)

GUARDS TROPHY

Peter de la Roche (Lotus 23B)

HISTORIC FORMULA 2

Robert Simac (March 712M)

HISTORIC FORMULA 3 CHAMPIONSHIP

Simon Armer (March 703)

HISTORIC FF1600 CHAMPIONSHIP

Samuel Harrison (Merlyn Mk20)

HISTORIC FF2000 CHAMPIONSHIP

Benn Simms (Reynard SF77)

HISTORIC ROAD SPORTS CHAMPIONSHIP

Kevin Kivlochan (AC Cobra/Morgan +8)

HISTORIC TOURING CAR CHAMPIONSHIP

Harry Barton (BMW 1800Ti)

IRELAND

BOSS FORMULA LIBRE IRELAND

Aaron Gaughran (Dallara F307)

IRISH FIESTA ST CHAMPIONSHIP

Eddie Peterson

IRISH FIESTA ZETEC CHAMPIONSHIP

Keith Dawson

IRISH FORMULA SHEANE

Mark Keenan

IRISH FORMULA VEE CHAMPIONSHIP

Anthony Cross (Sheane FV94)

IRISH SUPER FUTURE CLASSICS

Paul Flanagan (Renault Clio)

IRISH HISTORIC RACING CARS

David Kelly (Crossle 9S)

IRISH JUNIOR MINI CHALLENGE

David Travers

IRISH LEGENDS CARS

Geoff Richardson

IRISH STRYKER SPORTSCAR CHAMPIONSHIP

Jonathan Taylor

IRISH SUPERCARS

Charlie Linnane

IRISH TOURING CAR CHAMPIONSHIP

Stephen Traub (Honda Integra)

SEAT SUPERCUP IRELAND

Shane Murphy

MG CAR CLUB

BCV8 CHAMPIONSHIP

James Wheeler (B GTV8)

COCKSHOOT CUP

David Morrison (MG Midget)

MG CUP



Carlton-Smith again tasted Formula Junior glory

MICKWALKER



Richard Buckley (Rover Tomcat)
MG METRO CUP
Mark Eales
MG TROPHY
Joe Dalgarno (ZR 170)
MIDGET & SPRITE CHALLENGE
Pippa Cow (Austin-Healey Frogeye Sprite)

MINI 7 RACING CLUB

MINI MIGLIA CHALLENGE
Rupert Deeth
MINI SE7EN CHALLENGE
Connor O’Brien
MINI SE7EN S CLASS
Damien Harrington

MONOPOSTO RACING CLUB

MONOPOSTO CHAMPIONSHIP
Tony Bishop (Dallara F307)
MONOPOSTO TIEDEMAN TROPHY
Phil Davis (Van Diemen RF98)

MOTORSPORT VISION RACING

7 RACE SERIES
Caterham 420R Phil Jenkins
Caterham 1600 Gary Smith
CLUBMANS SPORTS PROTOTYPE CHAMPIONSHIP
Michelle Hayward (Mallock Mk23)
FERRARI CHALLENGE UK
Lucky Khera
FOCUS CUP
Liam McGill
GB3 CHAMPIONSHIP
Luke Browning
GB4 CHAMPIONSHIP



Nikolas Taylor
GT CUP CHAMPIONSHIP
Simon Orange/Michael O’Brien (McLaren 720S)
MSVT TRACKDAY CHAMPIONSHIP
John Lyne (BMW E36)
PORSCHE BOXSTER CUP
Pete Evans
PORSCHE CLUB CHAMPIONSHIP
Colin Tester (Boxster S)
PRODUCTION GTI CHAMPIONSHIP
Henry Riley
RADICAL CHALLENGE CHAMPIONSHIP
James Lay
RADICAL SR1 CUP
Daryl De Leon
SPORTS 2000 DURATEC CHAMPIONSHIP
Joshua Law (MCR S2n)
SPORTS 2000 HISTORIC CHAMPIONSHIP
Jon Harmer/Marc Noaro (Tiga SC80)
TURISMO X
Darren Goes (Audi RS3 TCR)
UNITED FORMULA FORD 1600 CHAMPIONSHIP
Morgan Quinn (Van Diemen RF99)
Z CARS CHAMPIONSHIP
Edd Giddings (Z4)

NORTHERN IRELAND

NORTHERN IRELAND FORD FIESTA ZETEC CHAMPIONSHIP
Derek Graham
NORTHERN IRELAND FF1600 CHAMPIONSHIP
David McCullough (Van Diemen RF01)
NORTHERN IRELAND GT CHAMPIONSHIP
Paul McAlinden (SHP Supercar)
NORTHERN IRELAND MAZDA MODI-5-CUP
Francis Allen

NORTHERN IRELAND ROADSPORTS CHAMPIONSHIP
Steven Larkham (Radical PR06)
NORTHERN IRELAND SALOON CHAMPIONSHIP
Peter Baxter (SEAT Leon)

