

F1 New Andretti Cadillac team bid

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How Russell can make history in 2023

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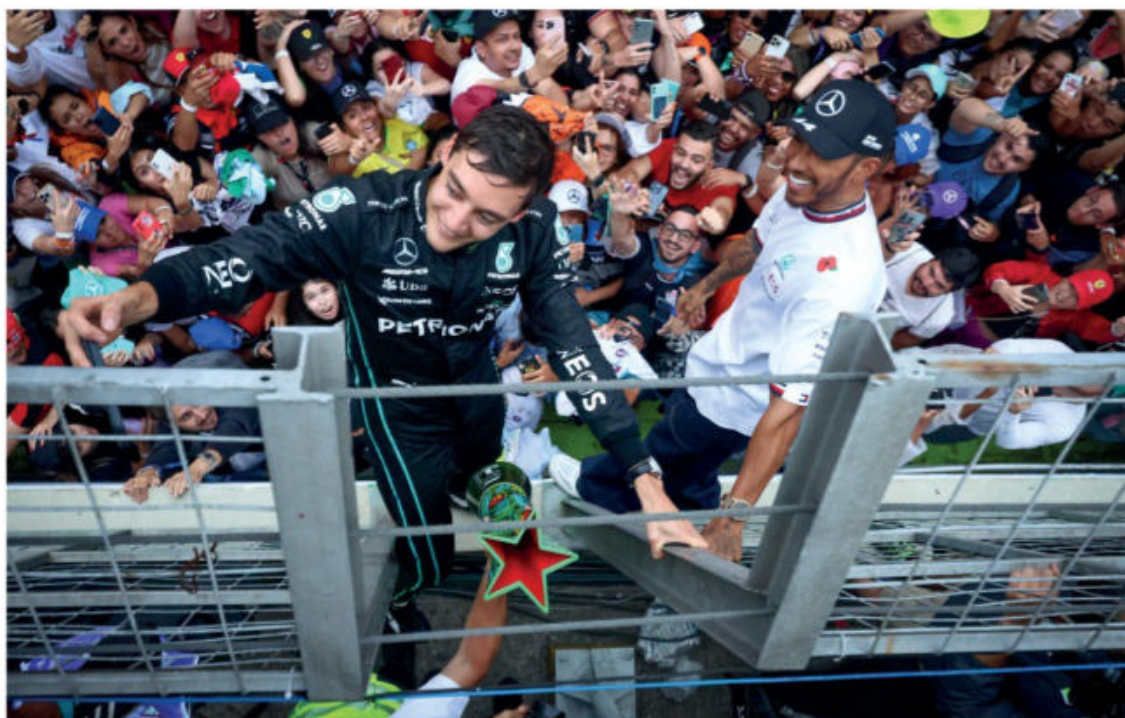
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The next big targets on George Russell's to-do list

George Russell outscored Lewis Hamilton at Mercedes last year, but the W13 wasn't capable of fighting for the world championship. Can Russell beat Hamilton again if the car is good enough and the seven-time champion isn't required to spend time troubleshooting?

We'll only get the answer to that if Mercedes can make big enough gains to catch Red Bull, something Russell thinks is possible, but the 24-year-old has already shown he's got what it takes to compete with the best in Formula 1. The only other team-mates to beat Lewis over a season – Jenson Button and Nico Rosberg – are world champs.

Alex Kalinauckas speaks to Russell in this week's cover feature to get the Briton's take on the Mercedes recovery, getting used to battling at the front of the field and his relationship with Hamilton (page 18). We also hear from the team about Russell's attitude outside the car.

It's nearly two months before F1 kicks off again, but this weekend a new Formula E era begins. The powerful Gen3 machines will battle it out in the Mexico opener, and Jake Boxall-Legge is your guide to the challenges of the new cars and what to look out for on p40.

The Autosport National Rankings was once again closely fought in 2022. We speak to the winner and reveal the top 100 on p60.

- The Autosport show returns this week after its COVID-induced hiatus. Turn to p26 for our preview and look out for our coverage of the Birmingham event in next week's issue.



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

NEXT WEEK
19 JANUARY

What next for Norris?
What McLaren has to
do to keep its young
British F1 star



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Mercedes-Benz Group AG

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Andretti Cadillac plan could ignite

FORMULA 1

Andretti Global and Cadillac have announced plans to enter Formula 1 through a new partnership, but they face opposition that could sow the seeds for a major political battle.

FIA president Mohammed Ben Sulayem tweeted on Monday of last week that he wanted to start the process to find new teams to join the F1 grid, and Andretti announced its new partnership with Cadillac parent company General Motors just three

days later. The plan would mean an F1 team operating out of the headquarters being built in Indiana for Andretti Global. A satellite facility would operate in Europe, and there is a commitment to getting an American driver – likely to be Colton Herta – in one of the seats under its banner of an “all-American team”.

It is a big step forward for team chief Michael Andretti’s aspirations to expand the family’s racing operation to F1. He spent much of last year facing scepticism and resistance from the existing teams over

what benefit would come from adding Andretti as an 11th competitor.

“One of the big things was: well, what does Andretti bring to the party?” said Andretti. “Well, we’re bringing one of the biggest manufacturers in the world now with us with General Motors and Cadillac.”

Yet even the addition of General Motors, the largest car maker in the US, to the plan has not been enough to change the tune of Andretti’s opposition. If anything, it has only stoked the fire for growing tensions between the FIA and F1. In reaction to the Andretti/Cadillac announcement, F1 issued a statement saying there was “great interest” from possible new teams that were “not as visible as others”, as well as reminding that “any new entrant request requires the agreement of both F1 and the FIA”.

Previously, F1 teams have aired concerns about welcoming Andretti to the grid due to the potential impact on their payouts from the commercial rights holder, with each set to take a 10% hit if an 11th team were to join the field. Through 2022, Andretti was present at a number of races trying to garner support, but only had public backing from McLaren and Alpine for his F1 plans.

GM president Mark Reuss said that the company’s commitment to the Andretti project “goes beyond the Cadillac livery” and that the manufacturer’s technical resources would be available to the team. But the feeling from the F1 community is that it would be more of a branding exercise. GM is not planning to build its own power unit for the initial entry, instead preferring a



Three generations of Andretti – Mario, Michael and Marissa – with some gleaming shovels



Will the Andrettis' fellow American, McLaren's Zak Brown, continue his support of plan?

motorsport IMAGES

PIT + PADDOCK

TOP FIVE AMERICAN F1 TEAMS

motorsport IMAGES



5

PARNELLI

The team of Parnelli Jones and Velko Miletich arrived in late 1974. Mario Andretti scored points in two 1975 GPs, but loss of Firestone sponsorship led to Parnelli's withdrawal early in 1976.



4

HAAS

Scored points on its debut in the 2016 Australian GP and finished fifth in the 2018 standings. Closely aligned with Dallara and Ferrari, it suffered a tough 2021 but bounced back last season.



3

PENSKE

America's greatest team only briefly tried F1. Mark Donohue died following a crash in Austria in 1975, then John Watson scored its only win at the same venue a year later before it quit F1.



2

SHADOW

Its only world championship GP victory came after it had switched to a British licence, but Don Nichols's Shadow started out as American in 1973. The win came in 1977, but its F1 peak was arguably with the superb DN5 in 1975.



1

EAGLE

Anglo American Racers and its Eagles made a big impact. Founder Dan Gurney won the 1967 Belgian GP and came close in Germany before the Cosworth DFV left the Weslake-powered team behind.

F1/FIA battle

"collaboration" with another manufacturer. While GM has existing technical ties to Honda, it is thought that the most likely route for Andretti is to receive an engine from Renault and rebadge it as Cadillac, similar to when Red Bull ran Renault power units as TAG Heuer from 2016-18.

Teams also remain uneasy about the potential financial hit that they would have to take, even with the \$200million dilution fee that any new team would have to pay to make up for it. It is thought that around triple this figure is thought to be a more reasonable fee given F1's commercial boom since the Concorde Agreement was last signed in 2020.

Andretti's vocal, public approach is also understood to have not gone down well with the existing teams, and neither has his use of Ben Sulayem's support to try to gain public backing. One paddock source told Autosport that Andretti had "annoyed the other teams, which isn't a good start".

Ben Sulayem took to Twitter in the days after the announcement to express his disappointment about the "adverse reaction" to Andretti's plans, saying that interest from new teams "adds diversity and broadens F1's appeal".

While the FIA is fully in support of Andretti's ambitions, it is clear that F1 and the current teams will require much more convincing and are yet to have a change of heart. It could be the first act in a big political tussle through 2023, months before the season has even started.

LUKE SMITH

Giovinazzi to Ferrari Hypercar line-up

WEC

Antonio Giovinazzi will race Ferrari's new 499P Le Mans Hypercar in the World Endurance Championship this year. The long-time Ferrari Formula 1 reserve and former Alfa Romeo race driver has been named as part of the squad alongside five drivers moving up from the Italian manufacturer's GT roster.

The 29-year-old Italian will share the #51 entry with Alessandro Pier Guidi and James Calado, who are continuing a partnership that yielded three GTE Pro titles into a sixth WEC season. The #50 499P will be crewed by Miguel Molina, Antonio Fuoco and Nicklas Nielsen when Ferrari makes its factory prototype return

after a 50-year absence at the Sebring 1000 Miles in March.

Giovinazzi has moved into the Ferrari sportscar squad after a single, disappointing season in Formula E with Dragon/Penske, which is now partnered with Stellantis marque DS. His previous start in a works Ferrari sportscar came at Le Mans in 2018 aboard a 488 GTE Evo when AF Corse entered a third car.

"The 499P's debut will be a defining moment in the history of the Prancing Horse, and it will be a big honour for me to be part of this extraordinary moment," said Giovinazzi. "We know we have a great responsibility to meet with much humility, but we are aware of our strength and ready for this huge challenge."

Ferrari sportscar chief



Antonello Coletta described naming the crews for the two 499Ps as the "last step" in the preparations for Ferrari's return to the prototype ranks.

"Since the 499P's first shakedown in July, we have worked non-stop involving the drivers of the Ferrari family," he said. "The decision regarding our chosen drivers relates not only to the races we will contest, but also to

the growth that will continue during the championship. We are very clear about what we can ask of them concerning development and consistency, not just speed."

Davide Rigon and Alessio Rovera, who were part of the 499P test programme, have missed out on spots, although Ferrari appears to be considering naming a reserve.

GARY WATKINS

Fittipaldi in for Jota's class title defence

WEC/IMSA

Pietro Fittipaldi is joining the British Jota team for the defence of its World Endurance Championship LMP2 crown in 2023. The Brazilian, who is expected to continue his role as reserve for the Haas Formula 1 team, will also double up in the IMSA SportsCar Championship, contesting non-clashing rounds with Rick Ware Racing.

The two-time F1 grand prix starter will race Jota's solo full-season WEC P2 entry with an ORECA-Gibson 07 alongside David Heinemeier Hansson and Oliver Rasmussen. Fittipaldi and Heinemeier Hansson are moving across from Inter Europol (pictured), with which they raced together in the 2022 European Le Mans Series, to join Rasmussen, who competed in Jota's second entry in the WEC last year alongside Ed Jones and Jonathan Aberdein.

It will be Fittipaldi's first full programme in the WEC. He raced at the Le Mans 24 Hours with Inter Europol last year and had been set for a limited programme with the



DragonSpeed LMP1 team in the 2018-19 series before breaking his leg in practice for the opening race at Spa.

Heinemeier Hansson, WEC GTE Am champion in 2014, is returning to Jota, with which he took class honours in the 2019 Sebring 1000 Miles at the start of a partial programme with the team. Fittipaldi described the chance to race with Jota as an "amazing opportunity" and explained that he already has a "lot of great racing chemistry" with Heinemeier Hansson.

Jota is defending its P2 title won by Antonio Felix da Costa, Will Stevens and

Roberto Gonzalez with a single entry after expanding into the Hypercar ranks with a Porsche 963. Da Costa and Stevens are expected to join the already-announced Yifei Ye in the LMDh and, before its delivery in time for round three at Spa at the end of April, aboard a second Jota ORECA P2.

Fittipaldi's full-season partner in IMSA on the return of RWR to P2 will be Eric Lux. IndyCar driver Devlin DeFrancesco will join them for the long-distances races, with Austin Cindric completing the line-up for this month's Daytona 24 Hours.

GARY WATKINS



WORLD RALLY CHAMPIONSHIP Hyundai has become the first World Rally Championship team to reveal its challenger for the 2023 season. The South Korean marque has taken the covers off its upgraded i20 N, to be piloted by Thierry Neuville and new signing Esapekka Lappi, while the experienced Dani Sordo and returning Craig Breen will share the third car. The latest-specification i20 N features updated bodywork on the front and rear. The bonnet has been flattened and extended to improve the aero, while the team has also opted for a heavily revised rear wing and wing mirrors. The season begins in Monte Carlo next week with Sordo joining Neuville and Lappi for the asphalt rally. Our WRC preview will be in next week's issue. **Photo by Hyundai**

Correa and Pin become part of Prema's expanded LMP2 attack

WEC

Prema has firmed up its plans to expand its World Endurance Championship LMP2 assault to two cars by announcing Juan Manuel Correa and Doriane Pin as the silver-rated drivers for its pair of ORECA's ahead of the release of the full entry list for the series due this week.

Correa moves into the WEC line-up after making two starts with Prema's European Le Mans Series squad last year, which included a victory together with Robert Kubica and Louis Deletraz at the series finale in the Algarve. Pin, 19, is moving across from sister team Iron Lynx with which she won last year's Ferrari Challenge Europe as well as

contesting selected rounds of the WEC, ELMS and GT World Challenge Europe.

Correa, who will dovetail his sportscar programme with a Formula 2 assault at Van Amersfoort Racing, said: "It's super-exciting to be taking the next step up the endurance racing ladder. The ELMS was a new challenge for me, so thank you to Prema for keeping me on board."

Pin (right), who will continue to race Ferrari GT cars for Iron Lynx in 2023, added: "I have been working hard for this and I'm delighted for such an opportunity."

The remainder of the Prema line-up will be announced at a later date. It appears certain that Kubica and Deletraz will remain.

GARY WATKINS



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Williams takes on Argentinian talent



FORMULA 3

Highly rated Argentinian Franco Colapinto has joined Formula 1 team Williams's young driver academy prior to his second season in the FIA Formula 3 Championship.

The 19-year-old joins Britons Zak O'Sullivan and Jamie Chadwick plus Israeli Roy Nissany on the roster, after an impressive rookie F3 season. Colapinto stepped up with fellow newcomer Van Amersfoort Racing and together they claimed pole for the opening round. But they could not win a feature race, their success limited to victories in two sprint races.

Jamie Campbell-Walter, co-founder of the Bullet management company that looks after Colapinto, explained that the team's faith in Logan Sargeant showed that Williams is keen to support young talent.

"We had a few offers on the table, but how many F1 team academy drivers have



Colapinto (inset) wants to follow in footsteps of Reutemann

there been that actually get into F1? Not many apart from at Red Bull. We based it on the fact that Williams were the ones who showed genuine interest in Franco's talent.

"We'd already done the deal by the time Logan got announced [as an F1 race driver for 2023], but the fact that they put their balls on the line and promoted him to an F1 seat speaks volumes. We don't have 20million to put down to buy an F1 seat

for Franco, so we had to be realistic."

Colapinto, who arrives at Williams four decades after one of his nation's greatest ever drivers fought for the F1 title with the team, added: "I am looking forward to following in the footsteps of the great Carlos Reutemann. It's an incredible opportunity for which I am forever grateful."

For his second season in F3, Colapinto – who has enough points for an F1 FP1 licence – has returned to MP Motorsport, the team with which he won races in Formula Renault and Regional. He has effectively swapped seats with Nicolas Todt-managed Brazilian Caio Collet, who scored two sprint race wins with MP in 2022 and now heads across the Netherlands to VAR.

"VAR did a great job considering it was their first year," said Campbell-Walter, "but to enter as a rookie driver with a rookie team was a big ask."

MARCUS SIMMONS

Grid sizes on the rise for Indy NXT campaign

INDY NXT

IndyCar's premier feeder series looks set for a boost in grid size in 2023, after spending last season with 12 to 14 cars in the field.

The renamed Indy NXT series, formerly Indy Lights, has 17 drivers named against entries with still a couple of months to go before it kicks off in St Petersburg. No fewer than nine will represent HMD Motorsports, the team owned by the family of star

2022 IndyCar rookie David Malukas and which carried Linus Lundqvist to the 2022 Lights crown.

They include 2021 Indy Pro 2000 champion Christian Rasmussen, who switches from Andretti Autosport for his second season at this level, and World Endurance LMP2 youngster Josh Pierson.

The latest driver added to the field is Irishman James Roe Jr, the nephew of ex-Can-Am champion and Fford Festival winner

Michael Roe who completes Andretti's four-car line-up alongside Brits Louis Foster and Jamie Chadwick, plus Australian Hunter McElrea.

Top junior-series team Cape Motorsports is stepping up to this level with Jagger Jones. The grandson of Indy great Parnelli and son of PJ finished fourth in USF2000 with Cape last year.

Matteo Nannini, nephew of F1 race winner Alessandro, will race with Juncos Hollinger Racing.





Huidekoper (inset in Opel days) did aero on 1994 LM-winning Dauer Porsche

MOTORSPORT IMAGES

Wiet Huidekoper 1953-2023

OBITUARY

Wiet Huidekoper, who has died aged 69 after a short illness, had a hand in two Porsches that were victorious at the Le Mans 24 Hours and designed a Formula Ford Festival winner. They were just some of the Dutchman's varied design credits over an engineering career spanning four decades.

Huidekoper got his break with Porsche because he had been working with German team owner Jochen Dauer on his attempts to turn the 962 Group C/GTP prototype into a road car. When the German manufacturer decided to use the project as the basis for its GT1 attack on Le Mans in 1994, he was employed to oversee the aerodynamics of a car that went on to take a last-gasp outright victory at the 24 Hours with Yannick Dalmas, Mauro Baldi and Hurley Haywood.

He was then retained by Porsche to work on all the machinery that bore the 911 GT1 moniker – the production-based 1996-97 contenders and then the carbon-chassis 911 GT1-98. He consulted on the structure of the



cars and was part of the team that designed the monocoque built in the UK by Lola Composites. It was this car that gave him his second Le Mans victory in 1998 with Allan McNish, Stephane Ortelli and Laurent Aiello.

Huidekoper was the driving force behind the Vector Formula Ford marque he set up in 1992 with Chris Fox: he designed the cars and his partner built them. The Vector TF94 claimed the British title with a Foundation Racing entry driven by Jason Watt, who capped his successful 1994 season with victory in the Formula Festival at Brands Hatch.

The first racing car designed by Huidekoper was the Chinell FF1600, sometimes known as the Wiet, launched at the 1982 Festival. He subsequently worked in the same category for British constructor Royale.

Huidekoper also designed the Lola-Judd T92/10 3.5-litre Group C car, a Super Tourer Primera for Nissan in the 1990s, and was technical director of the Opel DTM programme in 2002-03.

GARY WATKINS

JUNIOR SEASON KICKING OFF WITH DUBAI SUPPORT

FORMULA REGIONAL

The junior single-seater season gets into full swing this weekend, with the opening round of the Formula Regional Middle East Championship in support of the Dubai 24 Hours.

COVID, of course, forced what used to be FRegional Asian – and before that Asian F3 – out of its heartland and into a compact series covering five events at Dubai Autodrome and Yas Marina, with the new Kuwait Motor Town also joining the schedule this year.

There's some fantastic quality among the 28 competitors on the entry list for the opening round. The Prema-assisted Mumbai Falcons team includes reigning FRegional European champion Dino Beganovic, the Ferrari protege who is bound for FIA F3 with Prema. And among his team-mates is Mercedes-backed F4 sensation Andrea Kimi Antonelli, winner of the Italian, German and Motorsport Games titles in 2022.

Hitech GP's line-up boasts Red Bull Junior Jak Crawford stepping down from F3 and FRegional European runner-up Gabriele Mini. Reigning British F4 champion Alex Dunne will contest the final two rounds with the team.

There are two British drivers entered. German F4 runner-up Taylor Barnard moves up with PHM Racing, while Aiden Neate forms half of a two-car Prema line-up (as opposed to Mumbai Falcons) with fellow British F4 graduate Michael Shin.

Like Crawford, Pepe Marti drops back from FIA F3, in his case leading the new Pinnacle VAR collaboration.

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MARAGNI/RED BULL CONTENT POOL



Al-Attiyah is absolutely miles in front, while Loeb (below) has recovered to third

Al-Attiyah and Toyota cruising

DAKAR RALLY

Nasser Al-Attiyah was closing in on a fifth victory on the Dakar Rally as we went to press, after Audi's challenge had spectacularly crumbled in the middle part of the two-week rally raid.

With victories on stages five and six, Al-Attiyah had pulled out a staggering lead of more than one hour and 20 minutes over debutant Lucas Moraes, aided by the robust reliability of the Toyota Hilux T1+. The Qatari has been at his usual best, going big for stage victories when required, but also lifting his foot off the throttle when the conditions warranted in order to consolidate his advantage.

It's not as if Al-Attiyah has had to work hard in the 45th edition of the world's toughest cross-country rally, with all of Toyota's rivals having fallen out of contention one after the other. Perhaps the most striking case is that of Audi, with victories in Prologue and the opening test proving to be false dawns for the German manufacturer and a mid-rally power boost doing little to lift its results.

