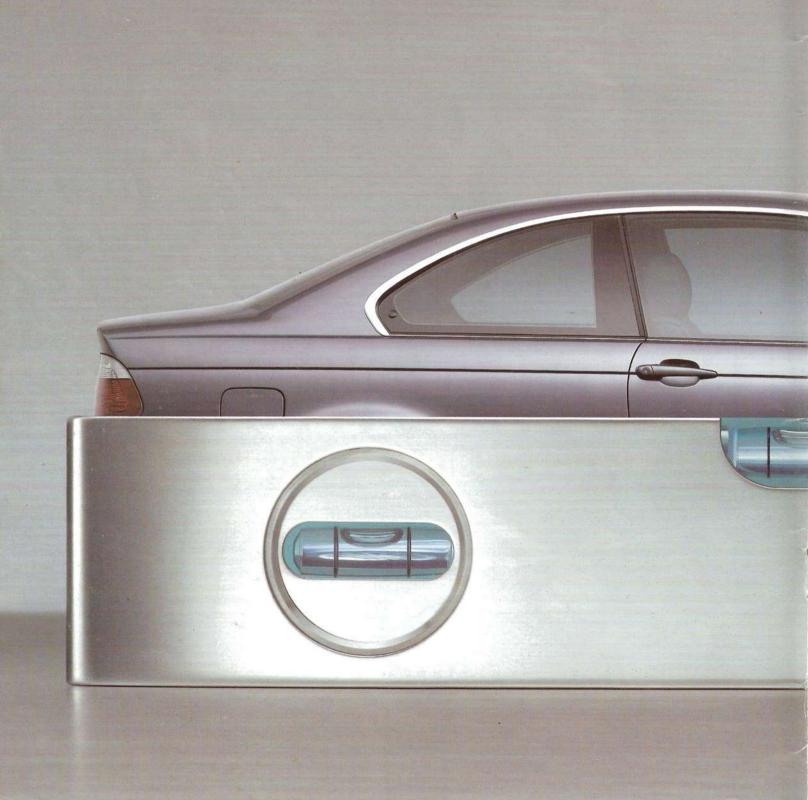


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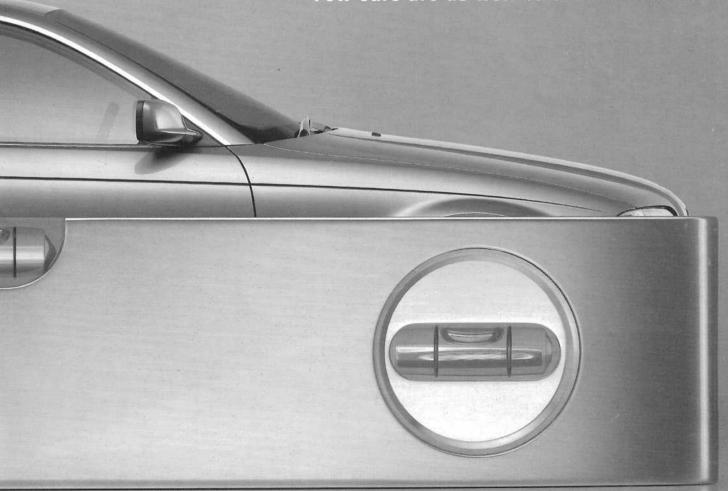






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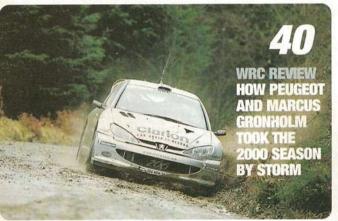


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AND THERE GOES

Murray Walker!



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# Delay on tractio

The controversial return of traction control to Formula 1 is still on, but only if the teams prove it car

he return of legalised traction control to Grand Prix racing has been delayed until at least the fifth race of next season. Ferrari and its supporters reportedly blocked an immediate return at last week's meeting of the Formula 1 Commission, which comprises representatives of teams, circuits, sponsors and the sport's governing body, the FIA.

The re-introduction of traction control had been expected to be a formality after the F1 think-tank, the Technical Working Group, agreed last month that certain electronic aids should be legalised once more after a seven-year ban. It was felt they had to be re-introduced because of the difficulties the FIA had in policing the electronic systems of the teams.

But according to sources who attended the F1 Commission meeting, Ferrari – along with its engine customer teams Prost and Sauber, and long-time ally Minardi – rejected the move for 'the good of the sport'.

A subsequent compromise agreement means the Technical Working Group will now have to come up with a package of new recommendations that put forward a way in which electronic devices take on the additional role of improving safety in F1.

This package will not only include specific safety devices, but will also need the teams to prove that the new systems can be policed. The TWG has to propose ways to show that "there can be no additional use of electronics as an aid to competitive driving in F1".

If these targets are achieved, electronic driver aids in the engine will be legalised.

Among the safety devices which were discussed at the world council meeting were a device to alert drivers to the presence of a car ahead of them when visibility is reduced by rain, plus a form of adaptive pace control that could limit speed during yellow flag periods.

The FIA has always been keen to make the sport's

keen to make the sport's technology have an application to the road car industry. Not only does it make F1 attractive to manufacturers as a technology proving ground, but it also adds legitimacy to the large sums of money spent on GP racing. Both these safety devices would have instant application to road cars, for example by developing devices which limit speeds in built-up areas, or



"If we don't have traction control legally, no one should be able to use it" GERHARD BERGER

ensuring cars keep a certain distance apart in the wet on motorways.

The TWG's proposals will be discussed at a meeting between the FIA and F1 team bosses on February 14, 2001. If there is agreement among them about a way forward, a fax vote will be taken by the World Motor Sport Council by March 1. This would ensure that the high-tech devices could be fitted in time for the Spanish GP at Barcelona on April 29.

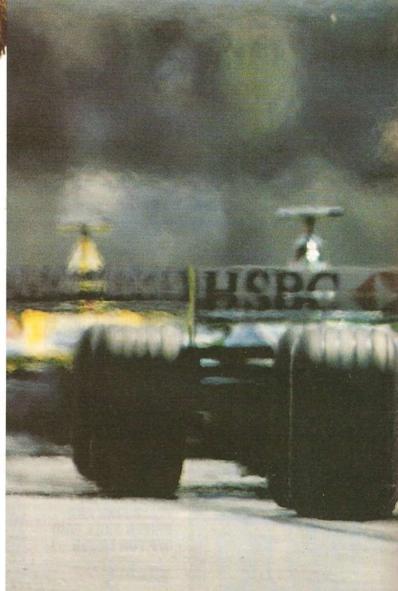
MOSLEY

Safety push

But despite safety being a more positive reason to legalise traction control than the argument that it is almost impossible to police, there is anger at the way in which Ferrari and its supporters put forward their objections, having already approved the return of the devices in principle at the TWG meeting in November. One team

source said: "What is unbelievable is that the TWG approved it unanimously. We believe a politicallybased decision has turned it around."

Ferrari, however, has denied that it has instigated the new development. A team spokesman said: "This is an FIA decision, not a Ferrari decision. I don't know why some teams speak in this way, but it is not right. Maybe they



All teams were thought to favour legalising traction control going into last week's meeting

want the restrictions on electronics removed. But the FIA is very careful about electronics."

BMW Motorsport boss Gerhard
Berger says that it is absolutely
imperative now for the reputation of
the sport that no team is allowed to
circumvent the regulations while
traction control remains illegal.
Sources have told AUTOSPORT that at
least two teams did run devices that
replicated traction control in 2000,
while the FIA has also admitted that
"several" teams may have run devices
in '98 and '99.

"If we don't have it legally, then we have got to make sure that no one is able to use it at all," added Berger. "Everyone has to have the same gun in their hand."

The move to allow traction control, but only on strict conditions, is in line with the thinking of FIA president Max Mosley, who was against its return in principle but has always advocated any improvement in F1 safety standards.

There had been mixed reaction in the paddock to the return of traction control. While most manufacturers and technical directors were in favour of the move, the drivers were less supportive as they believed it took something away from their role – although most agreed that it would at least provide a level-playing field and

# n control return

be policed and include it within a package of new electronic safety devices. By Jonathan Noble



end suspicion being pointed at teams.

"On the face of it these systems don't seem so pure," said David Coulthard.
"The sport is always about the best driver showing what he can do, while F1 is also about the best technology. But I am a pure racer. I want to change my own gears and I don't want computers to help prevent wheelspin."

Williams' Ralf Schumacher is one of those who would welcome the return of the high-tech devices. "I am totally in favour of it because it's fair," said Schumacher. "Obviously teams like Ferrari are against it because they have other [legal] sophisticated devices which mean they don't need it."

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### THE CONCORDE AGREEMENT

THE Concorde Agreement lies at the heart of how Formula 1 is governed, and it is this covenant that may have allowed some teams to temporarily block the re-introduction of electronic devices to the sport.

The agreement states that unanimity is needed if a proposal is to be passed—which means a single team can veto any changes. There are positives and negatives to this system.

On the one hand, it stops team bosses press-ganging their rivals to gain a majority vote for their own benefit. But then it also works the other way too. If an idea is not in the best interests of an individual team, it can block the proposal, whatever it might be.

There are examples of the Concorde Agreement at work. At the beginning of this year McLaren voted against a package of changes designed to improve safety, believing they had not been sufficiently thought through. The team had indicated that it supported getting rid of stepped flat bottoms on cars in favour of a curved shape, but changed its mind.

This annoyed some, but was accepted by others. "The proposed regulations were not right," one designer said. "It's better that they

did not go through and we come up with something better in the future."

Another example of the Concorde Agreement's power was thrown up in 1997. The narrow-track rules and grooved tyres for '98 were proving to be unpopular with drivers during tests, particularly Jacques Villeneuve who strongly voiced his disapproval. But talk of a U-turn to stop the changes was stamped out. Not only was FIA president Max Mosley determined to push the rules through, so was Ferrari. It stood against the rest of the teams and eventually F1 accepted that the changes would not be overturned.

## Tyre protest threat hangs of

he FIA's refusal to rule on how much grooved tyres can be worn down before they are illegal will result in a turbulent start to the new tyre war next season.

That's the view of Pierre Dupasquiere, competitions boss of Formula 1 returnee Michelin. He is

DUPASOUIERE

Fears new tyre war

RAIKKONEN

Deserves a chance

worried that the opening encounters between Michelin and Bridgestone will be marred by a series of post-race protests.

Despite a request from Dupasquiere for an official line last July, the FIA has said it still holds the belief that teams gain no performance advantage from tyres if the grooves are worn down during races, resulting in the rubber

effectively becoming a slick. That could lead to post-race acrimony if the rivalry between the two tyre companies forces them to push their rubber to the limit.

"It is not up to us to protest, but our fears could definitely be answered in Melbourne," he said.

Dupasquiere refused to deny that Michelin could offer teams tyres

which might becomes slicks at the end of a race. "We will offer those kind of tyres to our partners and they will decide," he said. "It is not up to us to decide [if they use them]. It is possible, even though we do not know what is required at Melbourne."

But Dupasquiere's counterpart at

Bridgestone was confident his company's rubber would not end races in a state that could provide grounds for a legitimate protest.

'Currently we have managed to keep the grooves on our tyres in the races. even in the hot conditions of Malaysia last year," said Bridgestone technical director Hirohide Hamashima.

"We have confidence that we can keep the grooves after a race. But it is not our job to protect [the grooves], and it is up to the teams to protest."

Dupasquiere added that if drivers were disqualified from races, it would be bad for the image of Grand Prix racing. "I do not like it in any sport when you have the champagne on the podium and then three hours later you have to change the winner."



F1 tyre supplier Michelin fears a tumultuous start to the season after the FIA refused to rule on how

## Berger backs Raikkonen decision

FORMER Grand Prix winner Gerhard Berger believes it was right to grant

Finnish sensation Kimi Raikkonen a superlicence because it allows the youngster to prove whether he is up to the job.

Raikkonen's chance of graduating to the top level with Sauber had depended on the inexperienced driver, who has only 23 car races under his belt, being granted the necessary paperwork.

The FIA World Council's defied expectation by allowing Raikkonen to graduate to F1 last week. Berger

backed this up, saying it now gives the 21-year-old a chance to prove he is up to the job.

> "I don't actually know the guy or how ready he is, but when I went to F1 I had done about 40 races and half of them were in an AlfaSud," said Berger.

"So I had done about 25 races in F3, then went to a car with about 1000bhp and with qualifying tyres, and nobody was surprised.

It was normal and I think Kimi will show us whether he has the potential." Raikkonen was delighted with the

decision to grant him a superlicence after finding out at the end of testing at Jerez in Spain last week.

"It means I don't have to worry about it any more," he explained. "Of course I am still going to be nervous on the grid at Melbourne, but we will see how it goes. It will be the most difficult race of my life.

"This is the right decision because there were no rules that said you cannot come into Formula 1 after only racing below Formula 3 or Formula 3000. I don't want to have a big crash or do anything stupid, and I will try to learn as fast as possible and try to get some points next year.'

## **Coulthard:** change pits

DAVID Coulthard believes Formula 1 would be a far better spectacle if pit lanes were modified to allow teams to refuel both cars at once.