SCOTTISH MOTOR RACING CLUB

SCOTTISH C1 CUP
Sam Corson
SCOTTISH CLASSIC SPORTS AND SALOONS CHAMPIONSHIP
Charles Cope (Volkswagen Golf Mk1)
SCOTTISH FF1600 CHAMPIONSHIP
Michael Gray (Ray GR10)
SCOTTISH FIESTA ST CHAMPIONSHIP
Liam McGill
SCOTTISH MINI COOPER CUP
Michael Weddell

OTHERS

CLASSIC VW CUP
Chris Adams (Golf)
CIVIC CUP
Matt Luff
MORGAN CHALLENGE
Steve Lockett (+8)
NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP
Mike Williamson (Mitsubishi Evo 4)
SCOTTISH LEGENDS CARS CHAMPIONSHIP
Stewart Black
TCR UK CHAMPIONSHIP
Chris Smiley (Honda Civic Type R FK7)
WELSH SPORTS AND SALOON CAR CHAMPIONSHIP
Colin Dunn (Renault Clio)

FINISHING STRAIGHT

Lacking the blast from the past



VIDEO GAME **NEED FOR SPEED UNBOUND**

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The festive season is a time for video games, when families and friends come together on cold, dark winter days and huddle around the TV for some good old co-op gaming fun. And a staple of that period when I was a kid was *Need For Speed Underground* on the PlayStation 2.

Thus, when any new *Need For Speed* title comes out, the same question pops up: is it as good as it used to be? That's the question that publisher EA proposed at the end of 2022 with the latest instalment (the 25th, believe it or not!) of the franchise, *Need For Speed Unbound*. In short, the answer to the question is no. Frankly, *Unbothered* would have been a better title for this game.

Developed by Criterion – the studio behind the popular *Burnout* series – using EA's Frostbite engine that has powered the dystopian warzones of the *Battlefield* series and made the sands of Tatooine shimmer in *Star Wars Battlefront*, *NFS Unbound* is exactly what you'd expect from this genre.

You take one of several customisable forms as the lead protagonist and begin terrorising the people of the fictional Lakeshore area as a street racer. You take on AI opponents in the single player campaign, earning money to buy cars and upgrades, and to enter into higher stakes races.

Criterion has made an attempt at covering this under a narrative arc. But it is an exceedingly dull one that doesn't seem to have any self-awareness. Your nameless protagonist works at a chap named Rydell's garage with your friend Yaz, where – for some reason – you also base your racing operation. The garage – and others you can unlock by helping non-playable characters evade the police – acts as the main hub where you return after each race or challenge you take on around the decently sized

Lakeshore map. It allows you to bank any cash you've earned and carry out any upgrades you so wish.

The opening hour or so of the game has you taking on some races to build your credibility before the tremendously unearned bombshell that Yaz isn't actually your pal, and has been using you to ultimately steal all of your money and cars from Rydell's garage. After which, there's a two-year time jump where you begin again and work to earn your place in qualifiers for the main contest.

NFS games are meant to be somewhat ridiculous, but Criterion has tried to build a narrative of looking for belonging, and how street racing is a way of life. Both you and Yaz are orphans, as is repeatedly mentioned in some of the clunkiest dialogue that frankly borders on the offensive with how



NFSUNBOUND



stereotypical its portrayal of minority characters is. All of this makes it hard to engage with the main campaign.

The actual racing, however, is enjoyable. With hardcore sim racing seemingly the order of the day now, it's refreshing to have some mindless stop-go-drifting action with simple controls to get stuck into. Using drafting and boost to power your way past rivals as you race between oncoming traffic is a thrill, especially in multiplayer.

All of this is wrapped up in an incredibly pretty bow thanks to Frostbite. But this is juxtaposed by the odd neon art style that permeates cars and character models. It's jarring, especially in cinematic cutscenes, but looks decent enough. Presumably it's there to hide the fact that Lakeshore is one of the most boring open worlds on the market right now – it's a far cry from Forza Horizon 5's epic depiction of Mexico.

And ultimately this is where *NFS Unbound* stumbles. While NFS may have been the gold standard for arcade racers in the past, *Unbound* simply rehashes ground its rivals – like *Forza Horizon* – already tread and do so in a much better way. While *Unbound* is a solid package, it's a largely forgettable experience for a once great racing series.

LEWIS DUNCAN

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TOP 10

ONE HIT WONDERS



F1's top 10 one-hit wonders

The Formula 1 record books are dominated by drivers who rack up the big numbers, but there's a small group of racers who have just one grand prix victory on their CVs. We present our pick of F1's top 10 one-hit wonders, based on their drives to victory, the circumstances of that success and their overall careers.



autosport.com/podcast



F1 2022 season review

The 2022 Formula 1 season was dominated by Red Bull and in particular Max Verstappen, as he stormed to a second world title. Autosport's F1 experts Luke Smith, Alex Kalinauckas and Matt Kew look back at the past 12 months with host Martyn Lee across a two-part review special.