After the initial troubles on stage three, disaster struck Audi again three days later when both Carlos Sainz Sr and Stephane Peterhansel plunged from a height of around six metres, suffering heavy damage to their respective Audi RS Q e-trons. In the case of Peterhansel, the accident was so severe that his co-driver Edouard Boulanger fractured a vertebra, forcing the crew to withdraw from the event entirely. Sainz managed to escape the incident unscathed but had to retire from the stage,

rejoining the rally the following day with a heavy penalty to his overall time.

It wouldn't be the only time Sainz was involved in a major crash – his car landed upside down on Tuesday as he tackled a dune on stage nine. This left Mattias Ekstrom as the only real contender for Audi, although the Swede himself has had a miserable outing, with mechanical problems on stage seven contributing to him dropping outside the top 25 overall.

Apart from Audi, another team that has failed to halt Toyota's dominance is the Prodrive-run Bahrain Raid Xtreme squad, although its star driver Sebastien Loeb has remarkably bounced back from initial troubles to rise to third overall. After dropping an hour due to three punctures on stage two and losing more time with a roll on day five, Loeb has shown the kind of speed that made him a nine-time World Rally champion, with back-to-back victories on stages eight and nine an indication of how different the standings would have looked had he enjoyed a smoother run early on.

RACHIT THUKRAL



MARAGNI/RED BULL CONTENT POOL

IN THE HEADLINES

STEVENSON IN ASTON

Ex-British Formula 4 ace Casper Stevenson has joined the TF Sport-run D'Station Aston Martin WEC squad for 2023. The 19-year-old is moving into the series after a first full season of sportscar racing in GT World Challenge Europe with the Auto Sport Promotion Mercedes team. Stevenson replaces fellow Brit Charlie Fagg in the D'Station Vantage GTE alongside team regulars Tomonobu Fujii and Satoshi Hoshino.

WURZ JR TO NEW ZEALAND

Charlie Wurz, son of ex-Le Mans winner and F1 racer Alexander, is the latest addition to New Zealand's Formula Regional Oceania (nee Toyota Racing Series) grid for the opening round this weekend. The Austrian, who finished fourth in Italian F4 last season, will race for M2 Competition, three decades after his father went down under to compete in Formula Ford. "Ever since I can remember my dad has recounted stories of his time racing in New Zealand, how it was such an important step in his career and how much he loved it," said Wurz.

BILINSKI STAYS AT TRIDENT

Anglo-Polish racer Roman Bilinski will remain with Trident for his second season in Formula Regional by Alpine this year. He took a best result of third in his rookie campaign. Meanwhile, British team Arden will continue to run Paraguayan Joshua Duerksen, who took four top-six finishes last year.

BOCCOLACCI DANCES ON ICE

Dorian Boccolacci took two wins as the Andros Trophy ice racing series staged a rare triple-header for its Isola 2000 round last weekend. Boccolacci, who was Alex Albon's 2015 F3 team-mate, won the first final in his Sebastien Loeb Racing AS01 (below) from the Renault Zoe of multiple champion Jean-Baptiste Dubourg. He also won the third, with Nathanael Berthon (Peugeot) winning a scrap for second with Dubourg. Aurelien Panis took the middle counter in his Audi from Yann Ehrlacher (AS01).



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GREENSMITH DROPS INTO WRC2 SKODA

WRC

Former M-Sport driver Gus Greensmith will compete in the World Rally Championship's second-tier WRC2 class in 2023 with reigning champion team Toksport.

The 26-year-old's move arrives after a deal couldn't be reached with M-Sport. That ended an eight-year partnership that included three seasons in the WRC's top tier. As a result, he will now be behind the wheel of the new Skoda Fabia RS Rally2.

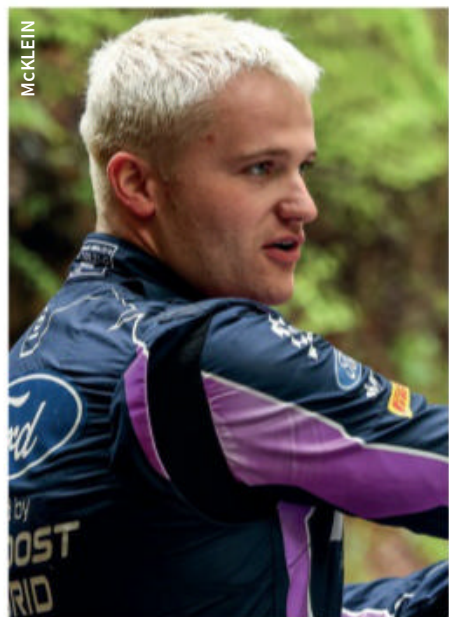
Toksport won the WRC2 teams' championship last season and helped Emil Lindholm to the drivers' crown, 12 months after guiding Andreas Mikkelsen to the 2021 title.

Greensmith is no stranger to the WRC2 class – he was third overall in 2019, his third full season in the category.

This year the championship is expected to be the most competitive it has ever been. Greensmith's former M-Sport WRC team-mate Adrien Fourmaux joins the field, while 2022 factory Hyundai WRC driver Oliver Solberg is another member of the Toksport line-up.

"I'm really happy with the programme that's been put together with Toksport and Skoda; I'll be spending a lot of time in the seat this year, that's for sure," said Greensmith. "For now I'll be focused with testing until we start our season at Rally Mexico in March."

TOM HOWARD



Michel Ferte 1958-2023

OBITUARY

Michel Ferte was an emerging French single-seater talent of the first half of the 1980s who somehow missed the boat in Formula 1. He won the prestigious Monaco Formula 3 Grand Prix in 1983 and was a frontrunner over three seasons in Formula 2 and then Formula 3000, yet never got beyond a test deal at the pinnacle of the sport.

Ferte, who has died aged 64 after a long battle with cancer, notched up all his big open-wheel successes with the ORECA team for which he raced in Marlboro colours over five years. Picked up to race for its works Martini F3 squad for 1982, he finished second to Pierre Petit in his maiden season and then won the French title the next year driving an Alfa-engined MK39.

The younger brother of Alain Ferte, winner of the Monaco F3 support in 1981 and 1982, graduated full time to ORECA's Martini-equipped F2 squad in 1984 after a handful of starts the previous year. Aboard a Martini-BMW 001 and then the 002, he finished best of the rest in third place in the championship behind the dominant Ralt-Hondas of Mike Thackwell and Roberto Moreno.

ORECA retained Ferte on F2's replacement by Formula 3000 in 1985 and he was again at the sharp end of the field driving a March-Cosworth 85B; he took fifth in the points with a trio of podiums. He repeated that position in the championship the following season, this time with five podiums.

Ferte had an F1 chance for 1984 with Ligier, but ironically the seat in one of its

Renault-powered JS23s went to Francois Hesnault, the driver he'd beaten into second place in French F3. The consolation prize was a test drive, duties Ferte fulfilled for Ligier in 1984 and 1985.

ORECA boss Hugues de Chaunac described Ferte as a super-talented driver who should have made it to F1. "He definitely had the talent, which is why we kept Michel for so many seasons," he said. "He was a very calm and relaxed driver; there weren't highs and lows with him. That was a quality, but perhaps it also held him back. Perhaps sometimes he needed to be more aggressive."

Ferte raced on sporadically in F3000 after leaving ORECA at the end of 1986 while forging a career in sportscars. Picked up by the TWR Jaguar team in 1989, he finished second at the 1991 Le Mans 24 Hours driving an XJR-12 together with brother Alain and Davy Jones.

A total of 13 Le Mans starts between 1983 and 2004 included two as a team owner with an operation named BSM, which ran a Ferrari 333SP in 1997 and 1998.

GARY WATKINS





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A failure that highlights progress

In 2007 the F1 team then known as Honda couldn't get close to turning a duff car into a winner — unlike the feat achieved last year by Brackley-dweller Mercedes

ALEX KALINAUCKAS

The team at Brackley had such expectations of the year ahead. An intriguing livery to show off, drivers determined to prove points. And it all fell apart, horribly. No, we're not still stuck in Formula 1 season review mode. As the excitement of December has long since made way for the bleaker but important days of January, we know this is a good time to reflect. Change, if you want to. Or embrace what you've got — but have a good old think about it, nevertheless. Because doing the same things over again will, of course, only yield the same results.

That Brackley team did change. And now, F1 is witnessing the true, lasting results of its transformation from its days as Honda in 2007. Briefly stepping back to 2022, what the squad — now Mercedes — achieved is precisely what it couldn't 15 years ago. And it did so in part because it had been through that painful process.

The 2007 Honda RA107 had quite the start to F1 life. It was launched at London's Natural History Museum and featured a bold livery concept, eschewing sponsorship decals to instead highlight the world's climate crisis. On track, it was a dud, undone by a major aerodynamic imbalance that meant it lacked braking stability and robbed drivers Jenson Button and Rubens Barrichello of confidence and, ultimately, speed.

How familiar to Mercedes fans last year. And this is no mere link worth considering over a warming beverage on a chilly

“The Honda 2007 warning is greater for Ferrari as it embarks on a new management era”

January day. Just ask someone who worked on both cars. “The start of 2022 definitely didn't feel a lot better!” says Andrew Shovlin, now Mercedes' director of trackside engineering, then Button's race engineer.

The RA107 disaster led to one of the great motorsport stories — one that really continues to this day given that Honda became the Brawn team after the Japanese manufacturer pulled out of F1, then turned into Mercedes for 2010.

Major F1 regulation changes often lead to a previously dominant squad losing its place in the pecking order, but Mercedes successfully navigated the switch to ultra-high-downforce machines in 2017 and remained the team to beat. And Red Bull proved it could stay at the head of the pack from 2021-22.

It did so without the porpoising and concept struggles that so

plagued Mercedes. But the silver squad made an impressive recovery to win on merit come the campaign's conclusion. The 2007 Brackley squad was playing a different game, of course, ending the year with just six points, while in 2022 Mercedes did immediately score a podium in the opener. But, according to Shovlin, it simply wasn't prepared to mount a recovery in those Honda days.

“No matter how optimistic you were, it was very hard to see how on earth we were going to turn that around and get back to fighting at the front,” he explains. “At that point in 2007, the car was a long way off, the team's capability was a long way off. The belief wasn't there in the team — that we could ever get to a point where we'd win a championship.”

Things are very different now. Mercedes' 2022 turnaround demonstrates how efforts in improving team belief can make a tangible difference to a tough F1 campaign. This is precisely what many paddock insiders had been getting at when they spoke of the leading squads from 2021 retaining certain advantages through the rules reset that would benefit them afresh at the start of F1's new ground-effects era. The skill and knowledge of winning is ingrained. At Brackley, it's underpinned by the culture that team boss Toto Wolff has honed on top of the foundations laid by Ross Brawn in 2008-13 — its belief in its personnel and how they have the confidence to know mistakes won't lead to summary retribution.

That's worth remembering in the week when Fred Vasseur starts as Ferrari's team principal. Ferrari's last drivers' title, via Kimi Raikkonen, came in the 2007 finale. And 2008 was Ferrari's most recent constructors' triumph. It can surely be said that the team now lacks the 'knowledge of winning' factor that so boosted Mercedes even in its toughest moments last year.

In fact, Mercedes invested so much in unpicking the W13's flaws and upgrading its design tools and processes in its bid to fix the porpoising and ride issues last year that it clearly grasped where it went wrong. If it can take out the 'baked in' trapped potential thought to be the W13's large floor concept for the W14, team insiders suggest it might be able to find 0.3-0.4 seconds in one stroke. Not that things in F1 are ever so simple.

But the Honda 2007 warning is greater for Ferrari as it embarks on a new management era. It might be successful quickly with Vasseur — highly prized for his skills running a race operation and developing drivers — at its helm. Management shake-ups can indeed alter trajectories.

But that seems less likely now when looking back on so many lessons from F1's history. And in that, the tale of 15 years of progress at Brackley suggests it might take Ferrari rather a while to be a dominating force once again. But at the same time, if it fosters the required culture steps, corrects errors and stays patient, it can get back to 'knowing' winning. 🌸

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Remembering a showman

Ken Block's extraordinary passion and peerless ability to connect with a huge and diverse fanbase defied the conventionalities of motorsport. It's what made him so special

TOM HOWARD

“Passion sometimes is perhaps more important than winning all the time,” said 2003 World Rally champion Petter Solberg when asked during an Autosport podcast last week to sum up the career of the late Ken Block, who died aged 55 in a snowmobiling accident.

Solberg couldn't have hit the nail on the head any harder. Block wasn't a world champion and, while a look over his career shows that he was capable of competing at the highest level, he enjoyed limited success. But what the American gave to motorsport, and in particular the rally scene, cannot simply be measured in trophies. In Block, the motorsport world has lost one of its most passionate icons, a pioneer, a visionary and a game-changer both in and outside the cockpit. The outpouring of tributes from across the world of motorsport, including Formula 1 champions Lewis Hamilton, Fernando Alonso and Jenson Button, underlines his impact.

It's perhaps fair to say that when Block is mentioned, the first thought for many is the sight of a tyre-squealing rally car performing insane stunts amid a wall of tyre smoke. While these daredevil moves helped Block transcend the motorsport crowd to become a household name after garnering hundreds of millions of views through his successful Gymkhana YouTube series, he was much more than a stunt driver and a showman.

Block was a late arrival on the motorsport scene. He competed in

“This is what the young people love and as a kid that is what I loved. He was an inspiration”

his first national rally aged 38, having enjoyed a successful career as an entrepreneur, during which he co-founded DC Shoes. Its rapid success would offer a glimpse into the game-changing marketing and PR skills Block would unleash on motorsport. Starting a motorsport career at an age when most are considering hanging up their helmets meant Block was always going to face an uphill struggle to compete with the masters of the craft. But a relentless passion drove him to compete at the top level in the World Rally Championship, where a seventh on Rally Mexico in 2013 was his best reward. There were podiums in the World Rallycross Championship, while Block enjoyed plenty of success on home soil, finishing runner-up in the Global Rallycross Championship in 2014. And just last year he narrowly missed out on the American Rally Association national title driving a 2021-spec Hyundai WRC car.

“Ken was an incredible man,” explains Solberg, a close friend of Block and who raced alongside him in WRC and World Rallycross. “He had an enormous passion for motorsport. He worked very hard to be good and he had a fantastic career. We have all learned a lot from him. He achieved by thinking outside of the box. I think in rallycross he really impressed and did really well with his technical driving in Gymkhana events. He has been recently driving in the American rally championship and last year he was very impressive. I think he was a guy that knew he would never be a world champion, but was very good and happy enough to compete at the top in many different types of motorsports.”

While success may have been fleeting in the top level of rallying and rallycross, it was Block's ability to bring eyeballs to the disciplines through his hit Gymkhana series that is arguably most important. He made rallying and rallycross cool, and his antics permeated those who may have bypassed this area of motorsport completely. Like his hero Colin McRae, Block was box office and the excitement he brought guaranteed bums on seats wherever he went as he helped rallying crack the American market. No doubt Subaru, Ford and latterly Audi all benefited from being associated with Block.

A capable driver with expert car control, a master marketer and a sponsor's dream – Block was all of these. This is what made him special, and sadly was perhaps overlooked and underutilised by the motorsport industry.

“For sure, we are jealous, a lot of us as we wonder how this can be possible,” adds Solberg. “If I was a marketing company or a sport, he is the guy I would have brought in straight away to try and recreate what he has done. At the end of the day, it's all about the people and they make the biggest difference, and what he's done for brands and manufacturers, it's so impressive. He did so much for the sport and I think the sport didn't use him enough for what he was capable of. It was not about the money all the time, it was all about the vision and dreams, and everything else will sort itself after. He created many friends and a level of marketing that people can only dream about.”

Block for many will be an inspiration, particularly for the younger generation. Solberg's son Oliver, who has gone on to forge his own rallycross and WRC career, can count himself among the legion of young talents inspired by Block. Despite having a world rally champion as a father, it was Block who was his hero growing up.

“He brought the sport to the people and to the American market and made rally into a different show, and he did the same when he came into rallycross,” says Solberg Jr. “It made a difference straight away because of all the action and videos he made. This is what the young people love and as a kid that is what I loved. I loved the slides, the jumps, the fire and these cool things that he made, and that is why he was my biggest idol. When I was young he was an inspiration and one of the reasons why I like rallying because he made it cool.” ❄️

Prince George the heir apparent

His first season at Mercedes was a resounding success amid the context of the team's struggles. But things could get spicy against Lewis Hamilton if the latest car is good enough to place either driver on the F1 throne

ALEX KALINAUCKAS

PHOTOGRAPHY MERCEDES AND



George Russell joined an exclusive club last year when he became just the 12th driver to start a world championship Formula 1 race for Mercedes. Come the end of the season, he'd collected an even rarer accolade, by becoming only the third man in 16 years to beat Lewis Hamilton over the course of a campaign with the same machinery. Jenson Button and Nico Rosberg are the other members. Both are world champions, and to emulate them remains Russell's ultimate aim. With his Sao Paulo Grand Prix victory late last year, he's taken a big step towards achieving that ambition. He now knows that he can win at the top level – and under severe pressure, given the late safety car restart that gave Hamilton the chance to mount an attack that never came, because his team-mate was in control up front.

The 2022 season was obviously not what Mercedes, or its drivers, had hoped it would be. The ill-conceived W13 came to be most closely associated with the porpoising problem that plagued each team to some extent. At the start of the year, Mercedes was clearly at the more extreme end, and knew its title ambitions were badly off course. It was therefore a campaign where its drivers had to work closely together to help their team recover, which to a certain extent it did – Mercedes went from on average just over a second off the ultimate pace over the first races to typically 0.6s behind by the finale. It even ended up just 39 points off second-placed Ferrari in the constructors' championship – not bad considering 2022 was basically a two-horse/cattle race between the prancing equine and Red Bull. >>



Age 24

F1 starts 82

Wins 1

Poles 1

Fastest laps 5



SUTTON



ETHERINGTON

It had become clear during 2021, even as he raced so thrillingly and controversially with Max Verstappen, that Hamilton preferred Mercedes to keep Valtteri Bottas in the sister car. But once the combined developments of Russell's promotion and the W13's deficiencies being laid clear occurred, there was no sign of tension or fracture in the Mercedes camp. In fact, Hamilton spoke of last season being "a really powerful transformational time for us all".

But we're now in 2023. The Christmas break is over for F1 fans (and, while the drivers can head for a lengthy holiday before an even lengthier training season, work barely stops back at the factory) and attention is firmly pointed towards the new campaign. Given the one just gone fizzled out as a contest very early thanks to Ferrari's and Charles Leclerc's combined misfortunes and errors, the hope is for a contest more along the lines of 2021's epic. And given that Mercedes twice (in 2012 and 2014) made huge off-season gains to leap into contention for race wins, the hope is that it can do so again, and F1 will get the three-team title scrap it has not really enjoyed since 2010.

"When you look at the development we have brought and the rate at which we've closed the gap, there's nothing telling us we can't achieve this," says Russell. "We've been pretty clear which targets we have to hit in terms of development. And I am pretty confident if we do achieve that, we will have a car that can compete with Red Bull. The fact that we ended 2022 in a position to fight for race victories shows a lot. So, I've got every bit of confidence in this team. Maybe straight out of the blocks [in 2022], we weren't the fastest car because of where we were coming from. But with the rate of development, I've got every hope that we can definitely fight for the championship."

Red Bull versus Ferrari versus Mercedes. It's the same three teams that have shared all but five race wins since 2012 but, as McLaren, Alpine, Aston Martin and co still need to make massive gains to get into contention, and with Audi's entrance still three years away, such a fight has massive promise. And here the team-mate battles, relationships, *dynamics* get really interesting for those squads.

At Red Bull, Verstappen has Sergio Perez easily covered, which suits the Dutchman entirely, even if he has risked alienating Perez with his refusal to comply with team orders in Brazil. Carlos Sainz goes into 2023 knowing he must match Leclerc from the off with a new machine if he's ever going to be considered as more than a number 1.5 driver for Ferrari. Sainz took 79.9% of Leclerc's points haul in 2022; Perez just 67.2% of Verstappen's total. But, at Mercedes, Hamilton – the seven-time world champion, let's not forget – ended up with 87.3% of Russell's 275 points in their fourth and sixth finishing positions.

This is just one of the reasons why Mercedes must surely be considered to have the strongest overall driver line-up in F1, and another is Russell proving he's a winner at the top level. Leclerc and Sainz run things very close, while Red Bull's unbalanced pairing is an obvious weakness should it be involved in a narrower battle for future titles.

But, with that all established, it must be acknowledged that Mercedes was playing a different game in 2022. Its season was one of catch-up, the W13's large-floor concept thought to be the 'baked in' weakness it needed this winter reset to address. Red Bull serenely ran to its first title double in nine seasons, while Ferrari's challenge imploded. But both squads had pressure on from the start. This meant team-orders flashpoints: Ferrari's most visibly at Silverstone, but also evident in the Austria sprint race; Red Bull's less of an issue overall in Austria and Spain, but with tensions apparently setting in behind the scenes following Perez's Monaco qualifying crash.

A driver war was one problem Mercedes didn't have to worry about

"The thing we have going for us is the fact that we are at very different stages of our career. It kind of feels like we are in this together. We've got a good relationship"



In beating Hamilton, Russell joins illustrious company of Button and Rosberg

in 2022. But, if it can indeed get back in the hunt this time around, the delicate issue that team boss Toto Wolff has been concerned about managing correctly since things broke down so badly between Hamilton and Rosberg in 2014-16 could return. After all, even the ever-placid Bottas was left unhappy with team orders calls at times.

Russell is well aware that such a situation could change his relationship with Hamilton. It's worth recalling that his team-mate vowed to be better than ever in response to his 2021 title defeat and how his level dipped when resources – for both team and driver – had to be directed at fixing the W13. If Hamilton is armed with a potent W14 package and his fighting talk of February 2022 resurfaces, it's unlikely that he would be left with the impression "I don't really feel anything about it" should Russell again finish ahead in the championship.