After losing out in pit calls this season at Hockenheim and Spa, when he could not come into the pits because team-mate

Hakkinen was already there, Coulthard believes now is the perfect time for change.

"There is a case for an Indy-style pit where two cars can pit at once," he said. "The way F1 is now, it is vital to



Pit lane changes

pit at exactly the right time.

"It would be better if we cut down the number of mechanics because even if it took an extra 20 seconds for a pit-stop then it would at least be the same for everybody. It would also make the sport much more a driver against driver battle, rather than what it currently is - team against team."

But Coulthard's idea would not be easy to implement, as one team insider explained: "Pit lanes in CART racing are very wide, and that enables two cars to pit at the same time. In F1 the pits are usually quite small. So something like this would be impossible at Monaco, for example."

### **Heidfeld shows his** form in Jerez run

NICK Heidfeld says he is thrilled to finally be able to show what he can do in a Formula 1 car after a strong first test for Sauber at Jerez last week.

The German, who endured a miserable debut season with Prost Grand Prix in 2000, was fourth quickest at the Spanish track.

"I'm absolutely over the moon," said Heidfeld. "The rear of this car is so consistent and stable, and the engine is more driveable and it has more power than my previous cars.

"I also feel more welcome, but that is probably because of the language and culture which is more Germanic than French."



After a lacklustre season with Prost, Heidfeld performed well for Sauber during Jerez tests

## ver F1



### **NEW ERA BEGINS**

FORMULA 1 tyre rivals Michelin and Bridgestone both had good reason to be satisfied after the first head-tohead run during testing at Jerez in Spain last week.

The two companies were able to gauge the performance of each other's tyres for the first time, although both were keen to play down the results of the test. Bridgestone held an advantage in the dry, while Michelin proved to be quicker in the wet.

"We came here with no idea how quick we would be," said Michelin competitions boss Pierre Dupasquiere. "With almost the same ingredients as this year we are in a position to offer our partners something good. We will see.

Bridgestone's Hirohide Hamashima added: "We must remember the Michelin users still have to set up their cars to the tyres, so maybe they will be quicker in the future.

But we are going to improve before the start of the season and that will make Melbourne very exciting.

Williams ace Ralf Schumacher admitted that while there was still plenty of work for Michelin to do, he was impressed by his first experience of the new tyres.

"What we had here is quite a good step," he said. "It is not as good as it is going to be, or as it should be, but it is satisfying, and better than I expected.

## **BRDC** deal is welcomed

THE 15-year lease deal for Silverstone agreed between the British Racing Drivers' Club and leisure giant Octagon got a positive response from club members at a meeting last week.

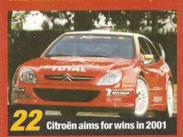
BRDC members hold the key to the future of the landmark agreement, because they must ratify the deal which will pour an estimated £50 million into redeveloping the Silverstone circuit.

Details of the agreement will be revealed to them at the Extraordinary General Meeting on Monday, when their votes will be cast. But the BRDC's business strategy group, headed up by McLaren boss Ron Dennis, outlined the deal to regional organisers at the BRDC's Silverstone headquarters last week. Sources at the meeting report that the idea was met with a favourable response.

If approved, the deal will be rubber-stamped and the circuit will be the home of the British Grand Prix for the foreseeable future. Under the terms of the agreement, Brands Hatch owner Octagon - which has the contract to run the British GP will run the event for the next 15 years at Silverstone while the BRDC will retain ownership of the circuit.

# Panis flies in first BAR test TV legend plans farewell year **Neal tipped for Peugeot drive** "I want to enter

### **Champ Car racing** within the next five years."











## Hakkinen promises title fightback

MIKA Hakkinen has warned world champion Michael Schumacher that he will be stronger than ever in his bid to reclaim the title next year.

The Finn lost out to Schumacher this season but, as he takes a winter break, he has vowed to do everything in his power to ensure the Ferrari ace does not win again.

"I am going to be more ready mentally and as a person than ever before," said Hakkinen.

Not winning the championship is still a bitter memory for me. It is a disappointment because when I race, I race to win. When I lose it

takes a long time to swallow.

We will be watching the mirror very carefully this season because in certain ways we will push more than ever before. What I can say is that we will have a better car and a better engine, and I am convinced we will not have as many technical problems."

The winter rest could **Bitter memories** prove vital for Hakkinen's preparations, because the Finn admits he was jaded when his form slumped in the first half of 2000.

"The beginning of last season was such a bad time that it shattered my confidence HAKKINEN and motivation," he said.

"I got over it at one point of the season, but it had already damaged my points situation so badly that I could not recover."

Hakkinen is still awaiting the birth of his first child and has said it will have a massive impact on his life: "It is a big

thing. In one way I am afraid and in one way I am excited. It will bring so many compromises to my life.'

## Prost to test a haul of drivers

ALAIN Prost is still no nearer to finding a team-mate for Jean Alesi next season, and sources at the former world champion's team revealed he is considering 10 drivers.

The second Prost seat is one of the last remaining pieces in the Formula 1 jigsaw for 2001 and the team may choose to test all the drivers before finally making a decision.

The shortlist is believed to comprise: Stephane Sarrazin, Giorgio Pantano, David Saelens, Fernando Alonso, Jonathan Cochet, Sebastien Bourdais, Gaston Mazzacane, Ryo Fukuda and Enrique Bernoldi.

Prost was expected to try out at

least two of the drivers at its Barcelona test earlier this week, although some of the others may be given a run as well.

Bernoldi had been expected to take the Sauber seat if Kimi Raikkonen had failed to land a superlicence, and he is attractive to Prost because of backing from Red Bull. However, Mazzacane has backing from PSN, while the others are rated for their talent.

 Michelin has confirmed that it expects to finalise a deal to supply Prost with tyres next season. The Barcelona test earlier this week was solely for Michelin runners.

### **Brazilian GP could** face tobacco ban

THE Brazilian Grand Prix is under threat because of a proposed tobacco advertising ban in the country.

The congress of the Brazilian government is expected to pass an antitobacco advertising law within the next few weeks, and its enforcement would contradict the conditions that have been agreed with the FIA for the staging of the race, which is scheduled for April 1 next year.

The country's motorsport council is pressing for a clause whereby sports events are given two years grace from the new law to give them time to find alternative funding.

### F1 TESTING SPECIAL • F1 TESTING SPECIAL • F1 TESTING SPECI

## Panis flies in first test with

ritish American Racing's new signing Olivier Panis proved the surprise of the first major winter test in Spain last week when he split the dominant McLaren and Ferrari teams on the timesheets.

The Frenchman, who has returned to Formula 1 racing after testing for McLaren last season, was second fastest over three days of the Jerez test but quickest of all on the final day.

"Inow know why this year BAR had such a good season," explained Panis. "The baseline of the car is very good and now we just need a few developments. I am very hopeful."

David Coulthard, who ultimately ended the test one second clear of Panis, was running development parts on his McLaren while Panis' replacement, Alexander Wurz, concentrated on the new engine.

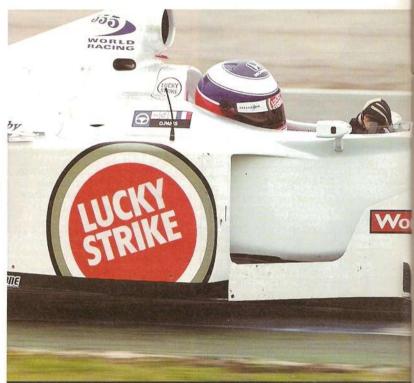
Ferrari was represented by Rubens Barrichello, who spent much of his time working on a tyre development programme. He was quickest of all on the rain-hit second day.

Bridgestone teams claimed the top nine best times, although Michelins were better suited to the wet. Eddie Irvine admitted Jaguar still had plenty of work to do despite the technical reshuffle of the past week, while Williams split its effort into a three-pronged attack.

While Juan Pablo Montoya got up to speed in this year's car, test driver Marc Gene concentrated on the new BMW engine, and Ralf Schumacher carried out tyre testing.

### **JEREZ TEST TIMES**

1	D Coulthard (McLaren)	1m22.38s
2	O Panis (BAR)	1m23.37s
3	R Barrichello (Ferrari)	1m23.58s
4	N Heidfeld (Sauber)	1m24.02s
5	J Trulli (Jordan)	1m24.02s
6	K Raikkonen (Sauber)	1m24.18s
7	D Manning (BAR)	1m24.50s
8	A Wurz (McLaren)	1m24.55s
9	R Zonta (Jordan)	1m24.60s
10	E Irvine (Jaguar)	1m24.91s
11	J Button (Benetton)	1m24.99s
12	R Schumacher (Williams)	1m25.05s
13	J Montoya (Williams)	1m25.36s
14	P de la Rosa (Arrows)	1m25.45s
15	L Burti (Jaguar)	1m25.73s
16	M Gene (Williams)	1m26.09s
17	T Sato (Jordan)	1m26.23s
18	G Fisichella (Benetton)	1m35.13s



After topping the test times on the last day at Jerez, Panis said he could understand why the BAR ha

**MONTOYA 0&A** 

How would you sum up your test?
It was very good, I would liked to have done a bit more running in the dry but it

was alright. We worked a bit on the set-

up, but didn't do any tyre performance

testing, and I am really happy with their

performance in the wet to be honest.

Does this test fill you with confidence?

most of the worries came from myself

shoulders by this performance here, but

because I like to push myself quite hard.

There is a lot of weight taken off my

## Strong start for rapid Montoya

JUAN Pablo Montoya got his Formula 1 career off to the perfect start at Jerez when he impressed on his first test outing since being signed full-time by Williams.

The former Champ Car star was marginally slower than team-mate Ralf Schumacher in the dry, but incredibly outpaced him in the wet.

Montoya's performance has left BMW Motorsport director Gerhard Berger in no doubt about the kind of success he will bring to the team as a replacement for Jenson Button.

"He did what we expected and

proved once more that he has potential, but I don't want to compare him with Jenson," said Berger.

"They are completely different personalities and styles and it is not the right day to compare these two."

But the plaudits were not restricted to those within the team. Jaguar's Bobby Rahal, who has witnessed many of Montoya's race-winning performances in CART, could not hide his delight.

"To me Juan is quite simply the best

driver I have ever seen," said Rahal. "He is special, by any standards. Nothing fazes or overawes him."

> And Ralf Schumacher himself has admitted that he is likely to be spurred on by the Colombian.

"He comes with a good reputation, he won Champ Cars and he is pretty sure he is going to win races in F1," said Schumacher. "He is going to be a tough and

quick team-mate and that is what keeps me going."



Army of admirers

## Are you worried that people may think you are ready to win straight away because of this performance? No, if they are thinking that they are quite

No, if they are thinking that they are quite wrong. I am just going out there to do the best I can.

### Did you and Ralf get a chance to speak?

Yes, we said 'hi!' and 'bye' to each other. He is so focused on himself and I don't mind that. I think everybody will do their own thing and that is what I am going to do.

### Does your performance silence those who criticise CART?

People are tough and here they don't appreciate what Champ Cars are. A lot of people say it is crap, with shit drivers and shit competitions. But when Jacques came here, he did very well and had excellent races. But he wasn't winning every race and it will be the same for me. Out of the three of us Alex [Zanardi] probably had it easiest.



Montoya was soon up to speed in the Williams and outpaced new team-mate Ralf Schumacher in the wet, attracting widespread praise

### AL • F1 TESTING SPECIAL • F1 TESTING SPECIAL

## **BAR at Jerez**



## Brit happy on team debut

IENSON Button gave his thumbs up to his new Benetton team after his debut test run at Jerez.

The former Williams driver, who has been loaned to Benetton for two seasons, was one of the leading Michelin runners throughout the test

as he got to grips with this year's car and engine.

"It is a change but it is a really good one," said Button, who spun the car several times as he found its limit.



Spur for the team

"They are a friendly bunch of people, especially the mechanics even when I go off."

Benetton's technical director Mike Gascovne believed that Button would act as motivation for the whole team as it bids to move itself up the grid.

"He compared well with Ralf Schumacher last season and that will spur on [new team-mate] Giancarlo Fisichella. If Fisichella wants to show he is a potential world champion, he knows who he has got to beat."

### **'BUTTON IN BEST PLACE'**

FORMER Benetton driver Alexander Wurz believes that Jenson Button will not suffer from the politics which marred his last season with the team

The Austrian endured a difficult time with Benetton boss Flavio Briatore, but thinks that Button is in a completely different scenario.

"I had a tough year, a character building year, but I've learned a lot and now I will concentrate on the future," said Wurz.

'Jenson is in the perfect situation at the moment. He couldn't have chosen a better position in the team.

"He just needs to be friendly and do a good job and he will be sorted."

### **FORMULA 1**

**NEWS IN BRIEF** 

McLaren test driver Alexander Wurz has not ruled out the possibility of driving the team's two-seater. "The problem is I may not be able to fit in it," he said. "I would like to drive it because it would be nice to show people what F1 is about and how extreme it is.