WHAT'S ON




INTERNATIONAL MOTORSPORT

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Jeddah, Saudi Arabia

31 December-15 January

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FROM THE ARCHIVE

The grid has formed for the third round of the 1996 British Touring Car Championship at Brands Hatch. Alain Menu's Williams-run Renault Laguna lines up on pole position, from Jo

Winkelhock, Rickard Rydell and Frank Biela. The last-named used his Audi A4's four-wheel drive to power into the lead to win race one, and the BMW of Winkelhock stormed race two from pole. This was Biela's year:

he won eight races on his way to the BTCC crown. On the Brands Indy circuit, the high-spec Super Touring cars were lapping in the 45-second bracket in qualifying, the top 20 covered by a scant second.



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GARY HAWKINS
PHOTOGRAPHY



RONNIE QUINTARELLI
MY FAVOURITE... **TRACK**

Fuji

Of all the circuits on the current Super GT calendar, Fuji Speedway is certainly the most 'Tilke-like', owing mostly to the Toyota-owned venue's 2005 renovation that enabled it to (briefly) snatch away the Japanese Grand Prix from Suzuka for 2007-08.

Few would argue that any other track besides Suzuka has any right to be regarded as the spiritual home of Japanese motorsport, and Fuji, at least in its current guise, has its fair share of detractors. But one driver who thinks differently is Ronnie Quintarelli.

For long-time Nissan driver Quintarelli, a four-time Super GT champion, what sets Fuji apart is not so much the layout itself, but the atmosphere, particularly during its annual Golden Week fixture (traditionally run to 500km, but this year to 450km) in early May.

Since the demise of the Suzuka 1000Km in 2017, this midweek event is now unchallenged in terms of the number of spectators that flock there every year.

"When you are at the circuit, the atmosphere is important to give you



motivation for race week," says Quintarelli, a Fuji winner in 2015, 2016 and 2018. "During the Golden Week races, and even more so before COVID, it's nice seeing a full grandstand and the fans with the flags. And when

you are on the parade lap, or victory lap, you can see them cheering you on.

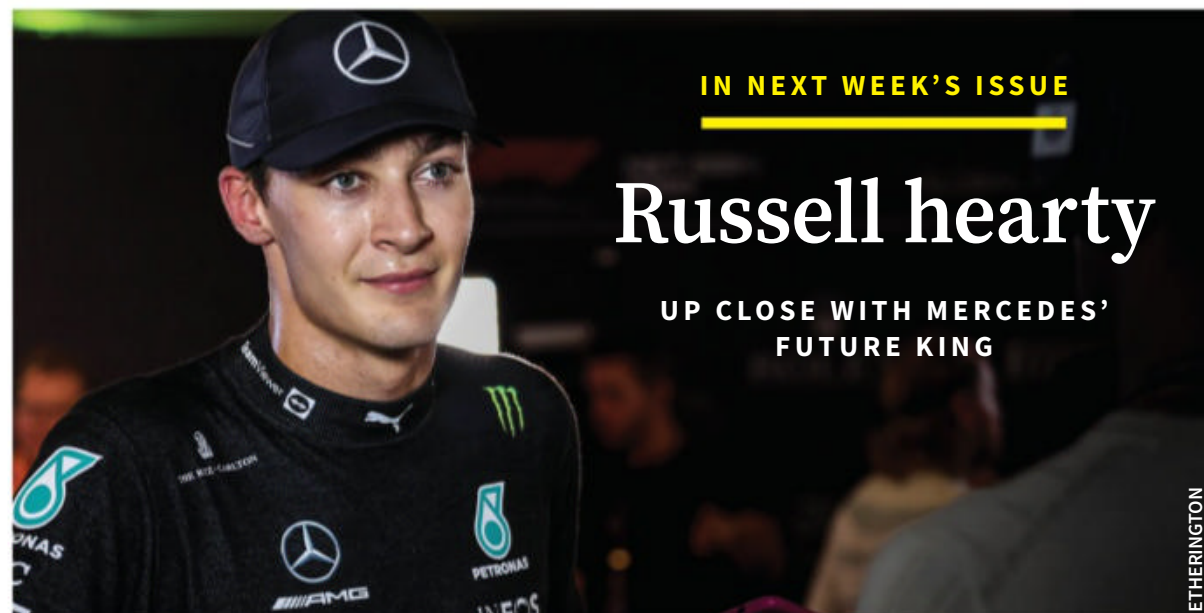
"The layout itself is also nice. I like the long straight, but we have many nice track layouts in Japan. But at Fuji the atmosphere is something special."

Quintarelli does have experience of pre-renovation Fuji, which featured a single sweep punctuated by a chicane at its western end instead of the current technical third sector. But the Italian doesn't miss this iteration of the track.

"I drove the old layout in [All-Japan] Formula 3 in 2003, and it was OK," he recalls. "It was very bumpy. When we came back with the new layout in 2005, it was much nicer.

"The facilities are new and every year they are making small improvements to make things more comfortable. They keep investing and taking care of the fans, which is important."

JAMIE KLEIN



IN NEXT WEEK'S ISSUE

Russell hearty

UP CLOSE WITH MERCEDES' FUTURE KING



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8 July	3	5 & 6	Brands Hatch GP
13 Aug	4	7 & 8	Brands Hatch Indy
30 Sept	5	9 & 10	Oulton Park International
8 Oct	6	11 & 12	Snetterton 300

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