"I mean, naturally if you are fighting for 1-2s there will be a slightly different dynamic and that's only natural," points out Russell. "But I think the thing we have going for us is the fact that we are at very different stages of our career. It kind of feels like we are in this together, really. If we've got a car that's capable of 1-2 finishes, we will have a huge amount of pride in thinking we have contributed together in helping the team achieve this."

"Then we go about our business. But we've got no reason to have conflict. We've got a good relationship. We need to give each other respect. We recognise the importance of that within the whole team. If our relationship starts to break up, it's going to have an impact on the team and, ultimately, it's going to go full circle and affect us as well. I think we can continue to build off this and, if anything, our relationship will probably get closer as time goes on."

Whatever happens in 2023, Russell has proved he has what it takes to succeed at one of F1's best squads. After spending three years at Williams, his step up to Mercedes was such a success that Wolff mused that he had perhaps spent "maybe a year too long" learning his F1 trade at the lower end of the grid.

Mercedes insiders also suggest that his Williams apprenticeship served Russell well when it came to dealing with the W13's awful, unpredictable handling issues. Although these were much better come the end of the season, the car could still bite – as Russell found out in qualifying at Interlagos. But when the W13 was at its worst early in 2022, Mercedes has suggested that Russell was able to cope better than Hamilton because he was used to a challenging car that couldn't compete for top results, racing in the pack rather than leading it. He simply adapted better to the early challenge.

Russell had arrived at Mercedes eager to deploy his technical knowhow and understanding from Williams, where his precise and direct feedback was appreciated. But, in fact, that challenge was >>

made all the more difficult because, just as Russell was learning how to operate with the full might of a factory squad, Mercedes was forced to vastly and quickly upgrade its design tools. It had to do this as part of its urgent work to address its porpoising problems, which eventually became a big floor and front-wing upgrade package at May's Spanish GP, with Russell and Hamilton required to alternate each week on trying new parts or alterations. Famously, Hamilton's early struggles to adapt to the W13 meant he was also trying extreme set-ups; just learning the process was hard enough for 24-year-old Russell.

"In some regards, I almost felt like a bit of a rookie because of the level at which this team works," Russell explains. "We were talking about things that I've never even spoken about before in Formula 1. So, that took me some time to understand – what the team's processes are during a race weekend, how I can make the car faster in terms of set-up – and that's why I've felt a bit of a rookie at the start."

But his results didn't reflect the feeling. A poor Q3 final flier after overdoing it on his out-lap meant starting ninth for the Bahrain season-opener, which meant he had to move through the pack before coming home adrift of Hamilton and missing the shock first Mercedes podium of 2022 (thanks to Red Bull's late double retirement). But after finishing fifth and looking more solid than his illustrious team-mate next time out in Saudi Arabia, it was Russell who scored the surprise glittering result in Australia when Verstappen suffered his second fuel-pump problem in three races after Sainz spun out early.

Russell's path to the podium in Melbourne was in large part eased by Hamilton stopping just before the second safety car, but he put himself in position to capitalise. It spoke of Russell's character that he picked his shock Spa performance from 2021 as his preferred result of the two, given the circumstances of his first visit to the podium for Mercedes.

Russell's early form continued, and he ended up outside the top five just once in the first 16 races – that aberration was after his first-corner shunt with Pierre Gasly and Zhou Guanyu at Silverstone. There, Russell earned praise for climbing from his wrecked car to check on the Alfa Romeo driver, who was trapped between the barriers and catchfencing.

Consistency became the buzzword of Russell's season, but his intelligence and learning capacity in less high-profile areas impressed his team. "He's very much the sort of modern breed of Formula 1 drivers," says Mercedes director of trackside engineering Andrew Shovlin. "He works hard, he's completely dedicated to his own goals of what he wants to achieve in the sport. Whether it comes from the gaming that [young drivers] do, but he's got an awful lot of spare brain capacity to talk about what the car is doing while he's driving it. He's

very detailed and very methodical in how he works. And he also doesn't get overly emotional about where the car is in any given weekend, he's trying to do his job of just getting the best out of it.

"I think his apprenticeship at Williams in a way put him in good stead, because there he realised there's only so much you can do as a driver if the car is not quick enough. And that was useful in the early part of the year because he was fairly matter of fact about it and got on with trying to work out how to deal with what was really a very tricky car. But he is very much part of the team. He's settled in really well. Him and Lewis work well and he's a good addition to the squad."

The remarkable finishing streak, inevitably, couldn't last. In Singapore, Russell collided with Bottas and Mick Schumacher, then made a lambasted "what the hell happened there?" radio call when clearly at fault for moving over on the Haas in the latter incident. It could be said he was often hot on the mic in battle – for example after his botched move on Perez in the French GP. He recovered with a pouncing pass at the late virtual safety car restart, and has vowed to be more "controlling" in 2023.

After a neat lap netted a surprise first career F1 pole in Hungary, pushing too hard in qualifying in Mexico cost a possible second – another element Russell has set himself to address in the coming campaign. As hard as it must seem for a racing driver, less can sometimes lead to much more. He reflects that overdoing it just a touch again, and leading to a critical misjudgement, was also behind his clash with Sainz at the first corner of the US GP.

"I'm trying to push these limits," he explains. "And going back to that feeling of me almost being a rookie in some regards – you're racing at the front for the first time. It's a totally different story compared to when you're racing at the back. How you approach Turn 1 is totally different when you have a few cars ahead of you, rather than the concertina effect of 15 cars in front of you. There's a lot more dirty air when you're behind 15 cars, compared to when you're behind three cars. I spent three years racing at the back, I've only got 20 races under my belt racing at the front. You learn the little uniqueness of being there, the same way I learned what it was like being at the back."

Early-race battling was something Russell struggled with when Williams eased out of its backmarker status in 2020, and even in 2021 his racecraft was sometimes questioned – such as his hurried pass on Bottas leading to their spectacular Imola shunt. But if he is to be chastised for the Singapore and Austin errors, it's only right to praise his incredible driving in other wheel-to-wheel efforts.

This centres on his fights with Verstappen, of all potential rivals,

"I think his apprenticeship at Williams in a way put him in good stead, because there he realised there's only so much you can do as a driver if the car is not quick enough"

in Spain and Brazil. The first came early in the season, well before Mercedes had finally been able to make the W13 more of a contender with its next big floor and front-wing upgrade at Austin. But Russell fearlessly and ruthlessly kept the admittedly dodgy-DRS-hobbled RB18 at bay for five laps at Barcelona – his first time in a lead battle as a full-time Mercedes driver – and his efforts forced Red Bull into giving Verstappen an altered strategy to beat a slower car. In Brazil, he attacked Verstappen three times before surging ahead on a superior tyre strategy in the sprint, and this established his path to a famous first GP victory with a commanding drive from the front the following day.

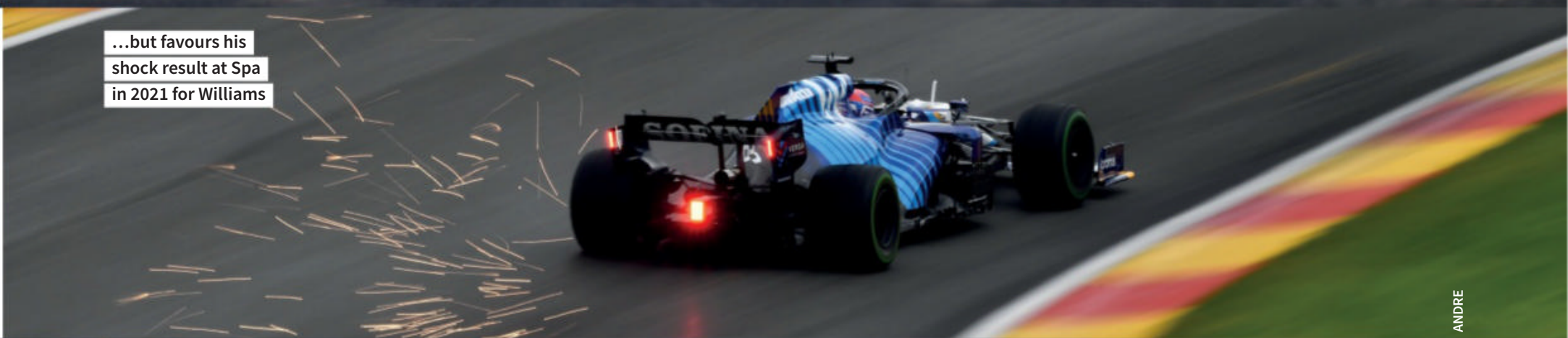
The interview that forms the basis for this piece was actually conducted three days before Russell became an F1 winner for the first time. Even with all he had achieved at that stage, it was clear that he is comfortable, established and thriving in the surroundings he longed >>





Russell picked up first podium for Mercedes at the Australian GP...

BINGHAM



...but favours his shock result at Spa in 2021 for Williams

ANDRE



Brit was at fault in Singapore clash with Schumacher

ETHERINGTON



Dauntless display to keep Verstappen at bay in Spain an early statement of intent

SUTTON



Russell's immediate instinct to check on Zhou at Silverstone garnered praise

SUTTON

“With his Interlagos win(s), it’s intriguing to wonder how much stronger Russell will be in the coming seasons given he no longer has to chase that first success”



Interlagos GP win (plus sprint success) a significant monkey off Russell’s back

ETHERINGTON

to race in for five years as a Mercedes junior. And with his Interlagos win(s), it’s intriguing to wonder how much stronger Russell will be in the coming seasons given he no longer has to chase that first success. After all, being so close in the challenging late wet conditions of the 2021 Russian GP contributed to Russell’s long-time rival Lando Norris pressing on in the rain when pitting would have been a better call, even if it meant losing the victory to Hamilton. Such urgency can sometimes be a problem...

That, then, is how Russell enters 2023 – confidence brimming and the renewed expectation of a possible title challenge. He can still make gains, with Hamilton shading him on race pace in most of the events where Mercedes was a genuine victory threat (Brazil excepted). But the differences between the pair were usually rather minimal, and Russell was actually 0.3s per lap quicker on average on the hard tyres they had been set to take to the finish at the Dutch GP, where they heaped pressure on Verstappen before circumstances took things away from Mercedes.

The circumstances of 2022 overall were, of course, a massive reason behind Russell joining the Button-Rosberg club. But any sportsperson can only play what comes before them. And in 2023, with a possible world title or not, Russell can seize a unique piece of F1 history for himself by becoming the only F1 team-mate to beat Hamilton twice. Now, wouldn’t that be something? 🍀

NEXT WEEK

LANDO NORRIS

We look at the future of Britain’s other F1 rising star. Can McLaren offer him a chance of the title?

RUSSELL THE F1 DRIVERS’ ADVOCATE

Now that Sebastian Vettel has retired from racing in Formula 1, George Russell is now the only director of the Grand Prix Drivers’ Association still competing.

The Briton has been in his role, beneath chairman Alex Wurz and alongside fellow director Anastasia Fowle (the first non-driver director and the GPDA’s former legal advisor), since the start of the 2021 campaign. His direct approach to communication, as well as an appreciation for F1’s broad scope of issues and politics, are valued by his fellow competitors. In 2022, driver safety was in the headlines during the wet race in Japan, as well as after the Silverstone start crash, while the racers were heavily involved in talks over continuing the Saudi Arabian GP after the missile attack. The FIA is organising a

study that may lead to F1 cars being fitted with temporary wheel covers during extreme wet running following driver feedback.

These are now the heaviest racing beasts in F1’s history, which Russell acknowledges is a potential problem, even though much of the near-200kg weight increase over the past 20 years comes from developments regarding safety structures. Given his position with the GPDA, his words carry added importance.

“There’s a lot of positives to take from this regulation change, but, equally, the big one is the weight,” he says.

“WHEN YOU HAVE AN IMPACT IT’S LIKE CRASHING WITH A BUS COMPARED TO A SMART CAR”

“The weight is extraordinary. At the moment, the low-speed performance is not great. We keep making these cars safer and safer, but obviously the heavier you make them, when you have an impact it’s like crashing with a bus compared to a Smart car. You’re going to have a greater impact if you’re going the same speed with a car that weights 800-odd kilos or over 900 kilos at the start of a race, compared to 15 years ago when they were at 650.

“I’m sure there’s analysis going on about striking that right balance because I don’t know where the line is drawn. If you keep making it heavier, heavier, heavier, stronger, stronger, stronger – actually you get to a point where you cross over that line that too heavy is actually not safer.”

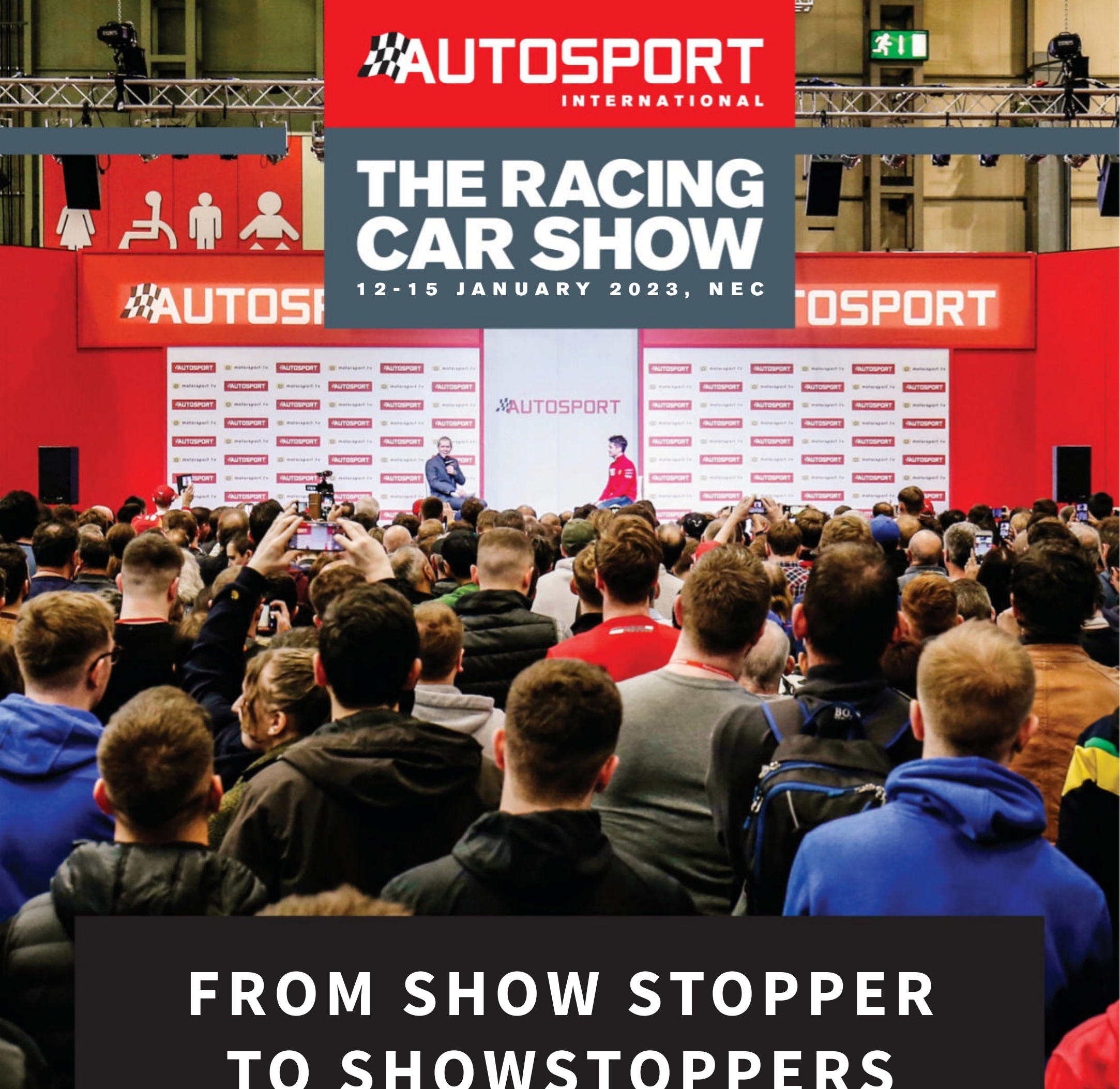


SUTTON

Vettel’s retirement means Russell is sole Grand Prix Drivers’ Association director still active

THE RACING CAR SHOW

12-15 JANUARY 2023, NEC



FROM SHOW STOPPER TO SHOWSTOPPERS

Autosport International is back this week after a two-year hiatus caused by COVID-19. Here's a taste of what to look forward to at the Birmingham NEC

PHOTOGRAPHY  **motorsport
IMAGES**

When Irving Berlin's *There's No Business Like Show Business* hit the silver screen in 1954, Autosport had only been on the shelves for four years, Juan Manuel Fangio had just claimed his second world title, the reign of Queen Elizabeth II was in its infancy, and hardly anyone had heard of Elvis Presley. But it really does sum up Autosport International, which is back this week at the Birmingham NEC from Thursday 12 January to Sunday 15 January.

Of course, this is the first show since 2020. COVID-19 accounted for the 2021 and 2022 editions, so everyone is raring to get going again for their first visit in three years to the West Midlands exhibition halls. One of the

highlights, of course, is the Motorsport Memories gallery, which will be opened by three-time world champion Sir Jackie Stewart, OBE and is raising money for Race Against Dementia. Our sister title *GP Racing*, meanwhile, has teamed up with the Silverstone Interactive Museum to present current Formula 1 cars from Red Bull, Alpine and Aston Martin plus the ear-shatteringly loud 1951 BRM V16.

The Autosport Stage provides a highlight with its galaxy of interviewees throughout the duration of the show. Make sure you catch 83-year-old legend Stewart on Sunday for what is bound to be a memorable chat. Formula 1's chief technical officer Pat Symonds should also be illuminating, especially



SHOW INFORMATION

12-15 JANUARY, BIRMINGHAM NEC

Open 9am-6pm each day (12-13 January are trade only)

TICKET PRICES (Saturday and Sunday)

Ticket type	Advance price	Door price
Adult	£37.25	£40
Child (6-15)	£21.25	£24
Paddock pass	£48.25	£51
Child paddock (6-15)	£32.25	£35
VIP club	sold out	

Tickets include a free seat in the Live Action Arena
For more information visit [autosportinternational.com](https://www.autosportinternational.com)

ROUTE-FINDER

BY CAR

The NEC is very well connected to the UK motorway network, enabling direct travel from the M6, M1, M40 and M42. There's on-site car parking, with a free shuttle bus service to take visitors to the Piazza and Atrium entrances. For satnav users, the postcode is B40 1NT.

BY COACH

National Express runs regular services to Birmingham city centre and the airport.
For more information visit [nationalexpress.com](https://www.nationalexpress.com)

BY TRAIN

Walking to the NEC from Birmingham International Station takes just a few minutes. Connections from Birmingham New Street are regular and the station has excellent links to all major UK cities.

BY PLANE

The NEC is a short drive from Birmingham International Airport. The easiest way to reach the venue is by the Air-Rail Link, a free shuttle service running every two minutes between 0330 and 0030.



since his career spans almost half a century through the Williams and Toleman/Benetton/Renault teams right back to Formula Ford at Royale. Silverstone Circuits managing director Stuart Pringle will be fascinating to listen to, as will Motorsport UK CEO Hugh Chambers.

Fans of tin-top racing will be well catered for by the Autosport Stage interviews. At the time of writing, 1990 British Touring Car champion Robb Gravett and his Mini-racing son Bradley are firmed up, as well as 1992 title winner Tim Harvey forming a commentary double act with David Addison. You can expect some current BTCC stars too, as well as some of the top names from the increasingly competitive TCR UK series. Elder statesmen of the sport such as Le Mans winners Allan McNish and David Brabham, and class victor Darren Turner, will also take to the stage, along with bright young talent Luke Browning, the 2022 Aston Martin Autosport BRDC Award winner. So too will ex-Ferrari F1 engineer-turned-electric karting impresario Rob Smedley.

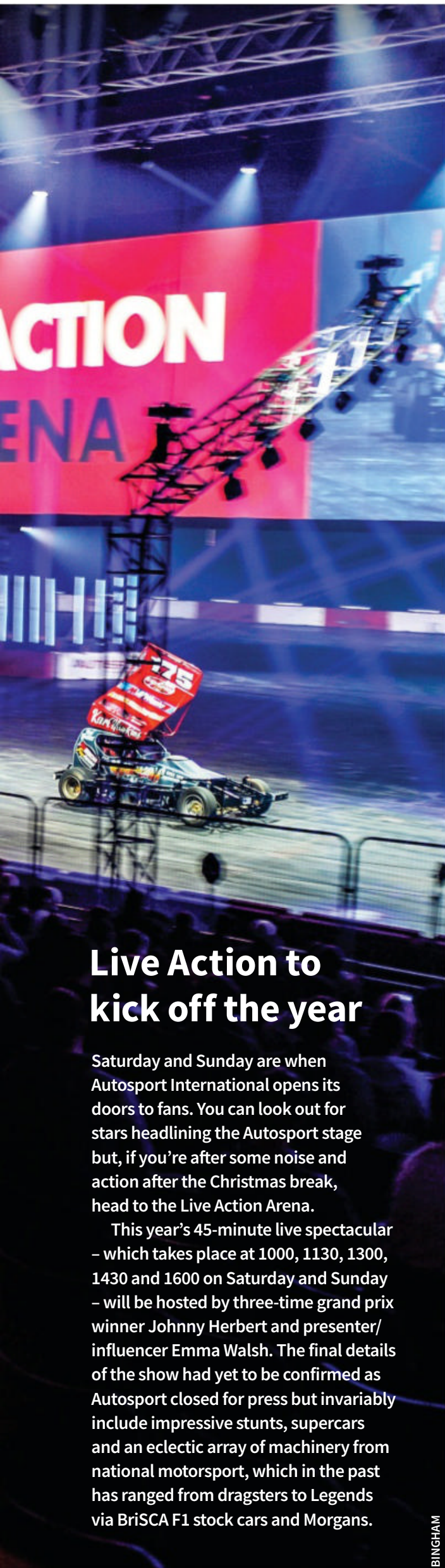
Don't forget, the Live Action Arena will provide your first taste of motorsport action of the year – it's always massively entertaining, and the stars will no doubt deliver in spectacular fashion on four wheels and two.