Wurz ran with a white helmet during testing at Jerez last week, because the pattern of his regular lid was being modified so that it would accommodate McLaren's sponsors.

Nick Heidfeld was forced to borrow one of Ralf Schumacher's helmets for the start of testing as his own was late arriving in Jerez.

Ralf Schumacher has denied that Frank Williams was disappointed with the way his season tailed off this year. "Frank has said to me that this comment never came from him, so maybe you should ask him," he said.

Pedro de la Rosa said he was encouraged by his first major run with the new AMT engine in the Arrows at Jerez last week, "We are happy with its performance and the reliability is very good as well," he said.

BMW Motorsport director Dr Mario Theissen said progress with his new engine was encouraging after the Jerez test. "I wish we had done some more mileage," he said, "but the dynamic engine mapping isn't appropriate right now and that is what we are working on."

Benetton is reported to have signed a deal that will allow it to use Fondmetal's wind tunnel in Italy for the next two years.

Jaquar has moved swiftly to replace its departed race engineers. Alex Varnava is expected to work on Eddie Irvine's car, while Gerry Hughes will work with Luciano Burti.

Bobby Rahal has given his vote of confidence to new Jaguar race driver Luciano Burti. Team boss Rahal said: "He has more than matched Jenson Button. There is no reason why he can't do that again in F1."

Media tycoon Leo Kirch has finalised his deal to buy a 25% stake in F1's holding company SLEC from EM.TV. The deal is thought to be worth £400m.

### **FORMULA 3000**

Team Astromega has signed Ananda Mikola to join Giorgio Pantano next year. The Indonesian was a backmarker with World Racing Team this season.

Indy Lights racer Luis Diaz tested for Gauloises Formula at Lurcy-Levis, in France, last week. Mexican Diaz is best known for finishing this year's Fontana Lights race on his head after a clash on the run to the flag.

### Hakkinen unsure of

MIKA Hakkinen has revealed that he is yet to be convinced by McLaren's new test driver Alexander Wurz.

As Wurz got down to work with McLaren for the first time at Jerez, Hakkinen hinted that he was unsure whether the Austrian would do as good a job as his predecessor Olivier Panis.

"In the time I've had to think, the first thing that comes to my mind is whether Alex Wurz does the right test times," said Hakkinen.

"All I can hope is that Alex has the same skill and motivation which Olivier Panis had."

Wurz believes that Hakkinen has no reason to worry about his capabilities. "McLaren is one of the most successful teams, so I want to prove them right."



Wurz: Ready to prove his worth to McLaren

### Japanese ace given F1 outing by Jordan

RISING Japanese star Takuma Sato got his first run in a Formula 1 car at Jerez when he was given an outing in the Honda-powered Jordan.

The British Formula 3 race winner ended the day just two seconds off the best time of the session, set by British American Racing's Olivier Panis, despite a spin in damp conditions

"I am pleased with how the test went," said Sato. "An F1 car is very good to drive and I was particularly impressed by the brakes. I can't wait to drive one again.'



Sato enjoyed his first outing in an F1 car and it showed - he was just two seconds off the pace



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## 'Voice of motorsport' to retire

roadcasting legend Murray Walker is to stop commentating on Formula 1 at the end of next year.

Regarded as 'the voice of motor racing', the 77-year-old's decision to step down brings an end to a 51-year career of motorsport commentary.

Next season Walker will continue to commentate on around 12 of the 17 GPs, picking out his favourites to do for a final time. He will continue with a reduced role within the ITV GP coverage team into 2002.

"My love for the sport and my privileged place in it is undiminished," he said. "I don't actually want to stop, but I've always said I will do so when I'm still ahead of the viewers, rather than wait until there's a general feeling that I'm past it. I have a purely gut feeling that now's the time to wind down.

"I am already immensely looking forward to the start of the new season, which will be gigantically emotional and important for me. It will give me the opportunity to thank all the people in the F1 world who have supported me all these years."

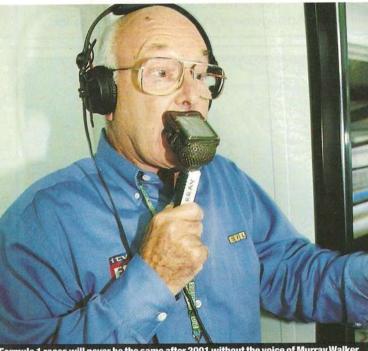
Walker's co-commentator at ITV Sport, ex-Grand Prix driver Martin Brundle said: "Murray has had a spectacular career and is a superb professional and a special broadcaster. It is typical of the man to handle this situation in this way." Former World Champion Damon

Hill added: "Murray has to be a big reason why so many people watch motor racing, he will definitely be missed, and I send all my best wishes for the future."

ITV's pitlane reporter James Allen

will take over main commentary duties for the handful of races that Walker misses in 2001. He filled in the role at the French GP this year.

A long-term replacement will then be picked for 2002, although ITV has said that Allen will be strongly considered.



Formula 1 races will never be the same after 2001 without the voice of Murray Walker

### **NEWS IN BRIEF**

### CART

Jimmy Vasser was buoyed by his first run with his new team Patrick Racing last week. The American, who was quickest on one of the four days at Sebring, said: "The car and [Toyota] engine felt really good. We have a very strong package.

Scott Dixon tested PacWest's new Reynard at Sebring last week (below). The Indy Lights champion has all but signed for the team, but any official announcement will be delayed until the new year.



### INTERNATIONAL

Alex Yoong has re-signed for the Le Mans Company to race in Formula Nippon again next year. The Malaysian was third quickest in a test at the Twin Ring Motegi circuit last week.

A host of Europeans are eyeing moves to FNippon for next year. F3000 driver Christijan Albers, Macau winner Andre Couto, F3 racer Alex Muller and Britain's Ben Collins all took part in the Motegi test last week.

### **Andretti angered** at loss of Nazareth

AMERICAN legend Mario Andretti has blasted CART for dropping his home track from its schedule after 2001.

Champ Car's governing body has decided the series will no longer race at the Nazareth tri-oval after next year's May event. It has "outgrown the facility", says CART's president of racing Hal Whiteford.

"CART is really jumping the gun on this one," Andretti said. "I'm very unhappy with that decision."

Nazareth boss Craig Rust said: "Our community is losing a great event, but we'll still have an exciting schedule."

## CART boss calls for backing

HEITZLER

**New leader** 

CHAMP Car racing's new boss has called on the teams to get behind

him so that he can be a true leader for the good of the sport's future.

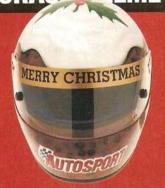
In his first press conference as president of Champ Car's governing body, CART, Joseph Heitzler said: "The demonstration of a unanimous vote [for my election] leads me to believe that the board

realises the leadership issue is no longer a talking point - it's got to be an essential working point." Heitzler believes he is ready to

provide the leadership and vision critics say is missing from Champ Cars. "CART has lacked a vision," he admitted. "And the insistence of the board, married to my insistence that the vision comes from the team leader, the president, was welcomed with open arms."

The former TV executive also said that he will

concentrate on selling the series on its entertainment merits.



Christmas pudding competition,

Which F1 team-mates changed their crash helmet designs during the 2000 season?

a. Jarno Trulli & Heinz-Harald Frentzen. b. Johnny Herbert & Eddie Irvine

c. Mika Hakkinen & David Coulthard



TEAM Rahal drivers Max Papis and Kenny Brack gave the 2001 Lola Champ Car chassis its first major test at Sebring last week.

Papis ran for two days, with Brack taking over for one, leaving the team with a good impression of the car.

"Max ran almost 200 miles on Wednesday without any problems," said Rahal's general manager Scott Roembke. "Right now, we're just learning about the Lola, but we've had no big qualms or worries."

Rahal has switched to Lola for next season after four years with Reynard.



Last week's Sebring outing marked the first major test for the new Lola Champ Car



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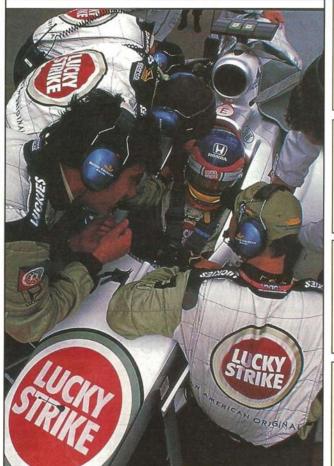
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## **Dallara to build Champ Car**

talian constructor Dallara will enter the CART Championship Series "within the next five years", according to its boss.

Gian Paolo Dallara, whose company has enjoyed great success in the rival Indy Racing League, said his eponymous marque will take on the establishment in Champ Cars, but only when the future of US singleseater racing is clearer.

With CART electing new president Joseph Heitzler, Dallara is waiting to see if a reunification with the IRL could be on, before giving the green light to a Champ Car project.

"I do not know what will happen between CART and the IRL," he said. "Of course I would like there to be an alliance between them. As soon as the water is clear we will take a decision."

CART president Heitzler has already vowed to work at reunification. "I'm very well informed on the necessity to deal with this," he said.

But even if a link-up does not take place, Dallara could still build a



Wants reunification

Champ Car and at the same time stay in the IRL. Dallara's sales and marketing manager Nick Langley said: "It is possible to do both."

In CART, Dallara would be taking on British marques
Lola and Reynard. "I do not believe in the long term that there will be a place for all of the three companies in the same arena," Gian Paolo Dallara said.

DALLARA FEATURE

p52



## Arrows F1 points the way for the world's top motorsport show

Arrows Formula 1 driver Pedro de la Rosa, who made his AUTOSPORT International show debut in January this year, is the latest Grand Prix star to sign up to visit the 2001 event on Saturday January 13.

### **BTCC returnee Peugeot Sport**

will officially unveil its 2001 challenger, the 406 Coupe, at AUTOSPORT International. The car, built to comply with the new BTC Touring regulations for next year, is even more stunning in real life than the artist's impression. The full driver line-up for the Coventry marque's assault on the UK's premier tin-top series is expected shortly.

Works Vauxhall BTCC drivers Jason Plato and Yvan Muller, and Peugeot's soon to be announced BTCC line-up, will be joined by Super 1600 rally champion Mats Andersson and co-driver Claire Mole, Mark Higgins, David Higgins and Neil Wearden for the four-day event.

A highlight of this year's live-action Thunderdrome show will be a crop of six celebrities taking charge of Reliant Robins in a three-wheel dash for glory. Fans will have a chance to see their heroes race the Robins in the five daily shows over the weekend. Bike riders such as John Reynolds, Terry Rymer, Neil Hodgson, Phil Read and James Whitham will also battle it out.

Sportscar newcomers Michael Mallock and Jamie Wall will be on hand to speak to prospective motorsport engineering students throughout AUTOSPORT International. Mallock, National Supersports Champion, and team-mate Wall will be on the Cranfield University stand in the 'Careers in Motorsport' section.

Motorbike fans will be able to meet a host of stars in the new BIKESPORT section of the show. Latest to join the line-up is British Superbike champion Neil Hodgson, who will ride in World Superbikes next year for GSE Racing.

Suzuki will officially announce its
World Superbike team at AUTOSPORT
International. The Crescent Suzuki
transporter will form a backdrop to a
line-up of the factory squad's bikes.
Another team starring in the show will
be the Virgin Mobile Yamaha team
headed by Rob McElnea.
Ticket hotline 0870 2644444



Reynard and Lola currently battle it out in Champ Cars, a championship that Italian company Dallara is looking to enter within five years

## Andretti in first run for Green

US CHAMP Car star Michael Andretti made his debut for Team Green at the Sebring test last week.

The 38-year-old completed more than 250 miles during the two days and was said to be impressed with the Honda engine powering his Reynard. The former Newman-Haas driver has raced with Ford motors for the past seven years.

"He liked it," team manager Tony Cotman said. "He thought the driveability was a little better than what he was used to.

"The first day we just got him fitted to the car and everything working to his liking. On the second day we tried some back-to-back tests. There were some things he wanted to try and some things we wanted to try. He's got a different feel so we just had to get used to that."

Andretti's new team-mate Dario Franchitti also had his first run in the 2001 Reynard, but suffered a suspected engine failure.

Team Penske's Helio Castroneves set the fastest time of the week in his Reynard-Honda. "I found the car to be very good for the first time out," he said. "Right away I knew this car was an improvement over last year."

## Wheldon on brink of Indy Lights seat

BRITON Daniel Wheldon looks poised to graduate to Indy Lights with reigning champion team PacWest.

The 22-year-old, the runner-up in this year's Toyota Atlantic series, was due to test for the team at Firebird Raceway this week, before heading to the Phoenix oval on Saturday.

The 1999 US F2000 champion is confident he can secure a seat with the team, which took Scott Dixon to this year's title. He said: "I think this is where I'll end up. It's pretty much done, but I've just got to put pen to paper. It should be good."

# OTOROL A MOPPOUR DE LE MANAGEMENT DE LA MANAGEMENT DE LE MANAGEMENT DE LA MANAGEMENT DE LA

Andretti revealed the new Team Green livery in his first test for the squad at Sebring last week

## Bright tipped to switch codes for V8 tin-tops

EX-BATHURST winner Jason Bright is the latest name tipped to replace three-time Australian V8 Supercar champ Craig Lowndes at the Holden Racing Team next year.