Don't forget, it's the trade days on Thursday and Friday, before the public days on Saturday and Sunday. See you there!

THE BEST REASONS TO ATTEND THE SHOW

Autosport International is back this week after a two-year hiatus caused by COVID-19. Here's a taste of what to look forward to at the Birmingham NEC

PHOTOGRAPHY  **motorsport
IMAGES**



Live Action to kick off the year

Saturday and Sunday are when Autosport International opens its doors to fans. You can look out for stars headlining the Autosport stage but, if you're after some noise and action after the Christmas break, head to the Live Action Arena.

This year's 45-minute live spectacular – which takes place at 1000, 1130, 1300, 1430 and 1600 on Saturday and Sunday – will be hosted by three-time grand prix winner Johnny Herbert and presenter/influencer Emma Walsh. The final details of the show had yet to be confirmed as Autosport closed for press but invariably include impressive stunts, supercars and an eclectic array of machinery from national motorsport, which in the past has ranged from dragsters to Legends via BriSCA F1 stock cars and Morgans.

BINGHAM

Get up close with Verstappen's F1 title winner

The *GP Racing* display, in partnership with the Silverstone Interactive Museum, allows fans to get close to the cars, history and technology of the sport, and many of its star exhibits will be part of the museum's pop-up feature at Autosport International. This includes a ground-effects Red Bull RB18, taken to a dominant Formula 1 drivers' and constructors' championship double by Max Verstappen and Sergio Perez, as well as cars from the Alpine and Aston Martin teams.



RED BULL RB18

JORGENSEN

Illustrating the history of F1, a 1951 BRM will line up alongside the modern racers, with its howling supercharged 1.5-litre V16 still regarded as one of the most ingenious – if overly complex – engine designs in grand prix history. The precision engineering of Hall & Hall's chassis IV, which made its race debut at the Goodwood Revival last September, is something to behold.

As well as the Silverstone Museum bringing along some of its superb exhibits, an exclusive offer is available to guests who wish to experience a day out at the home of the British GP.



BRM V16

J BLOXHAM



FORD ESCORT MEXICO Mk2

Pick of the UK's top tuned cars on display

The popular Performance and Tuning Car Show has been searching for the most impressive modified car in the UK to celebrate the world of automotive customisation. Owners of many tuned cars from across the country applied to win the prestigious title, and the top three will be on display at the weekend.

Applications included a range of cars from different decades – including a Ford Cortina Mk1 and Volkswagen Golf Mk1, Toyota Chaser JZX100,

and Nissan Skyline R33 and R34 from the 1990s and 2000s – as well as modern-day machines such as the newest Ford Focus RS, Audi RS3 and BMW X4M Competition.

The winner was Andy Devine's Ford Escort Mexico Mk2 (pictured). The list of modifications includes performance exhausts, a twin charge cooler system from a BMW M5, multiple engine modifications to boost power to over 550bhp, and many visual tweaks.



START YOUR ENGINES

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AT CASTLE COMBE CIRCUIT.**

RACE DAYS

Howard's Day
Monday, 10 April

**April Motorcycle
Grand National**
Saturday, 22 April

May Day Madness
Monday, 1 May

Summer Spectacular
Saturday, 10 June

Combe Carnival
Saturday, 15 July

**July Motorcycle
Grand National**
Saturday, 29 July

Combe Countdown
Monday, 28 August

Autumn Classic
Saturday, 23 September

Grand Finals
Saturday, 7 October

ACTION DAYS & SHOWS

Spring Action Day
Saturday, 1 April

Performance German Day
Saturday, 13 May

Summer Action Day
Saturday, 17 July

Rallyday
Saturday, 1 July

JDM Combe
Saturday, 8 July

Forge Action Day
Saturday, 2 September

Halloween Action Day
Saturday, 28 October



TICKETS AVAILABLE NOW!

Also available to book: car/motorcycle track days,
driving experiences, corporate events and much more...
Please head to our website for full listings.

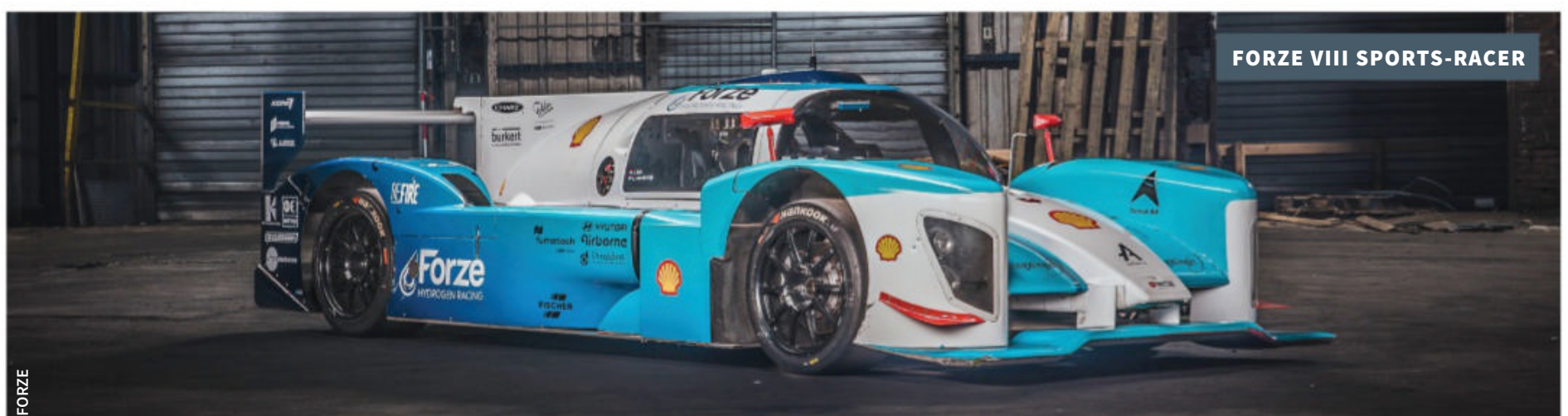
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Motorsport's best moments

As we highlighted last week (Autosport, 5 January), fans voted for their greatest motorsport memories ahead of the show, and three-time Formula 1 world champion Sir Jackie Stewart, founder of the Race Against Dementia charity, will be attending on Sunday to talk about his best memories.

The 10 selected moments from the poll, ranging from Juan Manuel Fangio's epic 1957 German Grand Prix drive to the dramatic finish of the 2016 Le Mans 24 Hours and topped by Colin McRae's charge to take the World Rally Championship on the 1995 RAC, will also be showcased in a special gallery in Hall 2. Prints from the gallery, supplied by Motorsport Images, will be available to win in a free prize draw. Text MEMORY to 70215 to enter and make a voluntary donation.



Electrifying look to the future

A new show feature for 2023 is the International EV Showcase, which will highlight alternative power on all four days.

The Forze VIII sports-racer, built by a team of Dutch students, features hydrogen fuel-cell technology. The rapid refuelling with hydrogen makes electric fuel cell (FCEV) vehicles suitable for long-distance races, since they don't have the long charging times of conventional EVs.



Among the other cars with non-fossil-fuel power will be the unusual-looking but very fast electric Ariel Hipercar. And, while the Gen3 era of Formula E is kicking off in Mexico this weekend, its all-electric off-road counterpart will be represented in Birmingham as Extreme E looks ahead to its third season.



"From hybrid Formula 1 to electric karts, the shift in power in motorsport has been dramatic," says Autosport International event director Ben Whibley. "The EV Showcase will demonstrate the latest innovations and record-breaking vehicles, at the hub of an engineering and technology exhibition that shows the pace of change in the industry."



BELL SPORT CHALLENGE SERIES

A unique UK-based, one-make series open exclusively to paddle shift Ferrari Challenge cars:
360 // 430 // 458

We have received a hugely positive response to this new series and have now confirmed our 2023 calendar which includes a round at Brands Hatch GP.

Race Regs., Series Registration and Entry Form are now available on the Bell Sport Challenge Series website
www.bellsportchallengeseries.co.uk

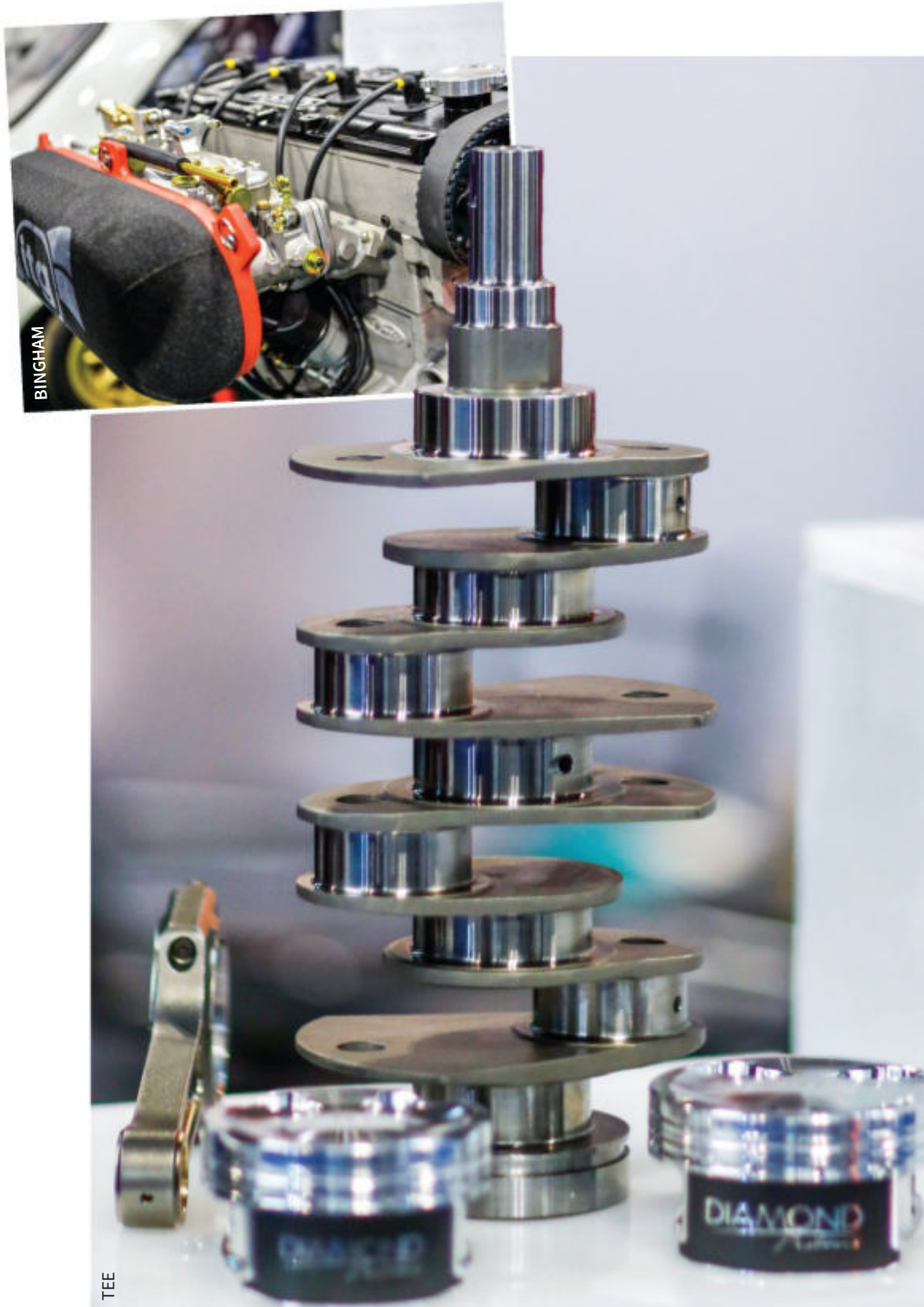
DATE	ROUND	RACE	CIRCUIT
2 April	1	1 & 2	Donington Park National
4 June	2	3 & 4	Snetterton 300
8 July	3	5 & 6	Brands Hatch GP
13 Aug	4	7 & 8	Brands Hatch Indy
30 Sept	5	9 & 10	Oulton Park International
8 Oct	6	11 & 12	Snetterton 300

Supported by:



**BELL SPORT
CHALLENGE**
Series 2023

www.bellsportchallengeseries.co.uk



The heart of Engineering

Three years after the last Autosport International, exhibitors have raced back to Birmingham for the Engineering Show, a key element on Thursday and Friday. Industry-leading brands such as Cosworth, Helix Clutches, Brembo, Goodridge, Pagid, PFC brakes, VDO Instruments, Lifeline, Xtrac, AP Racing and SPA will all be represented and demonstrate their latest offerings.

The Business Forum also returns. Thought leaders from across the world of motorsport will converge to discuss the future and you can hear their insights. Topics such as sustainable motorsport, the future of tuning, and finding the next generation of motorsport talent will be part of the forum discussions.

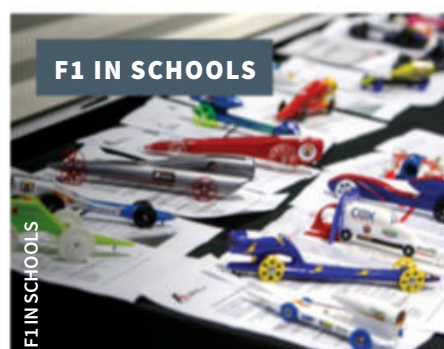


Get your motorsport career on track

Key to the future of motorsport and the wider automotive industry will be engineers, as the push forward is now more varied and unpredictable than in the past. For those looking to kickstart their motorsport career, there is an impressive array of student opportunities on offer at the event.

Universities, colleges and academies, such as the National Motorsport Academy and University of Wolverhampton, will have their own exclusive section of the show, allowing them to discuss educational and development opportunities with prospective students.

For younger students, F1 in Schools will host its National Finals on Saturday, when the winners of the regional events go head to head over the 20-metre track with their specially designed scale-model racers.



SHOWTIME!



We invite all existing and new customers to come and visit us at the Autosport International show 12-15th January 2023.

We'll showcase the latest Sunoco, R and Classic Fuel Solutions race fuels, Driven and R racing oils and the Zestino drift and track day tyres during the show.

Autosport International 2023 – Hall 2, stand 2350
See you there!



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TCR UK continues its upward trajectory – find out why it appeals and the latest on the season ahead

THE NATIONAL PERSPECTIVE

While perhaps not as glamorous as Formula 1 or other international series, club racing remains at the heart of the Autosport show

A focal point of Autosport International is national racing, which has been a mainstay since the first running of the event. The entire spectrum of club motorsport has a presence at the NEC, from entry-level championships and series to the upper echelons and professional categories, such as the British Touring Car Championship.

Despite the difficulties motorsport has faced in the wake of the COVID-19 pandemic, national racing generally has gone from strength to strength. Grid sizes have increased for many categories and new championships and series are still being created.

Numerous racing clubs, including the 750 Motor Club, British Racing & Sports Car Club, Castle Combe Racing Club, Classic Sports Car Club and MG Car Club, will attend the event to promote the latest offerings to current and potential new members.

The BRSCC will showcase its Formula Foundation-E single-seater, an all-electric machine that the club intends to run in a single-make series in 2024, with demonstration races due to be held this year. The car, featuring a steel chassis with halo and a 120kW power unit capable of producing around 160bhp, made its first public on-track appearance at the Formula Ford Festival at Brands Hatch last year.

This year's ASI will also feature a large presence from TCR UK. The championship continues to grow under Stewart Lines' Maximum Group's organisation, and a number of drivers will take to the Autosport Stage to discuss the upcoming campaign.



JEP/MOTORSPORTIMAGES

Clubs appealing to both budding and experienced racers

Formula Foundation-E single-seater on display



GARY HAWKINS

Motorsport UK, the national governing body, will once again have a stand at the event. CEO Hugh Chambers will discuss the organisation's latest work and what the future holds for motorsport in this country.

Visitors will also have the chance to enter a raffle to win a race-ready Peugeot 107 for use in the BRSCC's CityCar Cup. The prize, worth a total of £12,000, includes a free ARDS test and spare parts. Money raised by the raffle will go towards Race Against Dementia – the chosen charity of the British Motorsports Marshals Club and which was created by three-time Formula 1 world champion Jackie Stewart. 🏎️

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CIRCUIT

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Castle Combe Circuit is preparing for some significant upgrades in the coming months that include the likes of an all-new website and circuit re-brand to reflect our stepped-up efforts to modernise and become a greener venue.

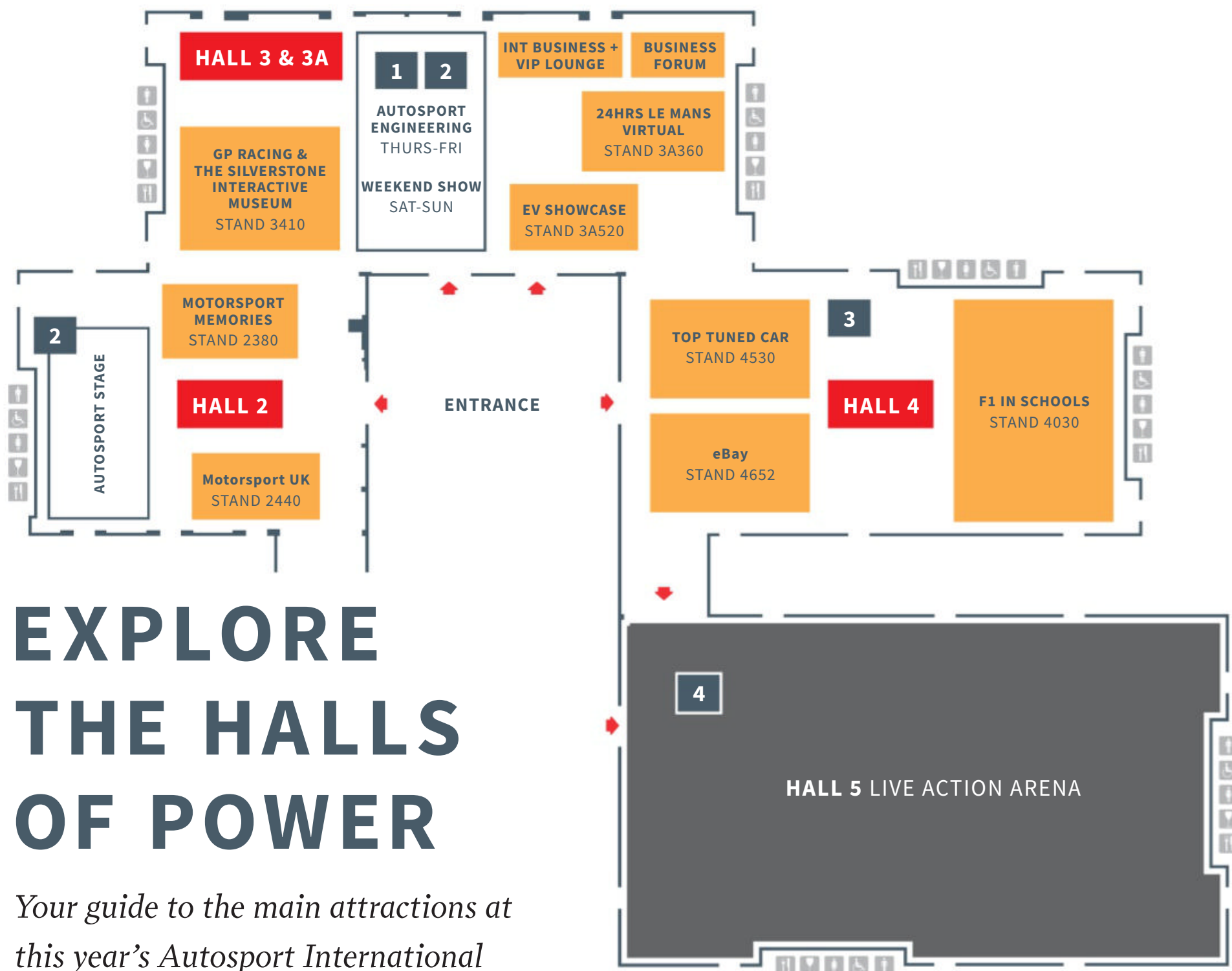
**We can't wait to see you again at the
West Country's Home of Motorsport in 2023!**


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EXPLORE THE HALLS OF POWER

*Your guide to the main attractions at
this year's Autosport International*

AUTOSPORT ENGINEERING

Hall 3 (trade only) / Thursday to Friday

1 The Autosport Engineering hall is the flagship, trade exclusive engineering event of the year. It offers an unparalleled opportunity to exhibit, network and do business with some of the industry's finest brands on an international platform.

AUTOSPORT INTERNATIONAL

Halls 2, 3 & 3A / Thursday to Sunday

2 With manufacturer and championship launches, driver interviews and an array of race cars on display right at your fingertips, Autosport International has three unique shows. The Racing Car Show and the Performance and Tuning Car Show are in action across all four days, while Autosport Engineering, which is exclusively for trade and technical visitors, takes place on Thursday and Friday.