Bright, a winner in Indy Lights this year, is trying to secure a CART deal and has said that any return to Australia would be a short-term arrangement.

Talking to Aussie weekly Auto
Action, he said: "I don't want to sign
any long-term deals in Australia and
miss out on anything in the US."

He is likely to test shortly with Champ Car team Dale Coyne Racing.



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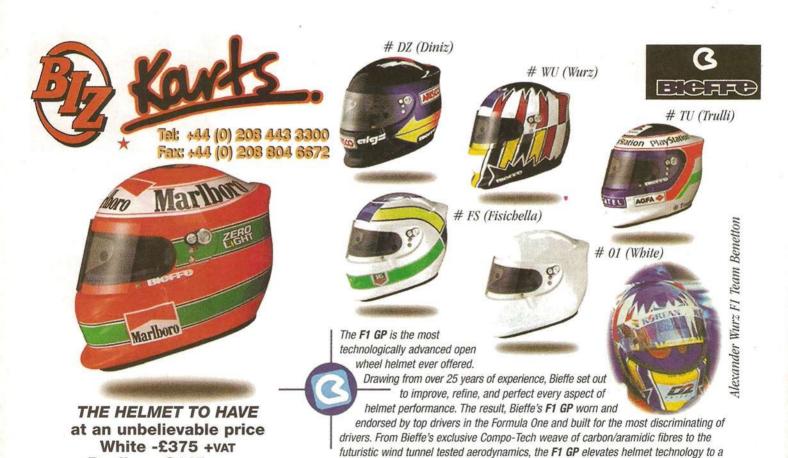
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new level

## **Neal lands Peugeot works drive**

ritish touring car cult hero Matt Neal has landed his first full-time works drive for seven years.

The 33-year-old independent king will be announced today (Thursday) as the lead driver in Peugeot's British Touring Car Championship squad of 406 Coupes.

Neither Peugeot nor Neal were forthcoming on the deal. Peugeot sports boss Mick Linford would not comment at all, while Neal only said: "I've spoken to them but that's as far as it's got. They haven't said no, but

I'm still looking at all avenues."

Although Neal is best known for giant-slaving acts as an independent, he contested a half-season as a works driver for Mazda in 1994, and drove a semiofficial Nissan in the '98 Bathurst 1000.

Neal's Peugeot works deal does not necessarily mean the end of his father's Team Dynamics squad in the

series - it would have run Aussie Paul Morris in '99 had Neal got a Volvo seat. Neal will be joined in a second car

NEAL

Lead driver

by Peugeot's National Saloon rising star Dan Eaves, another who was staving tight-lipped. "I've been in a few discussions with them," he said

It is thought that the third car could be run for a motorcycle ace.

Ex-World Superbike champ Carl Fogarty has been linked with the series, but

some BTCC insiders say it is not him. All the latest news on www.autosport.com

### **NEWS IN BRIEF**

### **TOURING CARS**

This is how the Lexus IS200 (below) should look when it hits the tracks in next year's BTCC. Although this is a computer-generated image, the ABG Motorsport team says that its first car is virtually complete and should begin testing in January. ABG plans to run a second car alongside Kurt Luby.



Ford Fiesta ace Gareth Howell has

signed for GR Motorsport's BTC Production class team to drive a Ford Focus. Howell is expected to be joined by Fiesta champ Gordon Shedden and GR's National Saloon front-runner Simon Harrison, However, Shedden tested a Peugeot 306 for the rival HTML team at Donington Park last week.

### SPORTSCARS

Jean-Philippe Belloc and Ni Amorim will join the ORECA Chrysler team to drive the second Viper GTS-R at the American Le Mans Series finale in Adelaide at the end of the month.

ORECA, meanwhile, has confirmed that it will not race the Viper next year. Team boss Hugues de Chaunac said: "We will concentrate on our prototype programme and developing the nextgeneration Viper."

The crack Dyson Racing squad has purchased two of Riley & Scott's new MkIII Series C chassis for its attack on next year's ALMS.

Dyson is testing a number of new drivers with a view to running one or more of them in February's Daytona 24 Hours. British-based South African Earl Goddard, PTG BMW driver Nic Jonsson and Grand-Am SR2 champion Larry Oberto will all get runs.

Audi's reduction of its Le Mans squad from three to two cars is for financial reasons. "We wanted to spend a little less money," said sports boss Wolfgang Ullrich.

Konrad Motorsport is eyeing Saleen's new S7R to replace its fleet of Porsche 911 GT2s. The car's ineligibility for the FIA GT Championship could, however, scupper the move.

The Women's Global Endurance GT Series has been abandoned for a new championship open to both sexes.

Peter Clark, one of Britain's top sportscar drivers, has died at the age of 85. Clark finished 10th at Le Mans in an HRG in 1938 and seventh in an Aston Martin in 1952. He was subsequently vice-president of the British Racing Drivers' Club and the first chairman of Silverstone Circuits.



## Teams unite for Nissan attack

SALOON-car talent Matt Kelly claims he can fight for the British Touring Car Production class title after launching plans to step up from the National Saloon series.

Kelly's Project Motorsport team will run a two-car squad of Nissan Primeras next year with technical back-up from existing BTCC team Bintcliffe Sport Racing.

The cars will be evolution versions of those built by BSR for the 2000 BTCC, but the Bintcliffe-built engines are being replaced by powerplants from former works Nissan supplier International Engine Services.

Kelly said: "The car is very good. It just needs some more go and that's something we've got in place with IES coming on board. The car's not been far off and I think we could spring a few surprises.'

BSR chief John Bintcliffe said: 'Matt did a good job with the old car [the '96-spec Primera he raced this year in National Saloons]. Having done a test with Matt, we now know the job we did in the BTCC [this year] could have been a lot different.'

The partnership's long-term aim is to step up to the Touring class in 2002 with Nissan.

### **Techspeed returns** to BTCC with 306s

VETERAN team Techspeed is returning to the British Touring Car Championship after almost a decade away with a two-car Production class squad of ex-works Peugeot 306s.

MGF Cup graduate Paul O'Neill will lead the team. The 20-year-old brother of Spice Girl Mel C will be joined by fellow ex-MGF racer Annie Templeton.

Techspeed boss Marvin Humphries said: "Paul has got a fair bit of ability. They've got the best car for the job, and we'll get a fair bit of assistance from [works team] VLM."



AG HAS revealed the first pictures of its Lola-designed Le Mans challenger that will take the famous British marque back to La Sarthe next year. The lightweight, two-litre turbocharged LMP675-class machine is expected to start testing in March

### Sudam F3 moves to modern chassis format

THE South American Formula 3 Championship is to move into the modern chassis era for next season.

Car choice was open in 2000, but for 2001, teams can only use chassis built since 1995. Most used the '94 Dallara this year, which is reputed to have superior aerodynamics, although champion Vitor Meira switched to a 2000 machine midway through the season.

The series could also have a big boost - plans for the opening round to support the Brazilian Grand Prix are progressing well.

## **ALMS loaned to Donington**

loaned Britain's round of the American and European Le Mans Series by Silverstone for next season.

The latter was unable to see through plans to host a race in July after the British Grand Prix was moved back to its usual summer date. The only other slot available for Silverstone was April 14, which was already filled by a round of the British Superbike Championship.

Donington has stepped in to host the race after moves for the ALMS

and bike series to share the four-day Easter weekend failed.

Donington boss Robert Fearnall said: "We were happy to join the series when Silverstone couldn't run the race. We're delighted to kick off our season with such a big race."

Fearnall said he expects the race to return to Silverstone in 2002. "We won't be upset if it goes back because we see it as their race."

Silverstone's Roger Etcell confirmed that his track had an arrangement with the ALMS to run a race for three years, starting in 2000.

"We will continue to run our traditional May sportscar weekend and we hope that the ALMS will be part of it in 2002," he said.

Series boss John Macdonald said: "We tried hard to accommodate Silverstone, but we're excited about going to Donington."

Macdonald dismissed calls from Audi sports boss Dr Wolfgang Ullrich for an extra round of the European series in Germany. "It can't and it won't happen," said Macdonald.

**PANOZ'S PLANS** 

p68



The American Le Mans Series race was held at Silverstone, but will be moved up to the Donington Park circuit in Leicestershire next year

## Rafanelli eyes Ferrari option

THE crack Rafanelli sportscar squad may run two Ferrari 550 Maranellos in next year's FIA GT Championship.

The team has had a big input into the design of the second-generation version of the V12-engined supercar, which is to be built by Italtechnica.

Rafanelli will put the car through its paces at Misano this week prior to deciding whether to push ahead with the project in 2001.

Team boss Gabriele Rafanelli claimed that the car will be significantly different to the 550s raced unsuccessfully by the Swiss FIRST team in this year's series. "It's almost a brand new car," he said.

"If we undertake this programme I'm sure we will be competitive.

"There's no reason why the car can't be competitive against the Chrysler Vipers and the Listers."

Rafanelli refused to discuss potential drivers for the project, but Viper regular Marc Duez was scheduled to undertake testing duties this week

An assault on the FIA GT series could mean that Rafanelli contests three major sportscar programmes next year. The Italian team will continue to race in the American Le Mans Series and also aims to field one or more prototypes in Europe.

## Split will not stop Johansson

**JOHANSSON** 

**Chasing Audis** 

STEFAN Johansson is confident that his sportscar team can land a supply

of customer Audis for next year, despite splitting with his partner.

The former Grand Prix driver believes he can raise the sponsorship to mount an attack on the new European Le Mans Series with one or two R8 prototypes, despite parting company with Jim Matthews, his major backer in 2000.

Everything is looking good, but it is just taking time," said Johansson.

Audi sports boss Dr Wolfgang Ullrich said he was hopeful that the

> German marque would be represented in the ELMS. He claimed that there could be customer R8s also racing in the American Le Mans Series.

"We are quite close to something," he said. "We are talking to three teams and negotiating strongly with one potential partner in Europe."

Matthews will race in the Trans-Am silhouette series. "More of my time was being spent as a team owner than driving," he said.

### **NO HOLDS BARRED**

SISTER marques Audi and Bentley will be allowed to race head-to-head in next year's Le Mans 24 Hours, according to the former's sports boss.

Dr Wolfgang Ullrich said he could not envisage a situation where company politics within the VW-Audi Group would interfere in the battle for race honours in June.

"I could not imagine any kind of team orders," he said following the confirmation of Audi's return to the race it dominated this year.

Ullrich also promised a "100% exchange of information" on the Audi R8's V8 twin-turbo engine, which will also power the new Bentley EXP Speed 8 coupe

### **Pescarolo chases** glory in US races

SPORTSCAR legend Henri Pescarolo's team will contest both US endurance classics early next year.

The French squad will take the same Courage-Peugeot C52 that was fourth at Le Mans to February's Daytona 24 Hours. The team will then give its new C60 chassis its debut at Sebring in March.

Four-time Le Mans winner Pescarolo said: "I'm sure the old car will be competitive at Daytona. I think we have a good chance."

The team is planning to enter both cars at Le Mans in June.

### **Chevrolet gives Edwards GT trial**

AMERICAN single-seater talent Paul Edwards has been given a try-out by the factory Chevrolet sportscar squad.

The Formula Palmer Audi frontrunner drove a Corvette C5-Rs at Sebring last month and is expected to test for the team again next year.

Corvette programme manager Doug Fehan said: "We're just looking to the future. He's a quick, young guy, who was straight on the pace."

Fehan refused to deny that Briton Justin Bell's place in Chevy's squad was under threat. Edwards has been mentioned as a possible replacement.

## Customer Dallaras set for 2002

THE all-new Le Mans contender Dallara has developed for Chrysler could be available to privateers from the middle of the 2002 season.

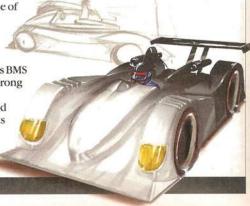
The American marque's factory sportscar squad, ORECA, has exclusive call on the chassis until after the French enduro that year. Only then would the Italian company be able to supply customer versions.

Marque boss Gian Paolo Dallara said: "We have to dedicate to ORECA, but it is possible that we could develop a privateer version."

Dallara's reputation as one of the world's top racing car constructors would almost certainly ensure healthy interest in the chassis come 2002. One likely customer is BMS Scuderia Italia, which has strong links with Dallara.

Chrysler this week offered the first indication of how its Mopar-engined prototype will look with the release of an artist's impression.

Chrysler has unveiled an artist's impression of how its Dallara chassis will look



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## Citroën chases wins in first

itroën Sport boss Guy Frequelin has targeted rally wins in the new Xsara T4's first year of competition.

"Next year, our target is at least one victory," he said. "We think that we have the resources and expertise to do it.

Citroën is scheduled to contest four world championship events in 2001, which are Catalunya, Acropolis, Corsica and Sanremo. In addition to that, Peugeot's sister company will compete on the British championship's Pirelli Rally, plus the Mediterraneo Rally in Spain and the Olivera do Hospital Rally in Portugal.