PERFORMANCE & TUNING

Hall 4 / Thursday to Sunday

3 The Performance & Tuning Car Show brings together the very best road and tuning cars, components, styling and technology. Since its inception in 2008, the show has featured a range of some of the most powerful, exotic and jaw-dropping vehicles anywhere in the world.

LIVE ACTION ARENA

Hall 5 / Thursday to Sunday

4 The Live Action Arena never fails to serve up spectacular motorsport action. Described as 'petrolhead heaven', witness the spectacle as it returns in 2023 with a reinvigorated format to make the experience with even more impact.



A-Z OF EXHIBITORS

EXHIBITORS ALL DAYS

EXHIBITOR HALL/STAND NUMBER

1995 Subaru Impreza	
Tommy Kaira M20B	4135
3SDM Wheels	4905
750 Motor Club	2682
750 Motor Club	2787
Absolute Alignment	3A810
Active Simulators Europe Ltd	3110
AEL	3A422
Aford Awards	3A730
AiM Technologies	2454
Aircraft Research Association Ltd	3A212
Aireshelta	3A510
Alutight – Perma Grit	2471
American Speed And Thunder	3350
AMR Motorsport Ltd	2374
Anglo American Oil Company Ltd	2350
Armed Forces Race Challenge	2743
AST Suspension	2760
Autographed Collectables	2535
Autoshine + Tinting	4440
Autosport magazine	2160
Autotel Race Radio	2691
Avo UK Ltd	3A731
Beaded Seat Company	2640
Bikerswear (BHAM) Ltd	3742
BMW RDC	2140
Bowler Motors Ltd	2761
British Motorsport Marshals Club	2390
British Racing & Sports Car Club	2280
Brown & Geeson Distribution Ltd	2545
Business F1	3A211
Car Crazy Models	2680
Carbon 8 Coupe Cup with Toyo Tyres	2330
Castle Combe Racing Club Ltd	2591
Classic Sports Car Club	2482
Classicmobilia	2342
clerkroom	3A711
Clickheat	3750
Clubman Motorsport	3A852
Cosworth	2360
Coventry University	3320
Cryogenix Ltd	3A829

CTRL	3652
DazsModels	3A830
Deutchesol Ltd	2464
Diamondbrite	2791
Digital-Motorsports.com	3730
DJC Sports Cars	3A642
Dodson Motorsport	3A744
Draper Tools	2560
Dream Car Giveaways	4610
Driving Sounds magazine	4710
DRM Helmets	2826
eBay	4652
Elite Racing Transmissions	3650
Empire RV	2540
EV Showcase	3A520
Evok3 Performance	3A220
Exsim	2692
Extreme E	3A621
F1 in Schools	4030
Ferrari Owners' Club	3542
Fire Fragrances	3623
FMitW Race	2490
FortyFour Club	4350
FreeM	2494
Fun Cup Endurance Championship	2480
Funk Motorsport	3751
Gala Performance	2774
Garage Style	4450
Garmin (Europe) Ltd	2754
Gazeboshop	2780
GoodFabs	3A710
GP Racing magazine	3410
Grand Prix Shop	2861
Great British Racing Drivers	2384
Great British Sports Cars	3642
GT Torque	4452
GT-R Drivers Club	3550
GT40 Enthusiasts Club	3A660
Hedtec	2491
Hexis	4540
Hotrod58	4926
HRX SRL	2770
Ifor Williams Trailers	2644
Immico	3A712
ITG Air Filters	3A720

Jamo Performance Exhausts	3740
Jap Performance Parts	4230
KartSim Ltd	2432
Kinetic Supplies Ltd	2533
Kream Developments	4410
Ktec Racing Ltd	4904
Lazer Lamps Ltd	2751
Leathergenie	2671
Lightning House Ltd	2748
Lista UK Ltd	2345
Logic VPC/Mr JWW	3530
LogoMeUp	3741
LPTent	2752
Lycian Events	2632
MacG Racing Ltd	3A740
Macmillan Cancer Support	2744
Manx Auto Sport	2142
Match Hospitality	2451
McGard Deutschland	3A612
McGill Motorsport	2790
MEV Kit Cars	2660
MG Car Club Ltd	2595
Motor Jobs	3322
Motor Sponsor	3752
Motordrive Seats	3743
Motorsport Images	2380B
Motorsport Jobs	3322
Motorsport UK	2440
MStyle	4620
MStyle	4630
Mylaps Sports Timing	2786
National Motorsport Academy	2670
Nissan GTR's for Display	4260
OBP Group	3A641
Okulan	2634
Okulan	4645
Old Hall Performance	2784
Omni Powertrain Technologies	
– Magelec Propulsion	3A610
PBS Brakes	3A752
PD Extinguishers	3A742
Pearsons of Duns Ltd	2693
Performance Automotive	
Aftermarket Association (PAAA)	3A760
Peter Gwynne Motorsport Ltd	3640

Photo Traders	3130
Popbang Colour	4250
Power Maxed	4740
Race Against Dementia	2380
Race and Rally.com	2590
Race Winning Brands Europe	3A622
Raceworld	3A835
Racing Line Ltd	3150
RAF eMotorsports	2741
RAF Motorsport	2739
RB Motorsport Ltd	3A852
Recruitment Bunker	3240
Reis Motorsport Insurance	2470
Renapur	3A808
Revolution Wheels International Ltd	2493
Rimblades Ltd	4644
RM Toys Ltd	4915
RM Toys Ltd	4924
Robin Read Racing	3250
Roger Albert Clark Rally	3725
Royal Air Force Recruitment	2742
RSR Retail Ltd	2850
Sadev	3A540
SC Sporthomes	3140
Sealey	2747
SGS Gases	3A344
Sherwood Jaguar Racing	4640
Signature Motorhomes	3610
Silverstone Interactive Museum	3410
Spantex	2845
Sportbreaks.com	3341
ST-OC.com	4060
Strichting Formula Zero Team Delft	3A430
Superwrap	3A850
Sustainable Motorsports in the RAF	2745
Swanflight.com	2570
TCR UK Touring Car Championship	2550
Tegiwa Imports	3A750
The Cannon Run	4550
The Cannon Run	4651
The Creative Station	2450
The FortyFour Club	4340
Thyssenkrupp Bilstein GmbH	2750
Top Gear Tuning	4804
TopGear Ltd	4810
Total Headturners	4730
Turatello Trailers Ltd	2544
Turbosmart UK Ltd	2793
University of Wales Trinity Saint David	3221
University of Wolverhampton	3440
Versoflor Ltd	3540
Vintage Gas Pumps	2860
VP Racing Fuels Inc	2370
Wera Tools	2340
Williams Esports	3A160
Woodford Trailers	3A652
www.195mph.com	2885
Xpel Ltd	4910
Zamp Helmets	2452





EXHIBITOR	HALL/STAND NUMBER
ALFA ROMEO	1.10
AMERSON	2.10
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Goodridge (UK) Ltd	E624
Grant Engineering	E350
Hadleigh Castings Ltd	E200
HB Bearings	E461
HCI Systems	E761
Helix Autosport Ltd	E230
Helix Autosport Ltd	E330
Hypermotive	E611
Intercomp	E420
Jenvey Dynamics Ltd	E630
Kent Cams	E524
Kulite Sensors Ltd	E740
L.A.Sleeve	E606
Lane Motorsport	E431
Life Racing	E430
Link Engine Management	E812
Liras Optical	E560
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Measurement Solutions Limited	E460
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Newman Cams	E612
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Oxford Universities Motorsport Foundation	E300
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Precision Technologies International (P.T.I.)	E556
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E634	Willans	E516
E361	Xtrac Ltd	E710
E720	Young Calibration Ltd	E450

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BriSCA F1 Stock Cars	W530
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Clubmans Rallycross Championship	W630
Clubmans Rallycross Championship	W640
CMPG	W430
Dmitrij Sribnyj/Scoobyclinic/ Formula G	W520
Dogs Trust	W660
Ford-Mania	W450
Ford-Mania	W550
Helix Autosport Ltd	W330
Karim Goodchild	W260
McGill Motorsport	W500
McGill Motorsport	W600
National Autograss Sports Association	W210
National Autograss Sports Association	W310
Rally For Heroes	W300
Random Imports	W440
Team Whittingham – Tractor Pulling	W100
The Woodlands Trust	W560
Vagabond Wear (UK)	W650
WWF	W705

12 JANUARY 2023 AUTOSPORT.COM 39

SEASON
PREVIEW

HERE COME THE

electric chargers

*There have been a lot of changes in Formula E as it
heads into its new Gen3 era in Mexico this weekend.
This is what the teams have had to deal with*

JAKE BOXALL-LEGGE

PHOTOGRAPHY



motorsport
IMAGES

Faster cars. Fresh branding. New teams (ish). Formula E sits on the cusp of the first race of its next generation in Mexico City this weekend and, with such a prevalence of changes from last season, it's almost like an entirely new championship. Ten of the 11 teams have a revised driver line-up, the entry list features a handful of different names, while the Gen2 cars have been put out to pasture and replaced with the jet-fighter-inspired Gen3 machinery.

Plus, for those critical of the championship and what it comes to represent, Fanboost has been officially killed off. The perception of a popularity contest is no longer there, even though the five-second power boost made scant difference...

Ahead of the season opener, the teams had the chance to unbox their new cars (presumably all the trimmings attached to a plastic frame like a Tamiya model kit) and plonk their upscaled powertrains inside. There are two on each car this year, although only one is used for propulsion; the drive motor has been upscaled from 250 to 350kW, while the front-mounted 250kW single-spec motor will be used for energy regeneration only. That's 600kW of total regen, and Formula E is particularly proud of the statistics: 40% of the energy used during a race will come from harvesting, up from around 25% in the old-spec car.

That means that the new Williams Advanced Engineering-designed battery can be smaller than the old 52kWh package produced by McLaren/Atieva, resulting a lighter car. Hankook has taken over from Michelin as tyre supplier, so the teams won't even have a baseline to work from going into the new season.

Those uncharted waters must be rapidly mapped out.

On paper, these elements could produce a truly brilliant season. The unpredictability of the new rules, the tweaks to the sporting format, and each team finding key veins of performance at different times could yield a back-and-forth battle for supremacy. That will shape the title fights and the on-track battles; if the spectacle with the new car can deliver on its promises, then the championship's stagnating viewing figures could enjoy a massive upswing.

But it's important to note the teething problems ahead of the season. The deliveries of common parts were late, causing manufacturers to cancel tests. The new battery also had a fraught development and required a packaging rethink as overheating and derating proved a common theme. With limited running, some teams have also suffered with brake-by-wire problems, with Formula E taking the brave decision to remove the rear brakes and hand the motor the remit of providing the stopping power.

These are genuine concerns among the teams, and there have been heavy crashes due to the latter; Sam Bird had a crash during Jaguar's private testing programme at Calafat, while Sebastien Buemi shunted his Envision Jaguar during the Valencia collective test. At the same time, this is what testing is for; engineers speak of needing to 'break the car' to ensure all creases are ironed out ahead of the season proper. If any of these issues continue in Mexico City, then it could be cause for the teams and drivers to hit panic stations, but we're yet to cross that bridge. An emergency brake is in the pipeline, but won't be ready for the opening rounds.

Outside of the bubble, reaction to the championship's aesthetic overhaul has been... mixed, to say the least. The graphics themselves, aligned with a new typeface, are very contemporary affairs, but the new logo has split opinion. To this writer's mind, it's reminiscent of an early-2000s rural Spanish holiday lettings brand. People will simply get used to it – remember the uproar over Formula 1's rebrand for 2018?

And what of the car? It's something else that the most vocal >>



Guenther topped last month's Valencia test for Maserati MSG

GALLOWAY



Buemi's shunt added to concerns over braking safety

SBLOXHAM



Harder rubber from new supplier Hankook means cars are more skittish

GALLOWAY



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FIVE THINGS TO WATCH THIS SEASON

will come to accept; although it looks worryingly like a casket from a plan view, it looks lively out on the circuit as the drivers attempt to tame it. Thankfully, the teams have done wonderful jobs with the liveries – and have strayed away from the dark background, light blue accents that had proliferated in recent years. The skittishness of the new cars comes from the new Hankook boots, which are harder and more durable than the Michelin offerings from seasons prior. Grip is at a real premium, which the drivers will surely air grievances about.

The first glimpse of the cars all running together was offered in Valencia's December test. It's a fool's errand to try to derive any pecking order from one collective test, given each team is at different stages in their understanding of the Gen3 package, but patterns nonetheless emerged in the timing screens.

New Maserati MSG recruit Maximilian Guenther headed five of the seven timed sessions and ended the test with the fastest time, joined by the DS Penskes in the overall top three. The two Stellantis marques share common hardware and, while it would suggest that either the ex-Dragon team or the ex-Venturi squad enter Mexico as favourites, it's feasible that another manufacturer could have found another step in development. As Jaguar technical chief Phil Charles explains: "It will keep evolving. I'm confident that everybody's on a really steep learning curve, and certainly nowhere near to a stabilised condition. It's going to be interesting. That's going to make the championship ebb and flow a lot."

The new generation offers lots of potential for Formula E to capitalise, but it's up to the championship to tap into that. The on-track product should be even better than before, with the new cars looking like they'll punish mistakes but reward well-calculated risks for the teams and drivers. Reliability just needs to remain strong; the championship could do without any repeats of the issues in testing to set the Gen3 era off to the best possible start. 🏁



1

IS 2023 GOING TO BE EVANS'S YEAR?

Two near-misses in as many years – will 2023 be third time lucky for Mitch Evans? The irrepressible Kiwi has evolved into one of Formula E's leading lights in recent seasons, and was a candidate for titles across the past two campaigns.

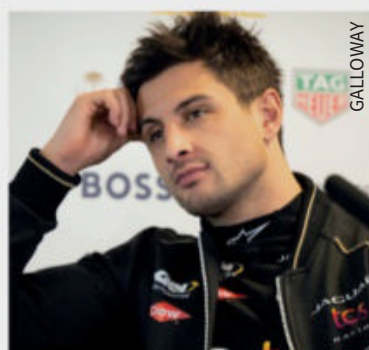
Both ended in heartbreak.

The 2021 finale in Berlin began with Evans unable to pull away from the grid, collecting fellow title contender Edoardo Mortara in the process to kill off his chances. Another electronics glitch a year later in London left Evans with too much to do in the Seoul finale, despite taking the title to the final race with a win at the Olympic Complex on the Saturday.

In the case of that Seoul win, he underlined the determination he carries into every race. Lesser drivers would have failed to shrug off the disappointment of that London retirement, but Evans refused to wilt. That drive around the site of the 1988 Olympics set a high bar for his competitors to follow, the only blot on his copybook being a slight lock-up a few laps from home.

You can bet that Evans will carry that form into 2023, although he admits the new cars require a complete reset in approach. "In general, I was really proud," he says of 2022. "And you want to carry that momentum and that confidence into the season. But it's such a massive reset; mentally, you come in with good spirits and high hopes, and you think, 'Now it's that time to go one better'. But on the other hand, you've got to be a little bit realistic. There's not many things we can take from Gen2 into Gen3."

Much of it depends on how Jaguar can hit the ground running. If the I-Type 6 proves to be a frontguard staple, then Evans will undoubtedly become one of the favourites – but if team-mate Sam Bird proves rejuvenated under the new ruleset, the Aucklanders won't have it all his own way. Such is the nature of the Formula E field, however, that you could say that about anybody...



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SEASON PREVIEW



Abt is back after a season on the sidelines

2

ROOKIES AND RETURNEES

The third ‘new’ name on the teams’ entry list, Abt makes its return to Formula E after a year away. Following Audi’s withdrawal at the end of 2021, Abt fell off the grid for the following season, but with a clear intention to resume in Gen3. Much of the team from its initial stint in the championship remains on board, and the team has put together a strong driving duo of Robin Frijns and Nico Muller. Mahindra supplies its ZF-designed powertrain to Abt, which has also received title sponsorship from Spanish car maker Cupra.

But testing wasn’t the easiest time for the German squad; Abt principal Thomas Biermaier admitted that the team “wasn’t sleeping well” since its late call-up required preparations for 2023 to be hastened. Long pauses in proceedings at the Valencia test were understandable, as the team had garnered only cursory running beforehand.

Muller is one of three returning drivers to the grid – Rene Rast and Norman Nato also once more have full-time drives. Rast,

formerly of Audi, joins McLaren after a year back in the DTM to partner rookie Jake Hughes, who steps up from his Mercedes reserve role. Nato had been Jaguar’s reserve in 2022, which closed with a substitute outing in Seoul in place of the injured Sam Bird, and he moves to a new Nissan line-up alongside Sacha Fenestraz.

Fenestraz made his debut last year replacing Antonio Giovinazzi in the Seoul season finale at Dragon/Penske, and now makes the full-time switch to Formula E after three and a bit years racing in Japan. If that Seoul one-off precludes the Franco-Argentinian from rookie status, then Hughes is the sole true newbie. After years of driving for underfunded teams in F2 and F3, the Briton finally gets his chance at a top-level series – and he looked very comfortable from the off. “It’s been very positive so far,” Hughes says. “In terms of just jumping in and basically going about with my natural driving style, it seemed to come to me quite quickly.”



Fenestraz makes full-time switch to FE after 2022 Seoul one-off

3



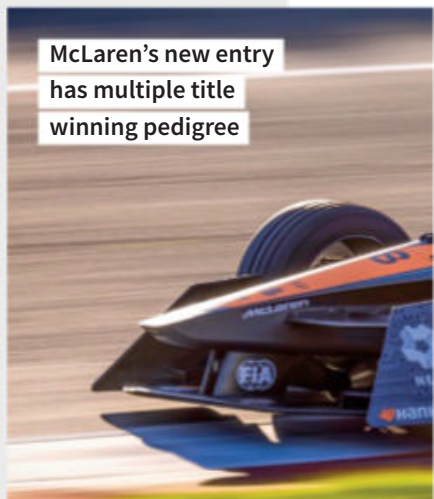
NEW NAMES, OLD FACES

After winning two teams’ titles and two drivers’ crowns, Mercedes has left the building, but the team remains in Formula E under its new McLaren guise. Team principal Ian James wanted to keep the band together despite the Silver Arrows’ withdrawal, and Mercedes motorsport CEO Toto Wolff saw the sense in selling off the squad as a going concern. For its part, McLaren wanted to expand its electric racing portfolio alongside its Extreme E team, and secured backing from Saudi Arabia’s Public Investment Fund to do so.

The squad has since moved out of the Mercedes powertrains base in Brixworth and takes up residence at Bicester Heritage. It also becomes a customer team, linking up with Nissan for the foreseeable future as the Japanese marque hopes for a revival in fortunes after a lean couple of seasons. Testing, despite a few early bumps in the road, looked encouraging for the team as it starts its new life in papaya.

Italian luxury marque Maserati has also joined Formula E as a powertrain supplier and partner to the MSG Racing team, formerly known as Venturi. Again, the core of the outfit remains the same, so it’s merely a rebrand to cement its quasi-works team status. Edoardo Mortara, a title contender in each of the past two seasons, remains on board to head up its efforts and has a new team-mate for the third time in the past two years in the form of Maximilian Guenther.

The German was a late signing because Maserati originally had Nyck de Vries pencilled in, before the 2020-21 champion earned a long-awaited Formula 1 drive. With the caveat that testing times can often prove misleading, Guenther already looks comfortable after setting the timing boards alight during the four days at Valencia. The challenge of matching – or even beating – Mortara on a regular basis will be the true test of his progress.



McLaren’s new entry has multiple title winning pedigree

4 SPORTING CHANGES

Timed races are no longer part of the Formula E race weekend – the series has dropped the 45-minutes-plus-change run-time in favour of set laps. It's sticking with the extra time format triggered by any safety car appearances, but they'll instead tack laps onto the end. The championship will have its reasons, but it feels like change for the sake of it; while you can appreciate how Porsche was able to control last year's Mexico race by pushing it to an extra lap as a finishing blow, maybe a lap count is a fairer way of going racing.

Fanboost has been removed, and Formula E has also introduced an F1-style requirement for rookies to drive in practice – each current driver must vacate their seat at least once for a newcomer. There's a small modification to the popular knockout qualifying, where drivers from the A and B groups won't meet until the final to ensure that neither group is disadvantaged by conditions in the quarter-finals and beyond.

Tweaks have also been made to attack mode to offer the drivers more variation; instead of the set activations issued to teams before each race (usually two lots of four minutes), Formula E has instead handed it over in one lump sum (four minutes) and offered drivers the chance to decide how it's divvied up, so long as it's over two activations. In other words, the four minutes can be spent as 1+3, 2+2 or 3+1, which should offer strategic variety. It'll be activated in the same way with the off-line sensor loop, until Formula E introduces its latest innovation later in the year...



5 ATTACK CHARGE

...which wraps up attack mode and fast charging into one. It was only a matter of time before Formula E wanted to showcase the next developments in EV charging, and it's a good way of introducing it by tying it together with attack mode. It'll work like this: a pit window will open up after about 15 minutes, and the drivers will pull in for a 30-second charge for an extra 4kWh top-up within that window. Then, the driver can deploy that extra energy in attack mode, but can choose when to do so.

Formula E CEO Jamie Reigle suggested that the attack charge races could be run as one half of the double-header events, with a regular attack mode race for the other to offer strategic variance. The fast-charging kit won't be introduced yet, because the earlier battery worries pushed back development, but the championship is targeting a mid-season appearance.

If it comes to pass and works out, having two races at a venue with distinct strategic outlooks could really change the picture. Variety is the spice of life, or so they say; Berlin's reversed 'Nilreb' course offers something different on the second day at Tempelhof, so why not run to a slightly different format at double-headers?

FORMULA E ENTRY LIST

NO	DRIVER	TEAM
1	Stoffel Vandoorne	DS Penske
25	Jean-Eric Vergne	DS Penske
3	Sergio Sette Camara	NIO 333
33	Dan Ticktum	NIO 333
4	Robin Frijns	Abt (Mahindra)
51	Nico Muller	Abt (Mahindra)
5	Jake Hughes	McLaren (Nissan)
58	Rene Rast	McLaren (Nissan)
7	Maximilian Guenther	Maserati MSG
48	Edoardo Mortara	Maserati MSG
8	Oliver Rowland	Mahindra
11	Lucas di Grassi	Mahindra
9	Mitch Evans	Jaguar
10	Sam Bird	Jaguar
13	Antonio Felix da Costa	Porsche
94	Pascal Wehrlein	Porsche
16	Sebastien Buemi	Envision (Jaguar)
37	Nick Cassidy	Envision (Jaguar)
17	Norman Nato	Nissan
23	Sacha Fenestraz	Nissan
27	Jake Dennis	Andretti (Porsche)
36	Andre Lotterer	Andretti (Porsche)



2023 FORMULA E CALENDAR

RD	VENUE	DATE
1	Mexico City (MEX)	14 January
2	Diriyah (SAU)	27-28 January
3	Hyderabad (IND)	11 February
4	Cape Town (ZAF)	25 February
5	Sao Paulo (BRA)	25 March
6	Berlin (DEU)	22-23 April
7	Monte Carlo (MCO)	6 May
8	Jakarta (IDN)	3-4 June
9	Portland (USA)	24 June
10	Rome (ITA)	15-16 July
11	London (GBR)	29-30 July

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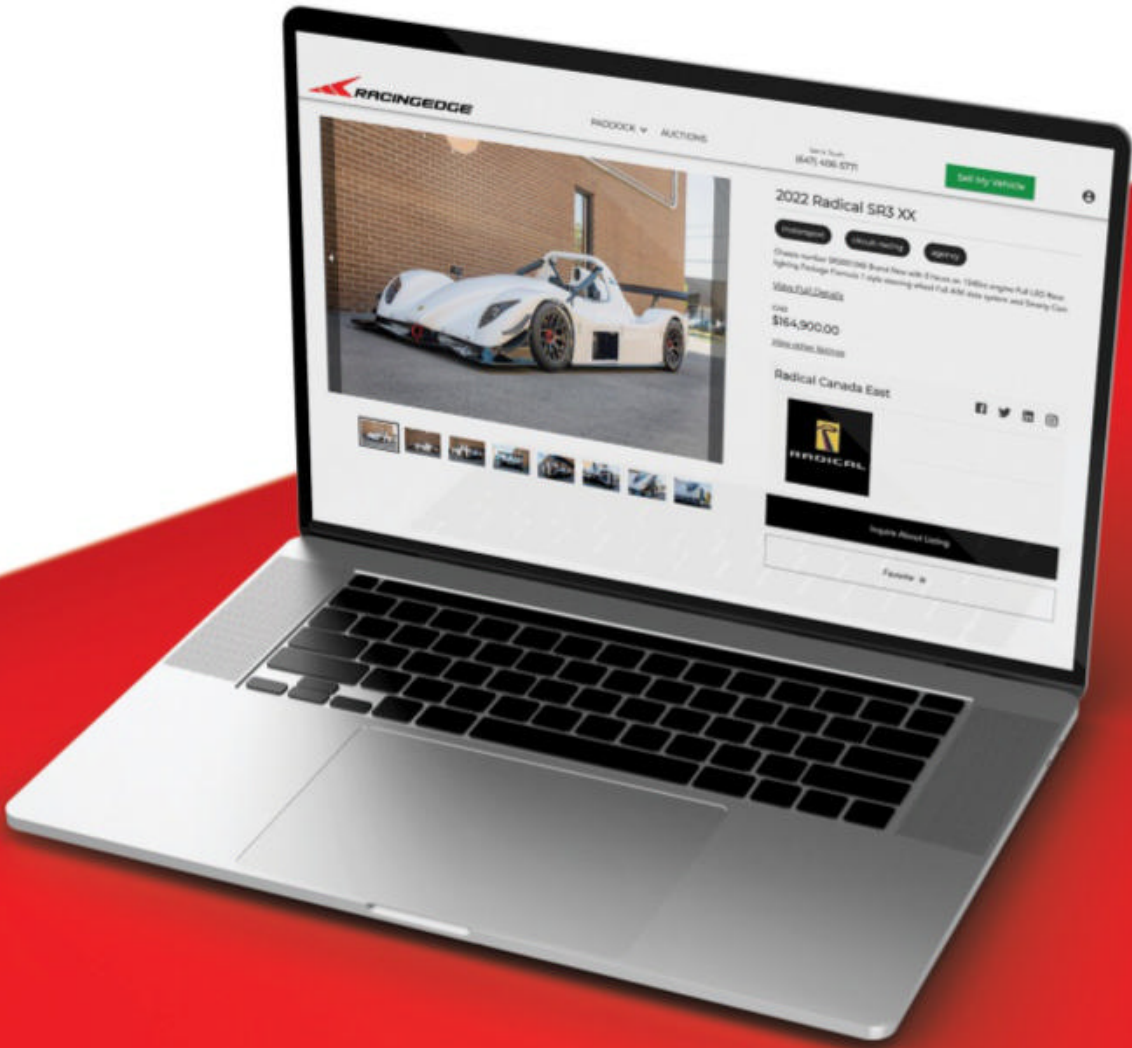


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- Openly communicating with engineers to develop and continuously improve functional and quality carbon fiber components.
- Ensuring all carbon fiber components of the race car are safely joined, affixed or otherwise secured by durable adhesive substances and other appropriate bonding agents.
- Modifying precision carbon fiber parts by using manual machinery including calipers, die grinders, drills, sanders, air saws and rivet guns to ensure product exactly fits set-up and design specifications.

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- High school diploma or equivalent and basic reading, writing, and advanced mathematics skills necessary.
- Manual experience using all of the following: calipers, die grinder, drill, sander, air saw and rivet gun.
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The role involves working closely both within the engineering department, this is a fulltime role and we are open to the option of remote working for the right candidate.

Start Date:

As soon as possible - January/February

Job Description:

- Away from the track
- Development, Maintenance and Correlation of Tyre Models
- Liaison with Michelin
- Liaison with external Tyre Modelling support
- Liaison with Driver Performance Engineer
- Pre DIL sim and pre event tire test plan / recommendation

Trackside:

- Work alongside the race engineers and Michelin
- Work with and manage Jota Tyre technicians to ensure seamless workflow
- Define pressures, provide camber and tire compound recommendations by being embedded within the engineering department.
- Data analysis to optimise the cars performance

Requirements:

- High level of computer literacy
- Good Communication
- Ability to manage own time and tasks
- Experience with TAME tyre helpful but not essential
- Strong background in Vehicle Dynamics or Tyre Engineering
- Master's or Bachelor's Degree in engineering
- Minimum 2 to 3 years of relevant work experience in the Motorsport sector.

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About the role

Opportunities for Career Development

KWSP is a small but growing business. For someone with the right "can do" attitude, technical skill and initiative there may be future opportunities within the business

Person Specification: Core competencies and experience.

- Proven and skilled use of software of CATIA V5, interpreting technical drawings and build procedures as appropriate
- Motorsport, niche vehicle, low production experience preferred
- Experience with engineering business function procedures and ability to implement as business and project requirement develops
- Ultimate responsibility for quality of parts prior to vehicle build, and pre delivery to customer via defined Quality Tier system
- Management of routine and complex inspection processes using hand and bench-top equipment
- Establish and develop close working relationship with SQE and build functions to achieve quality and time constraints
- Non-conformance analysis and containment
- Recording detailed data via ERP and build documentation

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- have high integrity
- honesty
- direct communicator

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Your placement will take place across various areas of the Engineering department:

- Aerodynamics (including CFD).
- Design (including Mechanical, Composite, Structural Design).
- Vehicle Performance (including Vehicle Dynamics and Simulation).
- Control Systems.
- You may only apply for one of the 2 Engineering Internship positions. If you are unsure of which may be best suited – please apply for the Strategy & Sporting Role.

Role Description & Responsibilities

We would expect the following from successful candidates:

- The ability to quickly integrate within teams to maximise effectivity.
- Delivering projects in your chosen project area that will directly impact on-track performance.
- Responsibility for specific projects, with guidance and support from experienced team members.

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Performance simulation is very important in new car design process and we would like to reinforce our leadership in tyre modeling.

Role Overview

Working as part of a team of performance engineers within the Technical department which support Motorport and Sportcar activities. The performance engineer will be a key contributor to the overall innovation and development process for optimization of tire performance. Main challenge will be to continue to improve tyre design and tyre understanding.

Mains Tasks

- Support our partner and tyre designer with vehicle performance analysis during test and race events.
- Collaborate with internal R&D team in order to drive tire model development.
- Build and calibrate tyre model.
- Assist DIL activities internally, with our partners.
- Develop tire/vehicle interaction comprehension, define new criteria and performance analysis tool.
- Develop technical partnership with our customer.

Qualifications, skills and experience required

- Master's or Bachelor's Degree in Mechanical Engineering.
- Minimum 3 years of professional experience in a vehicle dynamics role.
- Experience in the development or use of DIL will be of benefit.
- Effective written and oral communication skills in English. French can be a plus.
- Proven skill in Matlab/Python
- Autonomous and proactive

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Required profile:

- We are looking for a person whose values will be in line with our company, if you share the passion of racing and if you have the following qualities, do not hesitate to apply:
- Autonomy
- Meticulous
- Organisation
- Management of time
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- Passion for motorsport.
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The teenager who headed Autosport's National Driver Rankings



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WINTER ACE SLATER BACK
FOR MORE **GINETTA JUNIOR**



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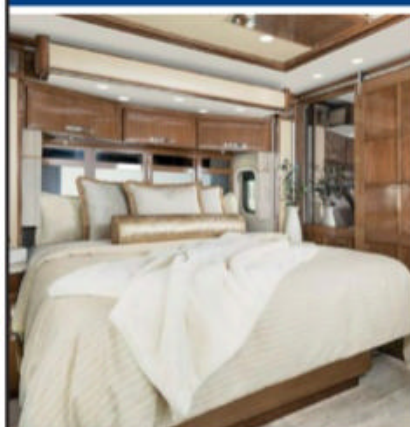
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Goodwood Revival to celebrate Shelby's centenary this year

HISTORICS

Legendary American racer, designer and manufacturer Carroll Shelby will be celebrated at this year's Goodwood Revival as part of commemorations of the centenary of his birth.

A selection of cars that the 1959 Le Mans 24 Hours winner raced and developed during his career will be at the September event, including the MG TC in which Shelby made his competition debut in 1952. After retiring from driving in 1960, he switched focus to designing and building cars, most notably the Shelby Cobra and assisting with Ford's GT40 motorsport programme.

Shelby also had strong connections with Goodwood, winning the 1959 RAC Tourist Trophy at the Sussex circuit in an Aston Martin DBR1/300 alongside Stirling Moss and Jack Fairman. He subsequently returned to attend the 2000 Goodwood Revival, where he ran a Shelby Daytona Cobra for Indycar champion Danny Sullivan.

"Goodwood held a very special place in my grandfather's heart," said Aaron Shelby, board member of Carroll Shelby International. "He competed there as a driver in an Aston Martin and returned to race at the circuit with the Shelby American team cars during the 1960s. Carroll attended the Goodwood Revival with his Shelby Cobra Daytona Coupe, and as a Second World War aviator he admired the vintage warbird exhibit.

"We're honoured that the Duke of Richmond and his team have chosen



Shelby won at Goodwood in 1959 (inset) and many of his cars will gather at Revival

NIGEL HARNIMAN

The Duke of Richmond added: "It's such a privilege to be celebrating Carroll Shelby at the Goodwood Revival this year. He was a good friend and I remember when Carroll first came to the Revival back in 2000 — having raced and famously won at Goodwood in the 1959 TT — bringing with him his infectious personality and competitive spirit. It will be wonderful to see those glorious cars Carroll raced and designed in action at Goodwood once again."

This year is also an important anniversary for Goodwood itself — the circuit celebrates 75 years since it opened, as well as 25 years of the Revival.

to honour the 100th anniversary of Carroll's birthday this year. We look forward to a marvellous weekend at the Goodwood Revival."



Group 2 of Swinging Sixties is set to be bolstered by 1970s cars

MICK WALKER

Swinging Sixties opens to '70s

SWINGING SIXTIES

The Classic Sports Car Club has tweaked its regulations to allow some 1970s cars to enter Group 2 of its Swinging Sixties series for 2023.

The popular category splits into two 40-minute races at some events. Group 2, featuring the 1960s cars with the larger over two-litre engines,

traditionally attracts smaller entries than the Group 1 classes. In an attempt to boost numbers, cars produced up to 1977 running on carburettors will also be eligible, with many of these having similar performance to the existing 1960s competitors.

Machines such as Triumph Dolomite Sprints, TR7s and Pinto-engined Ford Escorts

could therefore now enter. Previously, the main series for these cars would have been Future Classics, which caters for 1970s and 1980s vehicles.

"With the 1970s cars, in Future Classics we don't get many '70s cars and they're a similar pace and technology to the '60s Group 2 cars," said CSCC director David Smitheram.

STEPHEN LICKORISH

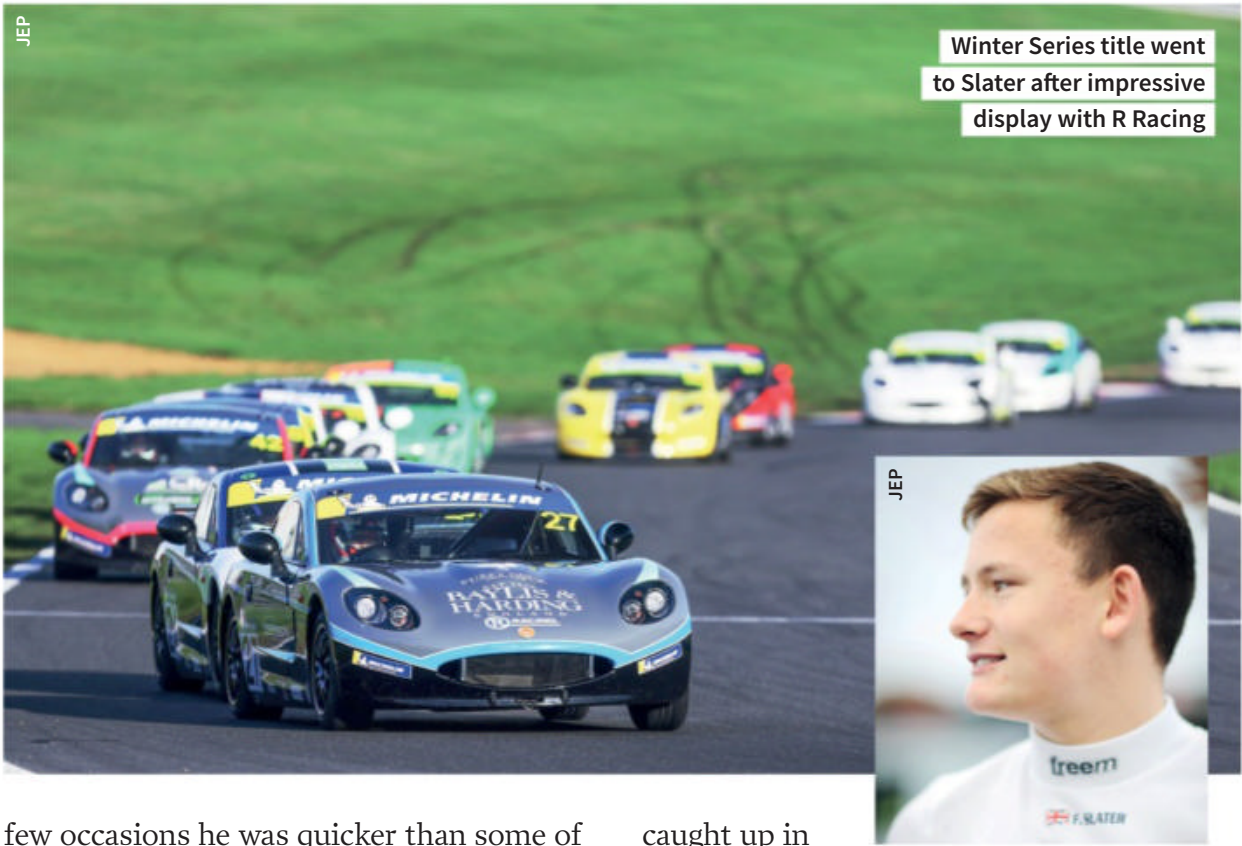
Slater sticks with R Racing for title tilt

GINETTA JUNIOR

Ginetta Junior Winter Series champion Freddie Slater will continue with frontrunning squad R Racing for the main series this year and will be joined by fellow winter stars Luke Watts and Luca Hopkinson.

Slater claimed the winter crown at Brands Hatch last November despite having only previously contested three Ginetta Junior weekends. The former world and European junior karting champion won three of the four races.

While Slater has tested Formula 4 machinery, he does not turn 15 until August so he will continue in the Ginetta Junior ranks and is set to be one of the favourites for this year's championship. "I think everyone knew what he was capable of from karting and it was quite nice for him to be able to live up to that expectation," said team boss Jamie Ross. "He did quite a bit of testing with us last year throughout the season and he was really impressive – on a



Winter Series title went to Slater after impressive display with R Racing

few occasions he was quicker than some of our frontrunners from last year. Freddie's a really good team player and gets on with the other drivers. He's an impressive young lad and I think he will go quite far."

Watts contested the full season with R Racing in 2022, impressively taking a pole position at the second round, and was also a Winter Series race winner. "Luke rounded out the year with a podium at Brands GP and won a race in the Winter Series and was leading the championship until he got

caught up in an incident, so we know he's going to be strong," said Ross, whose team is looking to guide its third successive Ginetta Junior champion.

Hopkinson was another to star last November, after a best result of 10th in the main series. Completing R Racing's line-up are Reza Seewooruthun and Mikey Porter, who both drove for the team in the Winter Series, and car racing rookie Edu Robinson.

STEPHEN LICKORISH

Morgan and Perpetuum squad leave F1000



MONOPOSTO

Two-time F1000 champion Lee Morgan and Perpetuum Motorsport will leave the series for the Monoposto Championship this year.

The squad will convert at least three of its Jedi cars to Monoposto spec,

while team co-founder Andrew Wheals, who also raced in F1000, will move to the MG Car Club's Cockshoot Cup.

"We thought it was time to freshen things up a bit," said Morgan, F1000 champion in 2013 and 2021.

"Monoposto offers an

excellent choice of circuits, with different formats over a shorter and, for us, a more affordable season.

"It's easy to get into a rut as a driver. I'm giving myself a challenge by driving a different car with a different engine."

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IN THE HEADLINES

RATCLIFFE REMAINS

Porsche Carrera Cup GB driver Ryan Ratcliffe will continue with Team Parker Racing for a sixth consecutive season in 2023, having also previously driven for the squad in British GT. Alongside the British series, Ratcliffe will also contest the Benelux series, which Harry King won last year with the sister Parker Revs team.

LEE CONFIRMED FOR EVANS

Taiwanese-American racer Thomas Lee will join Evans GP for his and the squad's maiden season in the GB4 Championship. Lee has previously raced in selected GT events and trackdays across the Middle East and United States, and will make his single-seater debut alongside Cooper Webster at the team.

JOSLYN JOINS PREPTECH

Karter Henry Joslyn will join Preptech as he graduates to Ginetta Junior this season. Joslyn was the European Junior X30 runner-up last year and was a 2022 UK representative for the FIA Karting Academy Trophy. "I'll be the youngest driver on the grid but looking forward to the challenge and carrying on my success from karting into cars," he said.

McLAREN SUPPORTS F4

McLaren Racing will continue to provide this season's British Formula 4 champion with a chance to embed themselves within the Formula 1 team at the 2024 British Grand Prix. The scheme is designed to give drivers an immersive experience of F1, and includes access to the Woking-based team and industry-leading engineering staff. Reigning British F4 champion Alex Dunne (below) will be the first recipient of the experience at the British GP later this year.



JEP/MOTORSPORT IMAGES



Morgan (below left) and Trundley took overall GT4 podium at Spa last season

Morgan and Trundley stay with Team Brit for GT4 campaign

BRITISH GT

British GT podium finishers Aaron Morgan and Bobby Trundley will continue in the championship this season aboard an adapted Team Brit-run McLaren 570S GT4.

The Pro-Am pairing took an overall GT4 rostrum at the Spa round last year in theirs and Team Brit's maiden season of British GT competition, eventually finishing second in the class standings. Morgan has been a paraplegic since suffering a motocross accident in his teens, and Trundley was born with severe autism.

"We now have a year of racing in our



JEP/MOTORSPORT IMAGES

McLaren under our belts and 2023 is set to be a big one for the team," said Morgan. "We had a fantastic first season in British GT last year, with a highlight being our GT4 podium finish at Spa. We can't wait to get racing again this season."

Trundley added: "2022 was a fantastic year of learning and development for us, ending with a P2 class finish. This year we'll be looking to build on our experience, pushing for class wins."

They are the first competitors confirmed for the GT4 category, with the nine-race season due to get under way at Oulton Park on 8-10 April.