In 2002, Citroën will only contest 50% of the world championship, a move which has surprised some series insiders. The French marque will then be represented on all 14 rounds in 2003.

Frequelin said: "With the development programme that we have in mind, we have deliberately structured the timescale of our world championship campaign to work in this way. It is a long-term plan, and, of course, we are fully within the regulations to formulate our attack in this way."

Former world rally winner

Philippe Bugalski has been retained for 2001, along with long-time team-mate Jesus Puras

Swede Thomas Radstrom will spearhead the gravel attack, and has carried out the majority of loosesurface testing. All the drivers are on one-year contracts. Citroën expects to run two cars on each event, with Bugalski and Puras tackling the asphalt rallies, and Radstrom and Bugalski starting the Acropolis.

However, Frequelin admitted that he would "investigate the possibility" of running a third car for Puras on the Greek event.

"The driver choice has been very logical," said Frequelin.

"Philippe has won two world rallies for us and Jesus has been with us for a long time. But we needed a reference point on gravel, which is where Thomas comes in."

However, Frequelin indicated that Radstrom would be free to pursue other drives throughout the year if the chance arose. "It would be good for him to stay match-fit, so we would also benefit.

Frenchman Patrick Magaud, who has been Citroën's test driver, is being dropped from the line-up. "He is not part of our plans," confirmed Frequelin.



Citroën unveiled its new Xsara T4 World Rally Car last week and announced that it hopes to

## Auriol buoyed by first 206 run

FORMER world champion Didier Auriol has set his sights on a second title after driving the all-conquering Peugeot 206 World Rally Car.

The Frenchman drove the car for the first time in Sweden last week and said: "What I would dearly like to do is to be world champion again, this time with a French team.'

The 42-year-old is convinced he will compete on equal terms with new champion Marcus Gronholm.

"I expect sometimes he will be faster, other times me," he said. "I have always had a close feeling with team-mates in the past."

Auriol is embarking on an intense test programme prior to the Monte Carlo Rally. His first impression of the Peugeot, widely regarded as the best car in rallying, is positive.

"The car seems to react quite well and is quite easy to drive," he said. "The engine feels very good. Quite different from Toyota or SEAT. I have already asked if I can have a joystick, but I can work with the steering wheel gearshift system well."

Auriol's contract is for one year initially. The French team will move on to Spain to continue its test programme this week.

## **New Subaru in first test**

SUBARU'S 2001 drivers have had their first taste of the new

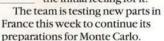
Impreza World Rally Car.

The team had five days of testing in France last week, with Richard Burns, Petter Solberg and Markko Martin all driving.

Burns said: "It's such early days that it's difficult to conclude anything.

Solberg put a number of miles under his belt with the car on asphalt, but he too was reluctant to draw any firm conclusions. "My first impression is that it's a very good car, nicely

balanced. The problem is that the last time I drove an Impreza on asphalt it was in Sanremo, so the altitude of the stages clearly affects engine performance. That makes it difficult to compare with now. We tried lots of different set-ups, and there is more new stuff coming. I'm very happy now that I've got the initial feeling for it."





**Good feeling** 

## Higgins close to Focus deal

FORMER British Rally champion Mark Higgins is close to clinching a deal to drive a Ford Focus World Rally Car next year.

The 1997 title-winner is believed to have already agreed to drive a works Focus on the British championship next year. He is likely to combine his domestic campaign with a partial attack on the world championship.

Works team boss Malcolm Wilson has previously said a deal is in place for somebody to drive a factory Focus on next year's British series, but has refused to reveal the driver's identity.

Higgins, too, remained tight-lipped

on the subject but said: "I've got a few promising things bubbling under at the moment. Obviously if the chance came up to drive a Focus, I would be absolutely delighted. Driving a World Rally Car is an amazing experience, and clearly crucial for my future career."

The Manxman is likely to be joined on the British championship next year by Irishman Stephen Finlay, who will run his privateer Ford Focus alongside the works car. Higgins was the quickest driver in the British series this year, winning two rallies in the Vauxhall Astra.



Didier Auriol tests the 206 WRC in Sweden. He has now set his sights on the 2001 title

## season



## French make takes wraps off rally range

CITROËN has unveiled a vast range of new rally cars, consolidating its biggest commitment to the sport.

As well as the world championship Xsara T4, Citroën will continue with the Formula 2 Xsara kit car on the French championship.

The marque will also field no less than three different types of Saxo.

The 1600cc pocket rocket will be built to 'Formula 3' regulations for customers to tackle the Junior World Championship. There will also be a four-wheel-drive version, to be used in rallycross and a one-make series in France. Citroën continues to produce the basic Saxo Challenge car, again a model which is mainly used in a one-make championship (four rounds of which are within the French national series).

"This underlines our dedication to the world of rallying," said Frequelin.

Citroën has recently moved to a state-of-the-art facility outside Paris to accommodate the expansion.

The factory also has its own test track, situated on a former military proving ground.

Frequelin added: "I believe that this site will help us achieve our goals. We have a very intensive testing programme planned, which we hope will allow us to be competitive at the highest level."

## Loeb eyes drive on world stage

RISING star Sebastien Loeb could earn himself a place in Citroën's world championship team.

The Frenchman made his debut for Citroën by winning the Rallye du Var in the Xsara kit car two weeks ago.

Now, Loeb has been given a works drive on the French championship in the Formula 2 machine. He has competed in two world championship rallies this year - in Corsica and Sanremo - where he finished ninth and tenth in a privateer Toyota Corolla World Rally Car.

Citroën Sport boss Guy Frequelin refused to comment on whether Loeb would drive the Xsara T4 this year, but admitted that he was investigating the possibility of running a third car, and conceded Loeb might be in the frame.

The 26-year-old said: "I would love to drive a WRC again, and I have already shown I can get good results with one. It would be fantastic to do a rally in the T4."



Loeb won the Rally du Var in a Xsara kit car

## Peugeot not the main target, says Frequelin

THERE will be no war between Citroën and Peugeot on the world championship, according to Citroën Sport boss Guy Frequelin.

The two companies are both owned by the PSA Group, and will battle each other next year.

Citroën's original proposal for a World Rally Car was initially vetoed by PSA bosses, who felt it would be detrimental for their brands to compete against each other.

However, Frequelin insists that beating Peugeot will not be Citroën's prime motivation.

"There are so many other competitors," he said. "It is not just a race between the two companies. If it were it would be easier, because one of us would win every time."

Privately, most insiders believe that the rivalry between Citroën and Peugeot will be intense. Frequelin refused to reveal the extent of Citroën's investment, but speculation in France has suggested that it is at least the equal of Peugeot's. With only four rallies to concentrate on next year, experts believe that Frequelin's hope of winning just one rally next year is conservative.

Bugalski said: "I hope we can achieve more than that. The dedication is certainly there for the team to do it."

### **NEWS IN BRIEF**

Britain's round of the world championship may move from its traditional November date to September, according to recent speculation. A spokesman for the MSA, which organises the Rally Great Britain, was unable to comment.

Former British champion Mark Higgins took part in the Bercy karting race in Paris last weekend. The race traditionally attracts a strong entry from world motorsport's top stars.

Volkswagen will start by running just one Group A Polo on the Rally Masters series next year, but could move up to two. British championship frontrunner Neil Simpson is tipped to get the drive.

French veteran Jean-Pierre
Richelmi has tested the Hyundai
Accent WRC that he will use on
selected international events next year.
Richelmi will make his competition
debut with the car at the Bologna
Rallysprint this month, where Alister
McRae will drive a works Accent.

### STOP PRESS...STOP PRESS

The Acropolis and Cyprus rallies have swapped places on the calendar next year. The World Council ruled last week that the Acropolis will now take place on June 14-17, with Cyrpus preceding it on May 31-June 3. The date of the Safari Rally has also been changed. It will now run on July 19-22.

## Liatti lands part-time seat in Hyundai squad

ITALIAN asphalt star Piero Liatti will

join Hyundai next year for a partial world championship campaign.

He will be joined by this year's drivers Alister McRae and Kenneth Eriksson, who have been retained for 2001.

Liatti will replace

Eriksson on the asphalt rounds of the championship, but will also run in a third car on two extra events. His debut with the team will be on the Monte Carlo Rally in January.

Car who poten It's no wante line de

Accent drive

The 38-year-old said: "I think the

Hyundai is a very competitive car which has plenty of potential for improvement. It's no secret that I've always wanted to get back into a topline drive. I'm delighted to clinch this deal."

Liatti ran in a third factory Ford Focus on the Corsica and Sanremo rallies this year, impressing team bosses with his speed and consistency.

Team boss David Whitehead said: "We were very pleased with the performance and progress of Alister and Kenneth this year, but we were a bit disappointed with our performance on tarmac. That's why we wanted a tarmac specialist, a position that Piero will fulfill successfully."

McRae will contest 13 rounds next year, missing only the Safari Rally. He and Liatti tested some development parts on the Accent in France last week, including Hyundai's new active differentials.

McRae said: "The fundamental package seems good, although we've got to concentrate on fine-tuning the car now. But I'm happy enough."

### **DELECOUR OUT**

LIATTI'S move to Hyundai completes the final piece in the jigsaw puzzle of who goes where for 2001.

The biggest loser, though, is
Francois Delecour. The newly
unemployed Frenchman was hoping
for a seat at Hyundai or Citroën, but
both have now passed him by. Citroën
Sport boss Guy Frequelin said:
"Francois is a very good driver, but
with the current line-up we already
have, we have no need for him. Under
other circumstances, I would have
seen it differently."

Since being dropped by Peugeot after the Rally Great Britain, Delecour has been considering retirement from the world rally scene altogether.



François Delecour's hopes for a seat in a Hyundai Accent WRC (above) have been thwarted

### ON THE BOX

### Thursday December 14

SKY SPORTS 2

2200-2300 German Saloon Ch'ships **SKY SPORTS 3** 

1630-1730 German Saloon Ch'ships

### Saturday December 16

2215-2345 CART Season Review

**SKY SPORTS 2** 

1730-1800, 2230-2300 Formula Palmer Audi

SKY SPORTS 3

1000-1230 World Motor Sports

### Sunday December 17

1930-2000 Motorsport Max

**BRITISH EUROSPORT** 2215-2315 Rally Season Review

SKY SPORTS 1 0530-0600 Formula Palmer Audi

1430-1500 Formula Palmer Audi 2300-0130 World Motor Sports

### Monday December 18

0130-0200 Formula Palmer Audi

**SKY SPORTS 3** 

1830-1900 Australian Drag Racing

### Tuesday December 19

0215-0240 Motorsport Max 0240-0305 Motorsport Mundial 0305-0330 Through The Gears

0330-0355 FIA Drag Racing

**BRITISH EUROSPORT** 

1500-1600 Race of Champions

**SKY SPORTS 2** 

0130-0200, 0930-1000 Australian Drag

1530-1800 World Motor Sports

**SKY SPORTS 3** 

1330-1400 Australian Drag Racing 2300-2330 A to Z of Motorsport

### **Applause for the BRDC**

LETTERS

The BRDC's support for rising young British drivers in the form of an academy is excellent news for the future of British motorsport.

Also of great importance is BRDC's support for the development of the motorsport industry's future engineers and technical managers.

Along with leading motorsport companies, the BRDC is working with Cranfield University to ensure that future engineering talent is developed to maintain Britain's position as the world leader in motorsport engineering. A British GP on home soil is therefore important for the motorsport industry in the UK. All round the BRDC deserves credit.

**Clive Temple** 

Marketing manager, Motorsport Cranfield University

Show us the money!

Would Jackie Stewart care to explain to the British public why the Government should give our tax money to a private business like



Should Jackie Stewart and other F1 team bosses be funding a Silverstone revamp?

Silverstone/BRDC and Octagon, to improve facilities at the circuit.

It is a private business and should be able to stand on its own two feet, especially considering the obscene amount of money that's sloshing about in Formula 1 these days, not to mention some of the highest ticket prices in the world.

If the British team owners were less interested in making money, maybe they could donate some of

their own cash to the cause, especially as they are the ones who will benefit most from the upgrades. After all, these will include better corporate hospitality, five-star pit garages and more space for their helicopters and motorhomes.

I'm sure the real fans, like me, who have to stand on a muddy bank will be 'comforted' by the fact that their taxes have been used to make the F1 dignitaries more comfortable.

Russell Lund Whitehaven Cumbria

**Expecting the worst** So, the war is over is it? I look forward to seeing a new pit complex being built at Silverstone, a new VIP entrance and the other world class facilities that are the norm at Grand Prix around the world.

I also expect to see and use the same toilet blocks I used at Silverstone 33 years ago, the same grotty stands, the rented cow field car parks, and endure the serious access problems that have always been there.



### WHAT THE PAPERS SAY with Anthony Peacock

THE Formula 1 season, like Christmas, seems to start earlier every year. It seems only to have finished yesterday, and suddenly the papers are waxing lyrical over winter testing.

It's a phenomenon unique to motorsport. Nobody carries reports on how the national darts team limbers up to the next challenging season. And I've not seen anything about the hours of practice that our Olympic hurdling squad are undoubtedly putting in as I write.