Fiesta ace Brickley joins TCR UK grid

TCR UK

Fiesta champion Jenson Brickley will step up to TCR UK this year, piloting a Cupra Leon Competicion.

The 18-year-old already has an impressive CV, winning multiple titles in Ministox before graduating to circuit racing. He has since claimed back-to-back championships in Fiesta Junior and the senior ST240 division over the past two years.

"I'm looking to hit the ground running as soon as I can, using the first couple of rounds to make sure I finish and get used to the racing as TCR UK is an extremely competitive championship," said Brickley.

He will begin testing his car – previously campaigned by TCR Europe championship-winning squad Volcano Motorsport – this month. "As I get more seat time, I'm looking to make sure that

I get some top-five finishes by the end of the year," he added.

Two further names on this year's TCR UK grid were confirmed last week. Bruce Winfield, who has finished in the top three in the standings for the past two seasons, will continue in a Hyundai i30 N run by Area Motorsport. Former motocrosser George Jaxon will also return to the series, driving a JWB Motorsport Cupra.

MARK PAULSON

Michael Lindsay 1938-2022

OBITUARY

The death of Michael Lindsay on 28 December, following a short illness, was the end of an era for the UK's Alfa Romeo racing fraternity.

With fellow quadrifoglio bearers Leo Bertorelli and Jon Dooley (who died in 1982 and 2020 respectively), Lindsay formed Squadra Alfa in 1974. This begat the iconic Alfa Romeo Dealer Team, soon synonymous with Italian food brand Napolina. This small organisation achieved extraordinary success in the British Saloon Car Championship on modest resources through shrewd management, fine preparation, peerless knowledge of the marque's model range and talented drivers.

Passionate about the Alfa Romeo Owners' Club, full-time secretary Lindsay (below) founded its racing championship in 1982. He remained its guiding light and genial ringmaster. Lindsay was omnipresent and an immensely popular figure at the circuits.



Wherever the Alfas appeared, it was a joy for lead commentators to receive pre-event updates and welcome him to the box because he knew all the drivers and their cars instinctively and entertained spectators eloquently.

"Michael was the perfect gentleman – frontrunners or tail-enders, he treated all his competitors with the same respect," said renowned Alfista Roberto Giordanelli, who has competed in the Alfa championship on and off for decades. "In 1994, when Chris Snowdon and I were always locked in combat, we'd been neck and neck for the entire race at Castle Combe on Easter Monday. Michael was commentating and we crossed the finish line, beneath him on the exit of Camp corner, a thousandth

of a second apart. Autosport called it 'The Race of the Year'.

"Afterwards, Michael came up to me in the paddock beaming. He said he'd never been in a control tower where the officials were preparing to duck! Pleasing Michael was the reason Chris and I were racing so hard. No doubt others felt the same – something I have not experienced to that extent in other series."

Lindsay was not a racer, although friends recall a solitary outing in an Alfetta GTV. His immeasurable contribution lay off-track, where he will be remembered as a club racing hero by many. To his wife Diana and family, the sport offers its sincere condolences.

MARCUS PYE

Thruxton FF2000 races planned

FORMULA FORD 2000

A double-header race opportunity for Formula Ford 2000 cars at Thruxton is targeting the full spectrum of chassis built for the category from 1975-89.

To be run within the British Automobile Racing Club Summer Festival weekend, showcasing Caterham championships, on 29-30 July, the Pinto Challenge is promoted by Rob Manger of Classic Racing Car Club, the force behind the successful Jochen Rindt Trophy races at the Hampshire venue's Historic event in recent years.

"Historic FF2000, for chassis up to 1980-81, is very buoyant, but support for Senna-era cars has dwindled, and very few

later machines are active elsewhere in the UK, so we're taking a punt," said Manger. "Initial reaction has been encouraging.

"I'm hoping to attract enthusiasts, including perhaps older drivers who still own cars they haven't used in a while. By welcoming everybody, and keeping the entry fee to £399, this rare chance to experience Thruxton in a quick slicks-and-wings single-seater is unmissable.

"The last thing I want to do is trip over anybody's feet. Iain Rowley and Alan Morgan [who started Historic FF2000] have welcomed the Pinto Challenge and been very helpful. Some of their regulars are bound to run at the sharp end."

Manger, who with Thruxton manager



Pat Blakeney campaigned a pair of Reynard 86SFs in 1989, and Peter Alexander of PA Motorsport have been building up an ex-Milldent Motorsport sister car. "I've also been contacted by Van Diemen and Swift owners keen to run," said Manger.

MARCUS PYE

Strong interest in new Honda tin-top series

RACING HONDAS

A new Honda series created by Club Time Attack has reported strong interest from prospective drivers, and entries have officially opened earlier this week.

Nearly 70 applications for regulations have been received for the Racing Hondas Championship, after plans were first mooted in November. The series will cater for a wide variety of models from the Japanese manufacturer, with four intended classes being put forward reflecting a vehicle's power output. All cars must have been manufactured by Honda and be powered by a Honda VTEC engine.

Six rounds are due to take place, all in support of Time Attack, visiting Cadwell Park, Brands Hatch (twice), Oulton Park, Donington Park and Snetterton.



Nearly 70 expressions of interest were received

“We’ve been extremely pleased with the interest we’ve received and the reactions we’ve had from interested teams and drivers,” said coordinator Simon Slade. “Club Time Attack has a well-established track record for instigating new motorsport campaigns and helping existing championships develop and flourish. It also looks at things differently than other clubs by not only focusing on what happens on the circuit, but what goes on around it too.”

Club Time Attack previously administered the Civic Cup before it returned to the British Racing & Sports Car Club’s portfolio for this season.

IN THE HEADLINES

BWRDC AWARD WINNERS

Rally co-driver Sasha Heriot has been named the British Women Racing Drivers’ Club’s Gold Star winner for 2023. Heriot, who spent part of 2022 co-driving for Matthew Jackson in a Ford Fiesta in BTRDA rallies, received her award at the Bicester Heritage Sunday Scramble last weekend.

Meanwhile, a Junior Gold Star award went to multiple race-winning cadet karter Annabella Fairclough, who is 11 and still in her first year of racing. British Motorsports Marshals Club chair Nadine Lewis was named the Volunteer Gold Star.

BARC’S MARSHAL PRIZES

The British Automobile Racing Club has organised a bumper end-of-year prize draw for the over 1000 marshals who volunteered at the club’s events last season.

To give thanks to the ‘Orange Army’, various teams, drivers and organisations have donated a range of prizes, and winners will be contacted by the BARC.

PRAGA HEADS TO THE UAE

Czech manufacturer Praga has relocated to the UAE for a three-month period following the launch of its new Bohema hypercar. The car was unveiled in Dubai at the end of last year and now a series of presentations and test drives will take place in the region to allow prospective buyers to learn more about the Bohema, which is being limited to 89 examples.

SANTA POD’S 2023 EVENTS

Santa Pod has released its schedule for 2023 and is set to play host to two rounds of the European Drag Racing Championship (below), one over the late May Bank Holiday (26-29 May) and then the finals on 7-10 September. Over the summer, a range of themed festivals and shows are due to take place, including the VW Bug Jam fixture in July and the Ultimate Street Car weekend in August.



SCOTT GAY/SANTA POD

German premium oil brand Rowe to launch range in UK

ASI

Rowe’s range of sustainably produced premium oils will be launched in the UK this year, with the products being unveiled at this week’s Autosport International show.

The German brand will be distributed in the UK by Deutschesol, which is headed up by 1990 British Touring Car champion Robb Gravett.

As well as its range of oil and coolant products, Rowe is also known for its successful endurance team Rowe Racing,

which it uses to promote its core business.

“The launch at Autosport International provides a perfect backdrop considering Rowe’s endurance racing activity, which includes class victories in the legendary Nurburgring 24 Hours and 24 Hours of Spa with its Rowe Racing team, enabling oil formula optimisation in demanding test environments,” said Gravett.

Rowe’s German plant generates a significant amount of its own electricity through a photovoltaic system that makes use of waste heat from the manufacturing process.



Rowe’s products will be distributed by Deutschesol

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Should club meetings have printed programmes?

Following the pandemic, some organisers have opted against a return to physical programmes – leading to a mixed response



YES

STEPHEN LICKORISH

Yes, a traditional printed programme for a race meeting is an old-fashioned concept. And there are plenty of reasons why they should join fax machines and floppy disks on the scrapheap. Not least the rising cost of printing them at a time when organising clubs are trying to save every penny. Or when trackside attendances may not be as high as decades gone by. Or even when print deadlines mean the entry lists are increasingly inaccurate given the growing trend for drivers to leave it ever later before committing to compete.

Yet, despite those perfectly valid arguments, I still strongly believe the humble printed programme has a place. One of the scenarios in which it is useful is for aiding someone attending a club race meeting for the first time – whether that is perhaps the family or friends of a driver making their debut or maybe someone who has just moved house near to a circuit and is making a first visit. If it happens to be an event without the benefit of livestreaming, held at a venue where the PA system is patchy at best, and without the knowledge of where to find information online, they could be left pretty clueless about what is happening. And, chances are, they probably would not return. A printed programme would at least give them some idea who and what they are witnessing on track and acts as a marketing opportunity for the club.

The physical programmes can also be helpful for the less technologically savvy who do not have a smartphone to follow the live timing or know where to go if it is an event outside of the many found on the TSL website. Yes, the number of people who fall into this category may be ever dwindling, but that does not mean they should be ignored.

There is a need for pragmatism in current times and it must be noted club events are unlikely to draw huge audiences. But, forgetting the practicalities, there is the nostalgia factor, too. You cannot go into the loft, find an old programme from 20-plus years ago and reflect on how the drivers progressed in the same way with their digital counterparts. It may be a view with rose-tinted spectacles, but these hard copies should not be cast away just yet.

“Forgetting the practicalities, there is the nostalgia factor, too”



NO

STEFAN MACKLEY

Nothing stands still in motorsport as new and generally more efficient ways of doing things are adopted. National racing is no different, something evidenced in the wake of the COVID-19 pandemic as the governing body, Motorsport UK, and organising clubs had to think of new ways to ensure racing could restart as safely and efficiently as possible.

Scrutineering became more streamlined via self-declarations and spot checks instead of the older, more time-consuming system, while there's also been a surge in clubs embracing livestreaming. And the use of technology doesn't stop there as race programmes, a staple of club events for decades, have found a new place in the virtual world. It's arguably been inevitable as clubs seek to minimise spending, and deciding not to print thousands of copies over the course of a season will certainly save vital pounds that can be used elsewhere – such as on the aforementioned livestreaming.

But, while not available physically, that's not to say they don't

exist and certainly this writer hopes that we never reach quite that stage.

The 750 Motor Club and MotorSport Vision Racing, among others, have already started making race programmes available to view, download and even print for free from their respective websites. It should also be added that a number of club websites

“It's become a fixture that people watch live timing via their phones”

have become considerably more user friendly and helpful over the past few seasons, to the extent where finding race reports, results and event programmes is generally a simple process.

The option is still there for those that want a physical copy to print them ahead of the events, as well as being able to omit any irrelevant pages, while keeping the costs below the general £5 that most venues charge for a hard copy. The vast majority of other spectators will still be able to access the programme at race meetings via their mobile phones or tablets.

Like it or loathe it, there's no denying that it's now become a fixture of race meetings that people watch live timing screens from trackside via their phones. Why not do the same for race programmes? It may not be how things have been done in the past, but it doesn't make it a bad thing – just different.

The teenage talent who was 2022's club racing king

Samuel Harrison topped Autosport's National Driver Rankings last year after an impressive season across a range of single-seaters

STEPHEN LICKORISH
RANKINGS COMPILED BY MARCUS SIMMONS



For the second year in a row Autosport's National Driver Rankings were headed by the Historic Formula Ford 1600 champion in 2022.

And, again, the table-topper also excelled in several other machines. But, unlike last year's conqueror Cam Jackson — who was already a well-established name at the forefront of historic motorsport with multiple titles under his belt — Samuel Harrison achieved his success aged just 18 and in only his third season of car racing.

Prior to that, Harrison competed in various karting contests that culminated in him racing across Europe and beyond — the Yorkshire

driver's highlight being a 10th-place finish in the Junior Max final at the Rotax Grand Finals at the Conde circuit in Brazil in 2018. "My dad used to race so I was always around racing cars in general and I started outdoor karting when I was 11," says Harrison. "I got into it after my mum — whether or not she regrets it now! — got me a birthday present to go karting."

That gift clearly ignited a passion inside Harrison and he was eager to make the move into cars as soon as possible. But, without the huge budgets needed to progress up the modern single-seater ranks, he followed in his father Tim's footsteps and opted for something a bit older. Aged 16, he made his debut in Classic Formula Ford in a Royale

RP29 in 2020 and instantly began turning heads. "Sadly, COVID happened and it was a bit of a shortened season but it was good to dip our toes in the water," Harrison recalls. "Initially, it seemed quite a big jump [moving into cars] but actually racing put my mind at ease because it wasn't much different to karting at all. It was good — it could've been better, but I had some car breakdowns, including in just my first weekend."

In the end, his best results were fourth places at Brands Hatch and Donington Park but Harrison had already shown signs of the talent that would take him to an impressive 21 victories last year. For 2021, he opted to switch to the Historic FF1600 championship,

Harrison climbed to the summit of Autosport's National Driver Rankings in 2022



Harrison leads Monoposto field in newer Dallara F397

MICK WALKER



Teenager also starred in family Lola in Historic F2

MICK WALKER

Formula Junior debut yielded another two wins



MICK WALKER

still taking in some Classic events, in the family Elden Mk8 and it was three runner-up finishes at Cadwell Park, including two where he was right on the gearbox of Jackson, that really demonstrated Harrison's potential.

Among those observing that meeting with a keen interest was Speedsport boss Mike O'Brien, someone who has been watching motorsport right back to the days of Jim Clark and Jackie Stewart in the 1960s. And he liked what he saw.

"I was watching at Hall Bends and it was just stunning what he was doing with this car," says O'Brien. "He was six inches behind Cameron Jackson's gearbox going into Hall Bends and he was stunningly fast, inch perfect and I

thought, 'wow', it was like watching Tony Brise! I thought he was something really special so I approached his mum and dad at the next race and had a chat and that's it really. I offered him a good deal for the Walter Hayes Trophy [in the Carl Hamer Trophy class for pre-1982 machinery] at the end of 2021, which he won. It was based on my instinct — I thought I've got to have this bloke in my car!" Harrison took full advantage of the

opportunity to race for the team that guided Pierre Livingston to the 2020 Historic FF1600 crown and prevailed in a thrilling Carl Hamer final in the Speedsport Merlyn Mk20 over category pacesetter Richard Tarling. And the teenager was well aware of the significance of that result. "That was a big break thanks to Mike at Speedsport," says Harrison. "I managed to get my first win in Formula Ford and I was over the moon. It helped me, and I >>



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managed to carry that [form] into last year.”

Sure enough, Harrison’s Hayes exploits led to a full season in the Merlyn in 2022 and, while the Historic championship may not have enjoyed its strongest season, Harrison swept the board, winning nine of the 14 races to claim a maiden title.

His success may have looked straightforward, however the table below shows his first FF1600 win, incredibly, did not come until June. That can be partly explained

“He had never driven the Chevron in the wet before and he was on pole by 4.6s”

by the tricky juggling act Harrison faced over the opening part of the campaign as he was also preparing for his A-level exams. “It was a bit of a shame because I was doing my A-levels at the time so I wasn’t fully on it – I felt like I could’ve shown a bit more,” says Harrison. O’Brien concurs: “His full potential was only really displayed once he got the exams out of the way.” And that makes Harrison’s Driver Rankings success all the more impressive, given there was

a portion of the season where he was not quite fully up to speed.

Yet the Merlyn was far from the only car in which Harrison starred during 2022. He also took eight victories at the wheel of Speedsport’s Chevron B15 and only missed out on the Historic F3 title because he did not contest the overseas rounds at Dijon. However, one of O’Brien’s favourite moments of his protege’s season came at the wheel of the Chevron in the rain at Donington.

“He had never driven it in the wet before and he just went out and his first lap in qualifying was about seven seconds faster than everybody else and he was on pole by 4.6s,” remembers O’Brien, who was timing from the pitwall. “It was a mini-Villeneuve moment and I thought my stopwatch was wrong.

“It’s things like that which mark someone as special. It just seems to be effortless for him. He never looks like he’s going to make a mistake and he’s ridiculously consistent.”

It was a similar story when Harrison jumped into the squad’s Brabham BT6 Formula Junior for the October Silverstone event when O’Brien’s son Michael was competing in British GT. “He drove the BT6 and only did about six laps on a test day,” says O’Brien Sr. “He didn’t have fresh tyres and jumped in and was fastest, won both races and set a new lap record – what more can you do?”

Perhaps the icing on the cake would have been a win in his family Lola T240. It was a big ask given its deficit to the Historic F2 pacesetter Marches, but Harrison did still propel the car up to second at the Oulton Park Gold Cup before a wheel came loose late on.

Nevertheless, Harrison was still able to top the Autosport rankings and, while not aware of his progress initially, from mid-season, he was keeping an eye on the leaderboard. And >>

SAMUEL HARRISON’S 2022 WINS			
DATE	VENUE	CHAMPIONSHIP/SERIES	CAR
23-24 April (x2)	Snetterton	Historic F3	Chevron B15
4 June	Cadwell Park	Historic FF1600	Merlyn Mk20
18 June	Donington Park	Historic FF1600	Merlyn Mk20
18-19 June (x2)	Donington Park	Historic F3	Chevron B15
9-10 July (x2)	Brands Hatch GP	Historic F3	Chevron B15
10 July (x2)	Brands Hatch GP	Historic FF1600	Merlyn Mk20
6 August (x2)	Oulton Park	Historic FF1600	Merlyn Mk20
3-4 September (x2)	Croft	Historic F3	Chevron B15
3-4 September (x2)	Croft	Historic FF1600	Merlyn Mk20
18 September	Donington Park	Monoposto F3/1400/2000	Dallara F397
15-16 October (x2)	Silverstone National	Historic FF1600	Merlyn Mk20
15-16 October (x2)	Silverstone National	Formula Junior (rear-engined)	Brabham BT6

Note: Harrison also scored two Monoposto Tiedeman Trophy class wins at Snetterton in October but these don’t count towards his driver rankings total as there were not the required six starters in the division.



Harrison has impressed during the 2022 season

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Harrison eyes a sportscar future and tested McLaren

that was part of the reason why he even had a couple of outings in Monoposto in Adrian Hole's Dallara F397. Yes, it was a chance to gain experience in a slightly newer single-seater, but it was also another opportunity to bolster his victory total. And, sure enough, a crucial triumph at Donington Park was key in him pipping Ben Short to the top spot by one win, even if Harrison admits "the bad luck returned in the final race and I broke down on the last lap".

Despite all of his success, Harrison is taking nothing for granted. He is incredibly modest and did not expect to claim so many wins. "I knew that racing for Mike, I had a car I could do it with but I didn't think I would do as much as we have and win as much – it's surreal," he admits. "If someone had told me that I would be sitting here doing this now a year ago, I wouldn't have believed you – I would be pretty shocked."

Picking a favourite from his 21 wins is

tough. "They've all been brilliant!" he says, before adding: "The first race at Donington Park in both F3 and FF1600 in the wet. The Formula Ford was hard fought but the winning margin in F3 was quite unexpected [almost 90s]!"

But it was no surprise to O'Brien – "he just jumps into the cars and is very fast," he says. Now, having showcased what he can do in the historic arena, Harrison's next target is proving himself in the world of modern GTs. He enjoyed a test in an Orange Racing GT4 McLaren at the end of last year and is also completing a Motorsport UK coaching course to add another string to his bow. "That's my aim as a driver, to be able to have a career in GTs, similar to what Mike's son Michael is doing," he says. "My goal is to race at Le Mans, that would be a dream come true."

While Le Mans may still be some way off, with more Speedsport historic outings in the pipeline this year alongside a potential GT programme, Harrison's name could well be featuring near the top of the 2023 driver rankings, too. 🏁

THE BATTLE TO TOP AUTOSPORT'S NATIONAL DRIVER RANKINGS

While Samuel Harrison enjoyed a tremendously successful 2022, for much of the season it looked like another racer would top the Autosport National Driver Rankings. GT competitor Lucky Khera led the way when Autosport produced its first top 50 winners' table at the start of May and was already on nine triumphs, courtesy of overall or class glory in the Ferrari Challenge UK, British Endurance Championship and GT Cup.

At that point, he had a huge four-victory advantage over the chasing pack as Autosport again sought to find the most successful driver in terms of race wins over the course of the year. Khera continued to lead the standings over the summer, notching up further victories at the wheel of a BMW E46 and GT3 McLaren, while Harrison's slightly slow start to the season meant he did not feature in the top 50 until mid-June, when he was in 18th spot.

Khera's stranglehold on first place lasted all the way until the end of August, when a barren



STEVE JONES

Victories in Ferrari Challenge put Khera in command early on

spell allowed a collection of other drivers to reel him in. Focus Cup and Scottish Fiesta star Liam McGill was the first to displace Khera but, by now, Harrison and Mazda MX-5 maestro Ben Short had established themselves as firm contenders.

Throughout the autumn, the leader regularly changed as an entertaining battle emerged between this quartet. Harrison first reached the summit at the start of September, but it was not long before Khera was back on top.

McGill then had another brief stint in charge in October before Harrison definitively grabbed first place after his quadruple success across Historic FF1600 and Formula Junior at Silverstone. He ultimately finished just one win clear of Short, who scored 20 victories and was in turn one ahead of McGill. The trio all beat Cam Jackson's table-topping 18 wins from 2021, although it must be noted that campaign began a few weeks

"KHERA'S STRANGLEHOLD ON FIRST PLACE LASTED ALL THE WAY UNTIL THE END OF AUGUST"

late due to lingering COVID-19 restrictions.

Khera ended up fourth on 18 wins, the same number as 750 Motor Club Hot Hatch champion David Drinkwater. Other drivers to star in the early stages of 2022 before slipping back include Legends aces Will Gibson and Stewart Black, Junior Saloon Car frontrunner Harry Hickton and Clubmans champion Michelle Hayward, but none of these could match Harrison's rich vein of form over the second half of the season and deny him the honours.

➔ [FULL TOP 100 WINNERS' TABLE](#)



MX-5 star Short was just one win behind Harrison

GARY HAWKINS

LEADERBOARD FINAL AUTOSPORT NATIONAL DRIVER RANKINGS 2022

POS	DRIVER (CAR)	OVERALL WINS	CLASS WINS	TOTAL
1	Samuel Harrison (Merlyn Mk20/Chevron B15/Brabham BT6/Dallara F397)	21	0	21
2	Ben Short (Mazda MX-5 Mk1)	20	0	20
3	Liam McGill (Ford Focus 2.0 TDCi Zetec S/Ford Fiesta ST)	19	0	19
4	Lucky Kherra (Ferrari 488 Challenge/BMW E46/Lamborghini Huracan GT3/McLaren 720S GT3)	12	6	18
5	David Drinkwater (BMW Compact/Citroen C1)	0	18	18
6	Will Gibson (34 Ford Coupe)	17	0	17
7	Jamie Winrow (Caterham 7 Sigma 135)	11	5	16
8	Jon Woolfitt (Spire GTR)	15	0	15
9	Miles Rudman (34 Ford Coupe)	14	0	14
10	Richard Webb (Spire RGBR/Spire RB7)	14	0	14
11	Steve McDermid (MG ZR 170)	13	0	13
12	James Kellett (Ginetta G56 GT4)	13	0	13
13	Craig Land (Locost 7)	10	3	13
14	Ali Topley (Toyota MR2 Mk2/Elva Courier)	1	12	13
15	Lee Piercey (BMW E36)	0	13	13
16	Harry Senior (Caterham 7 Sigma 150)	12	0	12
17	Craig Pollard (WEV Vee)	12	0	12
18	Dave Cockell (Ford Escort Cosworth)	12	0	12
19	Stewart Black (Ford Coupe)	12	0	12
20	Michael Cullen (Stryker/Lotus Cortina/Ford Fiesta ST)	12	0	12
21	Steven Larkham (Radical PR6)	12	0	12
22	David McCullough (Van Diemen RF01)	12	0	12
23	Nelson King (Mini Cooper)	11	0	11
24	Mikey Doble (BMW E36 Compact 318Ti/Ginetta G40 GT5)	11	0	11
25	George Turiccki (SHP Pickup)	11	0	11
26	Alex Dunne (Tatuus T-421)	11	0	11
27	Benn Simms (Reynard SF77/Caravelle Mk2)	9	2	11
28	Stephen Primett (Ford Escort Mk1)	6	5	11
29	Fraser Fenwick (Mazda MX-5 Mk1)	10	0	10
30	Michael O'Brien (Brabham BT6/McLaren 720S GT3)	10	0	10
31	Maximus Hall (Citroen Saxo VTR)	10	0	10
32	Jordan Dempsey (Spectrum 011)	10	0	10
33	James Wheeler (MGB GT V8)	10	0	10
34	Morgan Tillbrook (McLaren 720S GT3)	9	1	10
35	Peter Baxter (SEAT Leon)	6	4	10
36	Mike Williamson (Mitsubishi Evo 4)	4	6	10
37	Michelle Hayward (Mallock U2 Mk23)	0	10	10
38	Philip Wright (Honda Civic Type R)	9	0	9
39	Jamie Boot (TVR Griffith)	9	0	9
40	Joshua Law (MCR S2)	9	0	9
41	Graham Crowhurst (BMW E46 M3)	9	0	9
42	James Lay (Radical SR3)	9	0	9
43	Josh Rowledge (Ginetta G40 Junior)	9	0	9
44	Wayne Marrs (Ferrari F355 Challenge/Mercedes-AMG GT3)	9	0	9
45	Ryan McLeish (Legends Ford Coupe)	9	0	9
46	Thomas Jack Lee (Ford Fiesta Mk6 ST150)	9	0	9
47	Geoff Richardson (Legends Ford Coupe)	9	0	9
48	Peter Barrable (Legends Ford Coupe)	9	0	9
49	Nikolas Taylor (Tatuus F4-TO14)	9	0	9
50	Darren Goes (Audi RS3 TCR/Renault Clio)	7	2	9
51	Jordan Harrison (Lola T540E/Titan Mk4)	6	3	9
52	Mark Holme (Austin-Healey 3000 MkII/MGB Roadster/VW Beetle Fun Cup)	5	4	9



7 JAMIE WINROW

MICK WALKER



11 STEVE McDERMID

STEVE JONES



25 GEORGE TURICCKI

GARY HAWKINS



33 JAMES WHEELER

GARY HAWKINS



66 ALEX CHAMPKIN



68 PATRICK BLAKENEY-EDWARDS



79 RIC WOOD



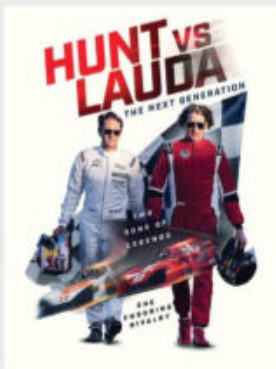
98 JOHN KINMOND

LEADERBOARD FINAL AUTOSPORT NATIONAL DRIVER RANKINGS 2022				
POS	DRIVER (CAR)	OVERALL WINS	CLASS WINS	TOTAL
53	Dave Griffin (BMW E36 M3)	5	4	9
54	David Morrison (MG Midget)	3	6	9
55	Colin Tester (Porsche Boxster S/Porsche 911 GT3)	2	7	9
56	Zac Blackwell (Mini Cooper SR56)	0	9	9
57	Andrew Bourke (Alfa Romeo 156)	0	9	9
58	Colin Bysouth (Mazda MX-5 Mk3)	8	0	8
59	Aaron Cooke (Toyota MR2 Roadster)	8	0	8
60	Jasver Sapra (BMW E46 M3)	8	0	8
61	Marc Warren (Ginetta G56 GTA)	8	0	8
62	Geoff Newman (Caterham Roadsport/Caterham 310R)	8	0	8
63	Harry Hickton (Citroen Saxo VTR)	8	0	8
64	Andrew Harding (Renault Clio 197)	8	0	8
65	Mike Jordan (Mini Se7en)	8	0	8
66	Alex Champkin (Phantom PR21)	8	0	8
67	Andrew Jordan (Mini Miglia/AC Cobra Dragonsnake)	8	0	8
68	Patrick Blakeney-Edwards (Frazer Nash Super Sports/Frazer Nash Monoposto/Alfa Romeo 8C 2300 Monza)	8	0	8
69	Tony Bishop (Dallara F307)	8	0	8
70	John Village (Village V2)	8	0	8
71	Neven Kirkpatrick (Super Mighty Mini)	8	0	8
72	Tim Bates (Porsche 911)	8	0	8
73	Lucas Romanek (Van Diemen JL13/Tatuus F4-TO14)	8	0	8
74	Tristan Simpson (Ferrari F355 Challenge)	8	0	8
75	Harry Foster (Porsche Cayman 718 RS Clubsport)	8	0	8
76	Richard Kearney (Sheane FS01)	8	0	8
77	Bryan Bransom (BMW E46 M3)	7	1	8
78	Jeff Smith (Mini Miglia/Austin Mini Cooper S)	7	1	8
79	Ric Wood (Nissan Skyline GT-R/Holden Commodore)	7	1	8
80	Kevin Bird (Porsche 991 Carrera Cup)	7	1	8
81	Calum Lockie (Shelby American Cobra Daytona/Porsche 968/Caterham 270R/Ford Falcon/Chevron B8)	6	2	8
82	Josh Cook (Honda Civic Type R/Lotus Cortina)	6	2	8
83	Derek Graham (Ford Fiesta Zetec)	4	4	8
84	Rob Boston (Lotus Elise/Mazda MX-5 Mk1)	3	5	8
85	Michael Winkworth (Mini Se7en S)	0	8	8
86	David Russell (BMW E36 3 Series)	0	8	8
87	Luke Reade (Ginetta G55 GT4)	0	8	8
88	Blake Angliss (Ginetta G55 GT4)	0	8	8
89	Marc Dawson (Honda Civic Type R)	0	8	8
90	Tom Muirhead (Mallock U2 Mk18)	0	8	8
91=	Simon Orange (McLaren 720S GT3)	7	0	7
91=	Alex Sidwell (Holden Commodore VF)	7	0	7
93	Alex Denning (Mini F56 JCW)	7	0	7
94	Connor O'Brien (Mini Se7en)	7	0	7
95	Ollie Neaves (MGB GT V8)	7	0	7
96	Christian Douglas (TVR Griffith/Ariel Atom)	7	0	7
97	Kevin Kivlochan (AC Cobra/Morgan +8)	7	0	7
98	John Kinmond (Rover 3500)	7	0	7
99	Scott Austin (Alfa Romeo 156)	7	0	7
100	Aaron Head (Caterham 420R)	7	0	7

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

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The battle for the
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McLaren's James Hunt and Ferrari's Niki Lauda has gone down as one of most dramatic in the championship's history. The 2013 release of the film *Rush*, which depicted the epic title battle, as well as the lives, rivalry and friendship between Hunt and Lauda, has only served to spark more interest amongst a new generation of fans.

It's perhaps because of this that a documentary, *Hunt vs Lauda: The Next Generation*, was produced and released at the end of last year, focusing on the lives and racing careers of their respective sons, Freddie and Mathias.

The documentary sets the scene by recounting the sporting success of Hunt and Lauda Sr, which includes archive footage from the 1977 Monaco Grand Prix, and there is brief use of other historical video and images throughout. The majority of the film, though, consists of interviews with the younger Hunt and Lauda, family and friends, as well as footage from their own careers, primarily when both raced in the 2014-15 MRF Challenge season, and which essentially provides the narrative.

The documentary covers how the pair

got into motor racing – not something guaranteed, with Lauda Sr initially against his son racing, and Hunt Jr not having the influence or guidance of his father after his death in 1993 from a heart attack. A bit of focus is given to the relationship between the fathers and sons, Lauda Jr describing how his dad was not around a lot of the time but “when he was around, he was always very present”. Unsurprisingly, there's little here from Hunt Jr's perspective since he was only five when his father died.

But without doubt the star of the documentary is Hunt Jr. At times it's like watching his father – his looks, mannerisms and even speech are scarily similar. It's even amplified at times, such as when he goes marching off in search of another driver after being knocked out of a race in the MRF Challenge – apparently, although not shown, this includes a punch, much like Hunt Sr's antics at the 1977 Canadian GP!

There are moments of emotion, particularly when he recalls meeting Lauda Sr, who instantly professed his admiration for Hunt Sr. Another particularly poignant moment, which is unexpected, is when Hunt Jr says what it would be like to beat Lauda Jr on the race track. In his own words: “It would be proof to myself that I can deliver. I've had so many opportunities and f*cked it up so many times, mostly my own fault.” You get a real sense that throughout his life he's lived with the pressure and expectation of being James Hunt's son. And while Lauda Jr had the direction, and sometimes brutal assessment, from his own father during his life, Hunt Jr never had that opportunity.

It's an interesting documentary but it's certainly not without its flaws. The narration, although minimal, is jarring, and the pacing of the programme feels slow at times. At a run-time of nearly 90 minutes, it could perhaps have been reduced to closer



Mathias Lauda and Freddie
Hunt revive fathers' rivalry

MOTORSPORT IMAGES



Lauda and Hunt maintained
a warm friendship



to an hour and still had the same impact. The second half of the film is the most interesting, as Hunt and Lauda compete against each other again, this time in the Sports Prototype Cup aboard Revolution A-Ones at Donington Park. There are more peak Hunt Jr moments, describing slower machines on the open test day as ‘mobile chicanes’ and generally speaking his mind. The two races, particularly the second one, are stitched together well with trackside shots coupled with onboard imagery. In the final race of the weekend the pair clash, before both charge back through the field to battle for the class win. There’s enough in the documentary to hold the interest of motorsport fans, particularly those with a keen interest in the Hunt/Lauda rivalry, and it acts as a poignant reminder of both champions through the lives of their sons.

STEFAN MACKLEY

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

Top 10 F1 drivers who never won a race

Formula 1 history is littered with drivers who etched their name into the history books as grand prix winners. However, there are drivers who had all the potential to be race winners in F1 but – for one reason or another – never realised that dream. Autosport Chief Editor Kevin Turner is joined by motorsport journalist Damien Smith to discuss the 10 best drivers never to have won an F1 grand prix.

WHAT’S ON

INTERNATIONAL MOTORSPORT Formula E Round 1/11 Mexico City, Mexico 14 January TV Live Eurosport 1, Sat 1900, Channel 4 Sport YouTube, Sat 1930	14-15 January Formula Regional Middle East Round 1/5 Dubai, UAE 13-14 January Livestream on Motorsport.tv, Fri 1300, Sat 0618, Sat 0908 F4 UAE Round 1/5	Dubai, UAE 13-14 January Livestream on Motorsport.tv, Fri 1220, Sat 0530, Sat 0815 Toyota Formula Regional Oceania Round 1/5 Highlands Motorsport Park, New Zealand 14-15 January
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TOP FIVE



WTCR DRIVERS

GOODEN

The World Touring Car Cup is sadly no more after its five-year run concluded last November. But who were the best performers from the successor series to the World Touring Car Championship?

DAMIEN SMITH

ALL PHOTOGRAPHY DPPI

5 NORBERT MICHELISZ

Beats Yvan Muller onto this list on the back of his 2019 title. Both took eight WTCR wins, but Michelisz has a superior pole and fastest lap record. The likeable Hungarian showed admirable resilience in 2022. Relegated to number two status at BRC by Mikel Azcona and chastened by bouncing Hyundai colleague Attila Tassi into the wall at Pau, he rallied with a fine Bahrain win and two podiums from the final four races.



BONILLA

4 GABRIELE TARQUINI

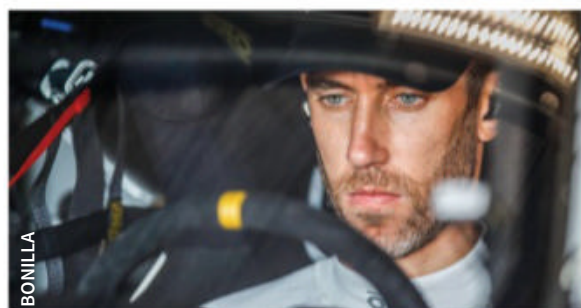
Won the inaugural WTCR title in 2018 – at the age of 56 – and took the last of his eight series victories at 59 in his final campaign. But Tarquini's place in WTCR history was secured through more than his evergreen racecraft. He also deserves credit for his wider role in Hyundai's WTCR success, developing first the i30N hatch, then the Elantra saloon, before steering Azcona to the 2022 crown as team manager. A class act.



GUILLAUMOT

3 ESTEBAN GUERRIERI

How did the Argentinian never land a WTCR crown? Ask Azcona: he robbed Guerrieri of his best chance by nerfing him off in the 2019 finale... The Munnich Motorsport Honda lynchpin competed in all but one of the 108 WTCR races, claiming a series record 10 wins across five seasons. He was the WTCR equivalent of compatriot Carlos Reutemann: brittle in moody temperament, magnificent when stars aligned.



BONILLA

2 YANN EHRLACHER

The only two-time WTCR champion is a precocious home-grown talent. He took seven wins to Azcona's six, but logged fewer poles and fastest laps from more starts. Ehrlacher is mostly rated second because he benefited from Cyan Racing Lynk & Co's full support in his 2020-21 title years, including from ultimate 'wingman' and mentor, uncle Yvan Muller. He is fast, has Muller's hot temper and looked preordained for success.



BONILLA

1 MIKEL AZCONA

The last WTCR champion tops our list for two key reasons. He's a home-grown star who has risen to prominence solely through the TCR era. Second, the Spaniard has grown from unpredictable *enfant terrible* to, at 26, a fully rounded and mature performer. The ex-Cupra man dominated the final WTCR season, taking his big chance at BRC Hyundai. Replacing Tarquini heaped pressure, but Azcona never even blinked.



VINCENT



FROM THE ARCHIVE

John Surtees (Ferrari 158) leads Jo Siffert (Brabham-BRM BT11) and Jim Clark (Lotus-Climax 33) during the 1965 Syracuse Grand Prix. The trio dominated much of the

non-championship race, held in the Sicilian city on Sunday 4 April. Siffert led initially after vaulting from fourth on the grid, but was usurped by second-place starter Surtees. The Swiss then retook, relinquished

and regained the position before his engine went pop a dozen laps from home. Surtees soon dropped a couple of cylinders, letting polestarter and fastest lapper Clark take the flag, but hung on to finish runner-up.



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MAIN: ETHERINGTON

The 2005 Malaysian Grand Prix was not a memorable one for BAR, with both cars suffering Honda engine failures on lap three. After waiting years for the opportunity to race for the team, long-time tester Anthony Davidson recalls his last-minute call-up to replace an unwell Takuma Sato as an “unbelievably disappointing” weekend.

But it was a special one too – for one race only, Davidson was a team-mate to old karting rival Jenson Button. They’d spent two years together testing since Button’s arrival from Renault for 2003, and Davidson cherishes the memory of lining up with his fellow Briton at Sepang. When it comes to picking a favourite team-mate, 2014 World Endurance champion Davidson says it’s a “really easy” choice to pick the 2009 F1 king.

“We pretty much grew up together in karting, similar ages, in all similar categories, raced up and down the country wheel to wheel, always fierce competitors and basically followed each other all the way through in our career,” says Davidson, the elder of the pair by nine months.

“Two little kids from our karting days, we turned up in Formula 1 and we got right to the top. And just for one race we were team-mates. It’s quite a remarkable story really.”

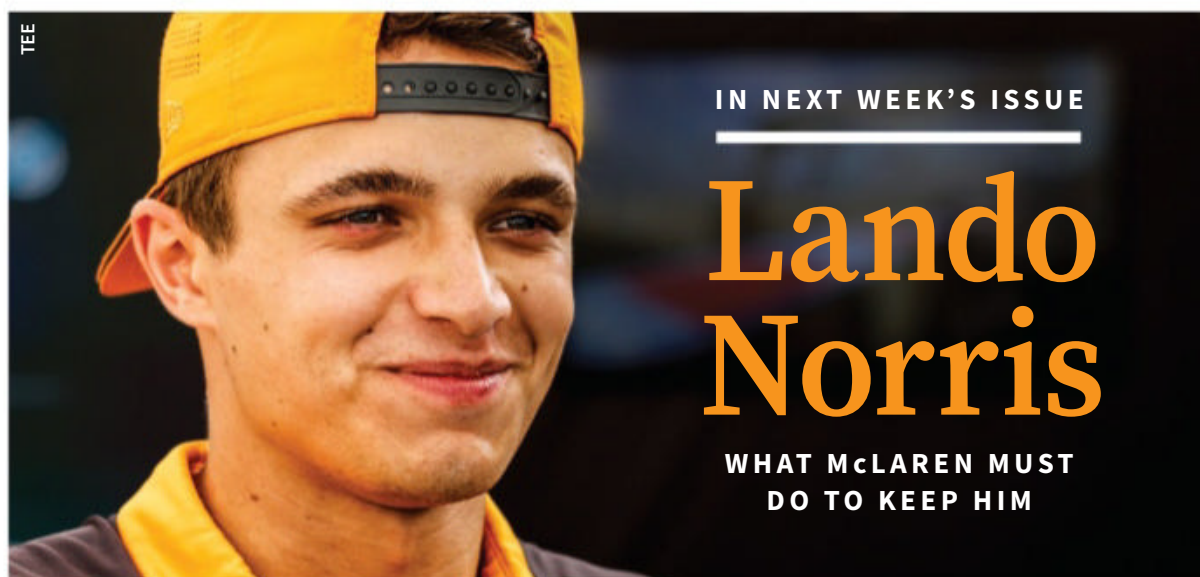
Although Button’s protracted and ultimately foiled return to Williams blocked his own path to a race seat, until he joined Honda B-team Super Aguri for 2007, Davidson stresses that such matters are “never personal between drivers” and admits that he



learned from Button’s driving style. “Driving on the grooved tyres, you had to keep it quite smooth, so in many ways I had to adapt my style to emulate what he was able to achieve,” he explains. “I saw it all the way through our karting, he was always smoother. It suited that type of car really well and especially on the grooved tyres.”

Davidson remains a colleague of Button’s through their Sky television work: “He’s still the same bloke that he was back when we were in karting and I think that’s what was so refreshing about him. It’s always been a nice relationship with us two, always a lot of respect there.”

JAMES NEWBOLD



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS

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 Co-Owner/Director Tandem Media **Catherine Rowe**
catherine.rowe@tandemmedia.co.uk

RECRUITMENT

Tel +44 (0) 20 3405 8105
 Head of Motorsport Jobs **James Robinson**

ADVERTISING PRODUCTION

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 Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Air freight and mailing in the USA by World Container Inc., 150-15, 183rd Street, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent. POSTMASTER: Send address changes to Autosport, Air Business Ltd, c/o World Container Inc., 150-15, 183rd St, Jamaica, NY 11413, USA.

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

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