The answer, evidently, is that F1 is more compelling than that. Like a badly directed soap opera, the characters are portrayed as being larger than life. This year there's a new one: "The swarthy handsome boy from Bogota" as the Daily Mail describes Juan Pablo Montoya, at the start of its feature. JPM, as Williams-BMW calls him, is of course taking over from Jenson Button (or should that be JB?)

Jenson is again the focus of media attention, which seems keen to shoehorn him into admitting a grudge against the previously mentioned JPM

Jenson's reply in The Mirror is: "To be honest, I have more than Montoya to worry about. There are 21 other drivers on the grid." Good point.

The Daily Mail, meanwhile, tells

### " I have more than Montoya to worry about. There are 21 other drivers on the grid" JENSON BUTTON

how Bernie Ecclestone has been cavorting in high society. At the Crillon Hotel in Paris, he was ushered to the top table, next to Neil Bush, brother of US presidential hopeful George W. A fellow party-goer says: "People were fussing over Bernie, wanting to introduce him to people he didn't want to meet.

Maybe they were all after some get-rich-quick tips. In which case,

they might want to follow the scheme of a certain Frenchman, as reported in France Soir. "A year after having won a million francs in a betting shop, a 45-year-old lorry driver pulled off an armed raid on it, getting away with 30,000 Francs.

Unfortunately, what he didn't notice was the big security camera on the wall. He was soon put behind bars to contemplate his missing fortune...



Sorry, but I will go to Rockingham and pay over the odds. At least I will be able to see the action.

Martin Cotton

No gimmicks please

As a TOCA fan I was dismayed to read Richard West's vision for the BTCC 2001 package, and I agree with Marcus Pye's comments. Yes, of course the series needs to attract bigger crowds. But does Mr West honestly believe that this will be achieved by diluting the racing?

Does he seriously think Internet cafes will take peoples' minds off the fact that not much is happening on the track?

No, I suggest that what will bring back the crowds is good, back-to-back racing, with not a gimmick in sight. Please pick the guest support races with care and resist filling the programmes with boring lacklustre series. Good quality supports will ensure that people stay trackside. Short-change them in this area and even the potentially exciting touring car series will not stop the paying customers voting with their feet.

I may be old-fashioned but I still believe that people go to motor races first and foremost for the racing.

John Williams

Chester

### Go for grass roots racing

Yet again we read that the BTCC package needs to have broader appeal to entertain the spectator and bring in the family-based audience. But no thoughts yet, I note, of inviting some of the grass root formulas like our own

Citroën 2CVs to come out and play. Do you have to be a "professional" formula to be entertaining? I think not.

So Mr West, if you're looking for a full grid, close racing, entertainment, and want to show the punter that he, she or their 16-year-old can afford to have a go at racing themselves, give us 10 laps on the bill and give the true clubmen among us a go.

**Martin Woodley** 

Special events manager 2CV Racing Club

A picture perfect

May I through your columns say thank you to a number of Formula Ford enthusiasts led by Mike (Fulmar) Taylor, Rick Morris, Solus engines, Haywood Racing and my old friends at Van Diemen for the truly magnificent painting by Andrew Kitson of a selection of FFord winners. It was given to me at the 25th Brands Hatch FFord Festival and, incidentally, my own 25th as commentator.

Many hours will be spent gazing at it and reflecting on the happiness I and countless thousands of people have had over 25 years at the Festival. May the Festival continue for

many years to come and, of course, congratulations to Anthony Davidson for being a worthy successor to

predecessors.

Brian Jones
Cambridgeshire

his famous

FERRARI F 355

LETTER OF THE WEEK wins a Proslot car worth £23.99. Models available from Monarch Lines Ltd (01903 885065).PLEASE ENSURE THAT YOUR FULL ADDRESS IS INCLUDED ON ALL CORRESPONDENCE



No grudge match: as much as the tabloid press would love Button to have a war of words with Montoya, he isn't playing ball

## #AUTOSPORT

## The good news is...

ike a fickle mistress, Formula 1 has the power to frustrate as tantalisingly as it fascinates. This week, it brings the excitement and anticipation of an unfolding new chapter, with Jenson Button and Juan Pablo Montoya lining up alongside each other on track for the first time.

Jenson has brought a vibrancy to Benetton's slightly faded colours, while Montoya has set about sending a ripple of South American fever through the paddock.

Great news - if only F1 could be enjoyed solely on this basis for the spectacular sport that it is.

Sadly it is not quite so easy, and with F1 now infused at every level with technology, it is never likely to be easy again.

Thankfully, however, the sport appears to have steered itself away from the traction control quagmire for which it seemed to be heading.

The announcement that "unrestricted engine electronics" will be allowed to make a conditional return to the grid from next year's Spanish Grand Prix (see *Top Story*) will be lamented by many for the

effect, declared itself unable to police its premier championship"

"The FIA has, in

damage it will do to F1 as kinetic art.

But at least – and this is scant justification – it carries the virtue of placing all teams on a supposedly level playing surface for 2001. It should also prevent the rumour and insinuation that would likely have followed the banning of traction control, which last week seemed likely.

One concern, though, is that the FIA, the sport's governing body, has, in effect, declared itself unable to police its premier championship. By asking that the teams become self-regulating through F1's technical working group, it has washed its hands of traction control, in return for the introduction of safety aids.

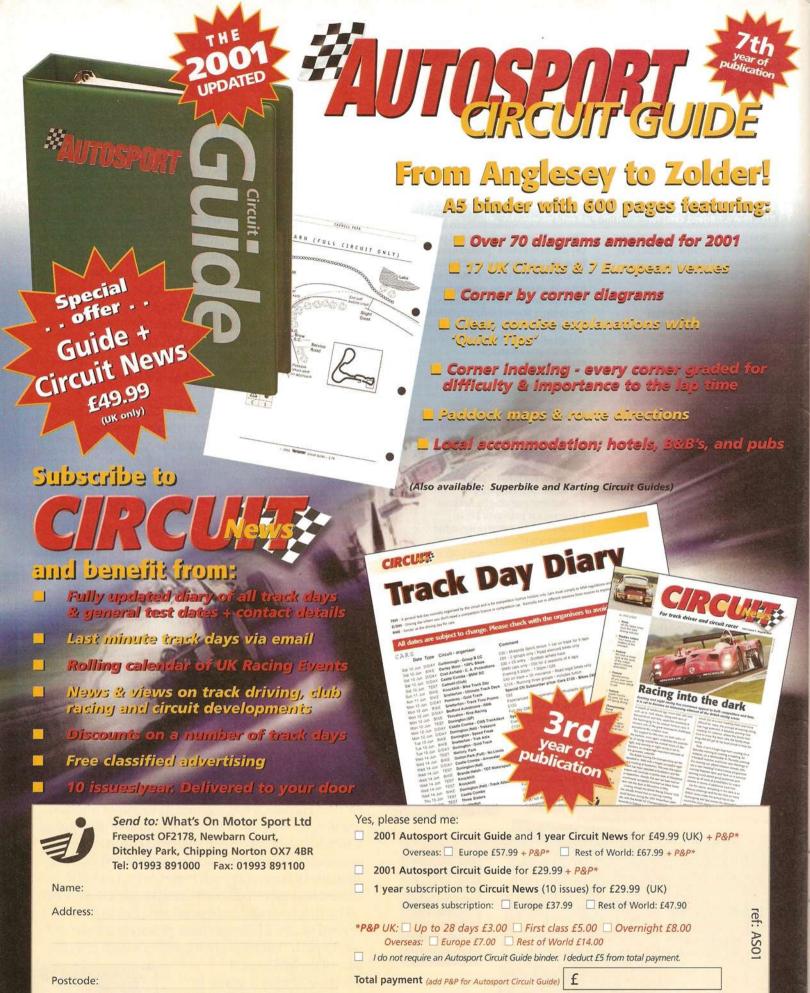
Would it not have been better to enforce the introduction of a standardised engine 'black box', allocated to teams at each event, which would ensure that electronic driver aids were controlled?

The teams would have protested loudly, but several senior F1 figures have privately advocated such a path. Theirs is not a Luddite's lament in the

face of technological advance, simply a desire to see technology and the policing of it used in the sport's best interests.

> Anthony Rowlinson Editor





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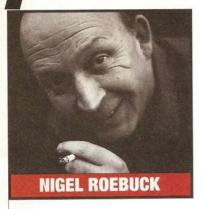
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## **Shooting star**

The verdict is unanimous – Juan Pablo Montoya will be the man to watch in Formula 1 this season. That's if you can keep up with him

unch with Bobby Rahal, on the Sunday of the AUTOSPORT Awards, was, predictably, a most agreeable affair. Jaguar's new chief executive officer is a worldly fellow, knowledgeable about many things, rather than tuned in exclusively to racing at all times. His humour is laconic, and his manner easy, but I think anyone who underestimated him would be making a great mistake. When steeliness is required, steeliness is produced. In his new job, Rahal has quite a mountain to climb, but I can't think of anyone better equipped to tackle it.

Conversation ranged from the farce that is the US Presidential election to the Mercedes/Chrysler debacle, to racing Formula Atlantic cars against Keke Rosberg in New Zealand back in the '70s. There was talk of CART's future, and – of course – of Formula 1.

I asked Bobby what he thought of Juan Pablo Montoya, of whom he has seen a lot, of course, in the last two seasons. "I think," he said, "he's the kind of driver who comes along once every two generations."

Was Rahal saying, then, that he thought Montoya the best driver he'd ever seen? "Yes," he said, "I guess that is what I'm saying. It's struck me that, when he's sitting in the car, helmet on, in the pit lane, you look into his eyes – and you see nothing! It's like he's completely unaware of anything else around him; he's just there for one reason – to win.

"Absolutely nothing seems to faze him, and I think that's going to be one of his great strengths in F1. He's the driver everyone's going to want, that's for sure."

In his first day or two of testing for Williams-BMW at Jerez, Montoya plainly electrified the place. "I've been talking to people," Keke Rosberg told me, "and they say they couldn't get over how he looked on his very first morning in the car – as if he'd been driving it just the afternoon before."

Already, perhaps, those who were playing down Montoya's potential - on the absurdly specious grounds that he was coming from CART, and therefore could not be worth a light - are having cause to think again. The argument of some was that it would be Zanardi all over again, that because Alex failed to come to terms with the



new generation of F1 cars, so also would Juan.

Perhaps they conveniently forgot that, before going off to drive for Chip Ganassi for two years, Montoya was a Williams test driver, who covered many miles on grooved tyres, and covered them quickly. At Jerez he was asked how the car felt. "Just like I remember it from '98," came the reply. "Better, of course, but similar." Had it been a problem to adapt? "No."

Plainly not. On Wednesday, which meandered between damp and wet, Montoya was beaten only by Rubens Barrichello's Ferrari, and that narrowly. One or two of those present report that Ralf Schumacher was a touch po-faced.

Years ago, in the era of Ayrton Senna and Alain Prost, Frank Williams talked of the problems of pairing top drivers in a team. "It's the old thing, isn't it?" he said, cheerfully. "You put two bulls in a field, and chances are you're going to get the odd punch-up."

Whenever a new partnership begins, particularly one involving a couple of young chargers like these two, there is always a period during which each one tries to lay down markers, to assert himself over the other. And, no matter how much emphasis is put on equal equipment and treatment, ultimately one driver emerges as the *de facto* number one. Always happens, and always will.

"We'll have to see how it develops," said Patrick Head, after returning from Jerez last week. "Ralf was aware that Jenson (Button) was a pretty class act in the other car this year, and I don't think he believes Montoya is going to show up and be three-quarters of a second faster than Jenson.

"Of course, there were people down there who immediately said to me, 'Is Montoya better than Button?', and all that sort of thing. Quite honestly, I was hugely impressed with Jenson in the test last January – also at Jerez. I mean, the drivers who are good, they don't mess about, they just go out there and give it one. And Montoya is obviously in the 'very good' class. Having said that, if we don't provide him with the right equipment, he won't be able to get the job done."

Head was very measured in his

assessment of Williams' new driver, but there was no doubting his fundamental enthusiasm for Montoya's abilities. I wondered how Juan had changed, after two years away from the team.

"Well, he's certainly matured,"
Patrick said. "He obviously loves his
motor racing, and he can't wait to get
stuck in next year. He didn't go off the
track, or spin at all, or have any
moments. It's not true to say he's easygoing, as such, but you do get the
impression he's confident in his own
abilities – he's quite relaxed, certainly
not hyper. So far, he seems to be very
good to work with.

"We had quite a mixture of tyres from Michelin, and most of the time Juan Pablo was on a lesser specification of tyre than Ralf. I have to say I was certainly impressed with him in the wet on Wednesday – he just went straight out, and was very quick on his first run.

"I think he knows what he wants from a car, too. I'm sure that a couple of years of flying round the high-speed ovals has made him realise the importance of the right set-up – basically, you can't just manhandle a car at those sorts of speeds. All in all, I'd say that, quite clearly, he's going to be...very good."

Very good for F1, too, I'd say.

Absolutely nothing seems to faze him, and I think that is going to be one of his great strengths in F1 \*\* BOBBY RAHAL

### THEN AS NOW

### 10 YEARS AGO

British Formula 3 champion Mika Hakkinen secured a drive with Team Lotus (AUTOSPORT, December 13) 1990). The future of the squad had looked in doubt after the loss of sponsor Camel and engine supplier Lamborghini, but it lived on under the management of Peter Collins, Peter Wright and Horst Schubel.

Stig Blomqvist retained his Race of Champions crown in Barcelona. The Audi Quattro S1 pilot saw off a fierce challenge from Tommi Makinen to win by just 0.46 second.

The World Motor Sport Council clamped down on unruly driving behaviour in Formula 1. It introduced a number of new rules, including extra monitoring of race starts.



**British F3 champ Hakkinen joined Lotus** 

### **20 YEARS AGO**

American tyre maker Goodyear announced it was pulling out of Formula 1 (AUTOSPORT, December 11, 1980). The company had won 136 races since it entered the sport in 1965.

Nigel Mansell ran the revolutionary twin-chassis Lotus 86 at Jarama



**Blomqvist narrowly won in Barcelona** 

### ■30 YEARS AGO

The 22-round Formula Atlantic series was launched at Brands Hatch (AUTOSPORT, December 17, 1970) John Watson, Tony Trimmer and Ronnie Peterson were among the drivers demonstrating the 1600cc machines.

### **40 YEARS AGO**

Rex Chappell conquered dreadful conditions to win the LMC Gloucester Trial from Ken Lindsay (AUTOSPORT, December 16, 1960). Several of the hills had to be abandoned after storms, floods and torrential rain made driving impossible.

### **■50 YEARS AGO**

Gerry Pentony took his Vauxhallpowered Cyclops to victory in the Lockhart-Bossingham Trial (AUTOSPORT, December 15, 1950). There were only four retirements from the 30 starters, despite the event being run in a continuous downpour.



Jean Behra was fortunate to survive this horrific crash at Goodwood. He had been leading the 1958 Glover Trophy race in a BRM P25 when the car suffered a brake failure and slammed into the Woodcote Chicane barrier at around 70mph. A badly shaken Behra was pulled from the crash wreckage with nothing more serious than bruising. Mike Hawthorn won the race in a Ferrari.

### WHERE ARE THEY NOW?

## Beppe Gabbiani

BEPPE Gabbiani was perhaps the stereotypical Italian racing driver he was certainly fast and fiery, but was also an habitual under-achiever.

He is not proud of it, but he has come to terms with his failure to carve out a career at the highest level. These days, the 43-year-old can even get in a racing car purely for the hell of it.

"I raced against a lot of drivers who went on to be successful in Formula 1," says Gabbiani, whose two attempts at F1 yielded just three Grand Prix starts. "I can't say that I was quicker than them, but I beat them all on occasion.

I was fast, but also a little bit crazy. I was really immature and made a lot of mistakes.

### "I was fast but also a little bit crazy – I made a lot of mistakes"

Gabbiani called time on his career after stepping back down to Formula 2 following an abortive year of F1 with Osella in 1981. Four victories from the first five races should have made him shoe-in for the '83 European title, but the works March driver lost his way. The call to return to F1 didn't come and he eventually hung up his helmet.



Gabbiani: racing sportscars and tin-tops

Various comebacks over the next decade failed to lead anywhere, but in '98 Gabbiani dusted off his overalls to race a sportscar with friend Felipe Ortiz. This year, they shared a Riley & Scott in the SportsRacing World Cup and he also raced tin-tops in Italy.

"I wish I had a proper chance in F1, but I don't have too many regrets. I've made lots of friends and I never hurt myself." GW

### ANNIVERSARIES

### December 14

Fabrizio Giovanardi Fabrizio Giovanardi (b 1966), Alan Kulwicki (b 1954, d April 1, 1993), Anton Goeser (b 1950), Howdy Holmes (b 1947)



Chapman Massimiliano Angelelli (b 1966), lan Briggs (b 1947), Vic Lee (b 1953), Wido Rossler (b 1950), Peter Gregg (d 1980)

Colin Chapman (d 1982), Manfred Kremer (b 1939), Les Leston (b 1920), Axel Plankerhorn (b 1951), Henry Taylor (b 1932)

### December 17

Paul Tracy (b 1968). Denis Welch (b 1944), Jim Derhaag (b 1950), Dave Metcal (d 1992)



### December 18

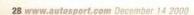
John Booth (b 1954), Ted Musgrave (b 1955), Christophe Tinseau (b 1969), Dennis Vitolo (b 1954)

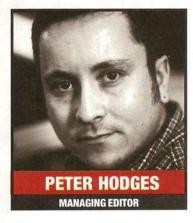
### December 19

Jeff Allam (b 1954), Onofre Marimon (b 1923, d July 31, 1954), George Wicken (b 1920)

December 20 Alister McRae (b 1970), Matthew Neal (b 1966), Karl Wendlinger (b 1968), Phil Andrews







t is an oft-heard cry in this office that more car manufacturers should go racing and rallying. Motorsport can do an enormous amount of benefit to the profile and image of a brand. Granted, it can be flabberghastingly expensive (Jaguar's involvement in Formula 1 springs to mind), and it has to be done properly (er... that'd be Jaguar again), but one-make series like the TVR Tuscan Challenge demonstrate how motorsport can be costeffective and extremely popular.

So that's established: more companies should dip into their coffers and get involved, and those that already are should broaden their involvement. But to this I add my own appeal: let's have more roadgoing derivatives of the cars that compete on stage and track. This isn't a call for F1 cars with mudguards, airbags and catalytic converters shricking around the Wandsworth one-way system (though thinking about it...). No, what I want is much more realistic.

In the days of the Group A rally regulations you could walk into a Lancia dealership and drive away in a Delta Integrale. You could even do what some bright spark in my part of the world has done and finish it in Martini livery - and have a car whose approach would have chiropractors rubbing their hands in anticipation of all those cricked necks as passers-by shot startled glances in its direction.

Today there is the Subaru Impreza Turbo and the Mitsubishi Lancer Evo VI. No one reading this magazine will argue that the world is not a better place with such sublime examples of the automotive art plying our roads. But wouldn't it be wonderful to have more like this?

There does not even need to be any direct link to the competition car. Take Toyota. It may no longer be competing in rallying as a works concern, but the Corolla can still mix it on the world stage. In the era of the World Rally Car, it's impractical to expect a roadgoing equivalent, but a rip-snorting, four-wheel-drive spinoff with full WRC-style bodywork and, say, 220bhp would surely have been sensational. Just think of how it would have looked parked alongside 1.3-litre family shop-abouts in the window of your Toyota franchise.

Turn to page 22 of this magazine. Feast your eyes on the Citroën Xsara T4 rally car pictured there. Looks

## Street credibility

Why don't marques take advantage of motor racing's kudos and build more race-derived cars for the road?



Design of the times: Renault hit the spot with the aggressive stance of its Megane rally car

of cars competing on stage and track"

great, doesn't it? The Xsara coupe is a worthy car, but a shot of the same steroids that pumped up its WRC cousin would not go amiss.

What about the car that stormed to the World Rally Championship this year? The rear spoiler on the 206 WRC should be seen on every high street gracing the rump of the 206 GTi's barking big brother.

Then there's Renault. In recent years it has given us the Spider, subject of an extremely successful aggressive stance could have been the foundation for an awesome machine. It would not have required an enormous amount of work: keep it front-drive to minimise cost and complication, and with the right engine and suspension wizardry...

There are those who work for Ford who understand what I'm getting at. The people who created the Ford Racing Puma. Despite its name, it does look a lot like the Puma rally

### there is no racing equivalent (though "Let's have more roadgoing derivatives

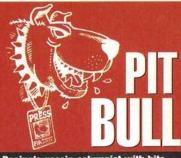
one-make race series, and its mad, mid-engined Clio V6 racer was duly followed by a roadgoing version (which, by all accounts, is a little too civilised for its own good, but let's not be churlish). Thanks very much, Renault. But why stop there? Surely I cannot be the only enthusiast whose pulse was quickened at the sight of the French marque's Megane rally car? Those muscular arches and

car), but that doesn't make it any less special. Racing seats, super-stiff suspension, wheels the size of flying saucers and an exhaust that pops and crackles on the overrun. Top stuff.

I'm not picking on individual manufacturers: the examples given are just that. There are great cars available to the fevered-up motorsport nut. But I'm greedy. I want more.



Ford has had the right idea with the Racing Puma – a roadgoing coupe with attitude



Racing's gossip columnist with bite

Relying on divine intervention is not a quaranteed way to get ahead in motorsport, although Minardi's Formula 1 team seems to set great store by it. Yet there is another way to benefit from the hand of the Almighty: go sportscar racing in America. Recently, the pastor at Daytona was overheard telling his flock that going to church was worth at least 10 seconds a lap, and if you gave some money to the church collection then you are practically assured of a podium.

As you will see on page 13 and 76, we've decided to take one normal racing helmet and turn it, with a bit of imaginative decoration, into a Christmas pudding. And the world's fastest dessert has just made its competition debut, coming home in third place. It was no less than a director of the company who was wearing the helmet, but he was racing under a pseudonym: Chris Pudding.

Namewatch: you have to feel sorry for the man who raced with Pedro de la Rosa in British Formula 3 called Ivan Arias. I mean, did it really matter if his bottom was hairy or not? And, of course, there is the occasional BOSS Formula racer named Federico Careca. Nothing wrong with that, but apparently, he is a bit of a car-wrecker.

The Formula 1 chicken jokes did the rounds of Pitbull a couple of months back. Now he is proud to bring you the seguel: how many F1 drivers does it take to change a lightbulb? Mika Hakkinen: "Hmm, oh boy. That's a tough question (pause). It depends on... (pause) ... the conditions. In some situations... (pause, sips drink)... in some situations... (pause)... yes. And in some situations... (pause)... no... (pause)... What was the question?"

Alain Prost: "We were supplied with a broken, faulty, dirty, illegitimate light bulb."

Ron Dennis: "Under these circumstances, we would identify one member of the light source renewal team to take this project forward and effect a replacement."

Jean Todt: "We would not choose which driver would change the light bulb - we don't 'ave a number one changer and a number two changer. We 'ave two number one changers... but it would be Michael."

Feed Pit Bull at: pitbull@haynet.com



words that look set to change the face of Formula 1. After a debut test when one of the most eagerly anticipated drivers for many years exceeded expectations, the Colombian has already become the sport's latest star. Supremely quick, confident enough to try the unconventional, and thoroughly charming, the man left an immediate impact. Those present at Jerez knew they were seeing something special.

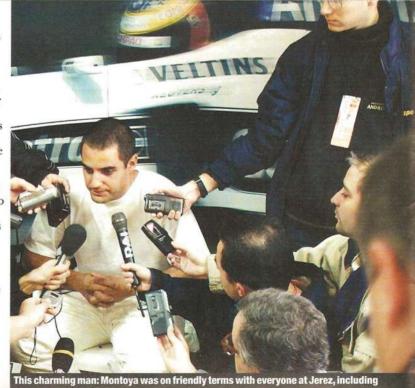
With more journalists, camera crews and photographers that at any 'old-car' test for many years, Montoya never showed one sign of feeling the heat, despite the hype. He concentrated on his job when it mattered, he made enough time for the press, and made sure he built a strong relationship with everyone at the team. It was a charm offensive like no other, but one with plenty of substance behind it. He was a pace-setter in only his second day behind the wheel.

There were some doubters who believed Montoya would struggle to adapt to F1 machinery after a two years in America, but he was unlikely to have forgotten everything he learned in 10,000km of testing for Williams in 1998. It took him just over half a day to get himself on the pace.

"I was able to pick the lines very easily and at the end of the first day I could push a little bit," said Montoya. "There are still a few things on the car that I have to understand fully, but it looks very promising. I thought it was going to be a bit harder, but the car is so comfortable to drive that I was able to pick up the speed easily.

Everybody talks about there being no grip in a modern F1 car, but I found plenty. I am not joking! I spoke to Dario Franchitti about these cars, after he drove the Jaguar, and he said there was no grip in the slow corners - but the Williams seems so well balanced. Yes, the car does feel a bit twitchy, but we can work on it. I can cope with the twitchiness for one lap, but over a race distance there may be a problem."

It will be the races that decide just how Montoya is taken, though. The test in Jerez was the perfect start to show what kind of talent F1 is being blessed with, but the man himself is the first to admit that one swallow does not make a summer. He also



This charming man: Montoya was on friendly terms with everyone at Jerez, including the mass media circus which had turned out to witness the Colombian's return to F1



# GOSGI

Juan Pablo Montoya demonstrated why he is the man of the moment at his first official test for Williams-BMW. By Jonathan Noble



Above and below: the 1999 CART champion was quick to start exploring his limits in his first outing in last year's Williams-BMW, as well as gelling with members of his new team



does not feel under any pressure to emulate the feats of his predecessor, Jenson Button.

"I think it will just be a question of time deciding what happens. I can't expect to go out in the first race and win. I will just do the best I can. After two years in Champ Cars, I am a bit smarter than before. I've learned that you have got to work with the car before you push it – and I'll be out there giving 100%.

"But I don't feel under any pressure to perform - it was the same going to Champ Cars and replacing Alex Zanardi. I am myself and do the best that I can - not what someone else did. Any pressure will come from me and not from what someone else says.

"Next season is a learning year and, of course, you want to try and win races all the time, but if the best you can do is finish fifth, then you have to accept that. You've got to do the best you can, but when the car is ready for you to win then you've got to be ready as well. I had a lot of patience last year with the Toyota engine, when I had a lot of problems, but we kept pushing and never gave up.

"In my mind it is clear that winning

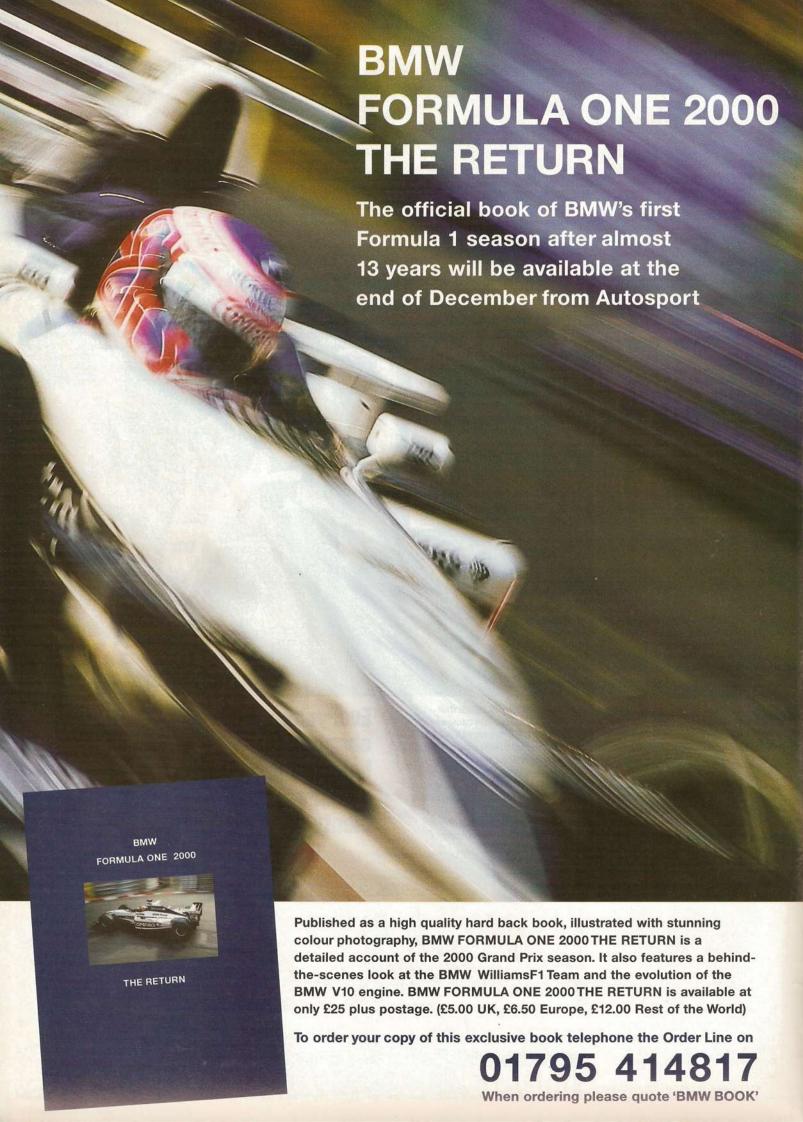
is not easy and I must admit that winning in Champ Cars came as a surprise. In my first year of CART, I never expected to win a race. When pre-season testing came, I thought, 'This is going to be tough.' But I have always talked about progression in my career and if that continues here then I should win."

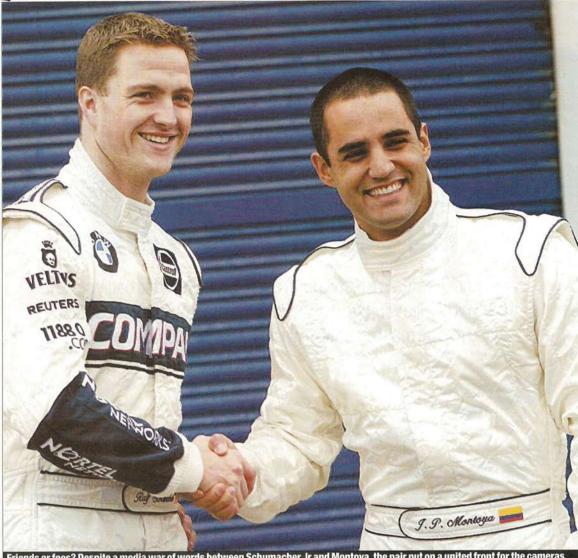
While he may be playing down expectations, there was plenty of

"Everyone talks about there being no grip in F1 cars, I found plenty" JP MONTOYA

evidence that Montoya is going to be something special – and several stories from the test highlight exactly what this young Colombian is about.

Take the first afternoon. It is your first day back in F1 machinery and the world has seemingly descended on Jerez to witness your every move. The last thing you want to do is put it off into the barriers by trying to find your limit. You are clearly not Montoya.





Friends or foes? Despite a media war of words between Schumacher Jr and Montoya, the pair put on a united front for the cameras

On the fast left-hander after the hairpin, he has a go at taking it flat. The car does not like it, he hits a bump and nearly goes off. Never mind, he has learnt his lesson and it will not happen again.

On the second day of the test, with track conditions treacherous from day-long drizzle, a trip to watch the cars on the exit of the chicane was a delight. Montoya was giving it everything as he kept his foot flat in, but if you listened carefully you could hear something unique. He was the only driver who would change up two gears on the exit - thereby minimising wheelspin to maximise traction. When asked why he was doing it, he just shrugged his shoulders. Ayrton Senna used to do exactly the same.

But if you want to perfectly summarise what Montova has brought to Williams, then you need look no further that one of his practice starts on the second day. His first attempt on the opening day of the test was scuppered by him forgetting to turn off the pit lane speed limiter, but after a few decent getaways, he started experimenting on the second day.

He asked where the rev limiter was set for the car in first gear and was told it was 13,000rpm. He dropped the clutch at exactly that point - and the gearbox did not like it. As the car was wheeled back to the pits, there was no telling off from the team. Instead, there was a sense of quiet admiration because of his balls in trying something different and an eager anticipation for the season ahead.

And there was no one at Jerez who felt any different. Roll on Albert Park.

### FIRST IMPRESSIONS COUNT



Ralf (above) says he is relishing the chance to race against Montoya, who he rates as a "tough and quick team-mate". Patrick Head (right) has praised JPM's great driving ability

IF JUAN Pablo Montoya had cared to take a glance across the track to the grandstand opposite the pits during testing at Jerez, he would not have failed to have notice the young child, full of pride, as he ran around joyfully waving the Colombian flag. It was a small hint of the kind of support Montoya can expect next season - but the child was not the only one in the pit lane who may be about to join the JPM fan club.

"A great ability for driving, great skills and a strong head are needed to stand out in Formula 1," says

Williams technical director Patrick Head, "Michael Schumacher has it and it seems that Juan Pablo has the raw ingredients. It now depends on whether he has the application. We hold Jenson Button in high regard, and we do not consider Montoya to be a repeat of Alessandro Zanardi because they are very different people.

BMW Motorsport director Dr Mario Theissen was equally enthusiastic: "I have seen a few slower drivers here this week. To a certain extent I am impressed but you can say too much

after these few days because there were some initial things to sort out like the weather. But I have to say I expected him [JPM] to not be especially quick in the wet-and he was very good!"

Even Ralf Schumacher was impressed with the job his new teammate has done - publicly, at least. "He's done quite well," said Schumacher. "He comes with a good reputation - he won in Champ Cars and he is pretty sure he is going to win races in F1. He is going to be a tough and quick team-mate and that is what keeps me going

"I expect us to get on and I will try to do my best against him. So far I have done a good enough job against my other team-mates and I hope it is the same case here. If not, then I hope I can catch up with him.

But while Ralf claims he will have no problem racing alongside Montoya, Head has hinted that their relationship will be affected once one of the drivers starts being quicker on regular occasions.

"When one is continually faster than the other then there will be a certain tension.

The Benetton team's results and reputation have faded badly since its 1995 world title win, but Jenson Button showed in his first test for the squad that he may be about to wash away the blues. By **Jonathan Noble** 







e may no longer be the new boy in town, but he still continues to impress with his speed, commitment and the way he can gel a team around him. Jenson Button will not be a Benetton driver officially until January 1 2000, but his first test for the team at Jerez in Spain last week proved there are exciting times ahead.

Although there were no hints of the kind of youthful excitement that marked the build-up to his debut Formula 1 season, Button is a much, much wiser driver these days than he was 12 months ago. The Benetton was not a match for the Williams over the course of the 2000 campaign, but Button is confident that things will be different – for both the team and him – in 2001.

"I've got a lot more experience now and I am not going to go to each race wondering about what the circuit is going to be like and whether I am going to get on," he says. "I know now exactly what to expect and I am confident the team can do a good job."

Button's progress with Benetton may have been more steady than spectacular, but that was part of his defining characteristic during the latter part of the year. He has always been quick when it mattered and, sure enough, despite a few spins as he got used to the car and its limits, Button's name was where you expected it. Near the top of the time sheets.

"It is a change coming here, but it is a really good one. They are a friendly bunch of people, especially the mechanics, and I wouldn't say they are easy going, but they are easy to get to know and friendly... even when I go off."

Part of their reason for being so accommodating about Button is that there is a buzz at the team about his arrival. The team's new technical director, Mike Gascoyne, has been able to witness that at close hand during his first few weeks at the helm since returning to action from 'gardening leave'.

"You only had to see what he did last season to see why we are pleased



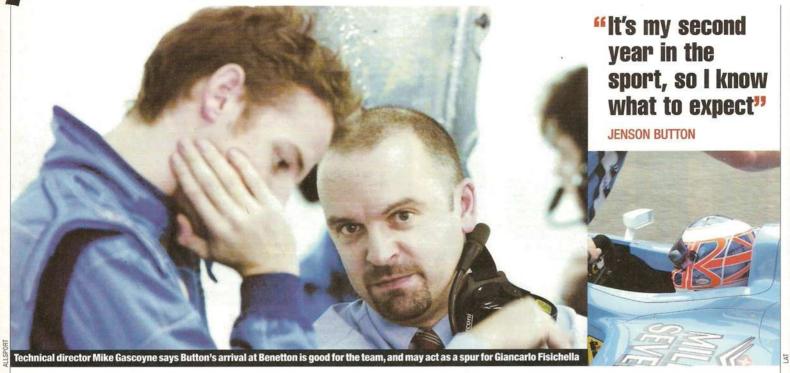
New kid on the block: Jenson has already made a good impression at his new team

# "In the short time Button has been here, everyone is impressed"

MIKE GASCOYNE

to be getting him," says Gascoyne.
"Having been taken away from
relative obscurity, I don't think
anyone thought he would do as well
as he did. He certainly showed a level
of competitiveness that was better
than expected, and a maturity that
was better than expected from a
young guy that age.

"From Benetton's point of view, it is very good for the whole team. He has compared well with Ralf Schumacher, better than he should have done, and that acts as a spur for Giancarlo Fisichella. He is fitter than he has ever been and if he wants to show he is a potential world champion, he knows who he has got to beat. From the



■ performance he knows it will not be straightforward and that is a good situation for the team."

And what were Gascovne's first comments on working with Button? "In the short time he has been here, everyone is very impressed. It is important that the drivers help the team do a job, because the mechanics will often be here until 1am doing a job, and what they don't want is a driver throwing a strop, They want someone who can help carry them along and in all that Jenson has shown great maturity. He does have a laugh but he knows when to stop - and that is exactly what you want.

"We would have loved to have given him more time to get settled in. but because so much is happening at

Benetton that just wasn't possible. But there were things at this test that we needed to do. With any driver you have, you've got to understand what they mean.

"At Tyrrell, for example, with Jean Alesi, he would get out of the car and say it was undriveable. Then you would put half a hole of front flap on and he would say the car was perfect. Ukvo Katavama's English was quite quirky, but his race engineers eventually knew what he meant. With any driver you have got to get a feel for the way they describe what they feel, and that takes time. Jenson will just get better at it - that's what is exciting."

But despite the hype surrounding Button, and the occasional comment that he could do a Michael

Schumacher at the team by leading them back to the top, the man himself is playing down such high hopes.

"I haven't got an objective as such for next year," he claims. "I haven't driven the new car or the new engine yet, and I've not spent much time on the Michelin tyres, so it is difficult to say. But it's my second year in the sport, I know all the circuits and I know what to expect from each weekend, so I've got no excuses and I have to be quick.

And however much Button plays down his feelings that he wants to put one over Montoya, the man who replaced him at Williams, there is an underlying feeling that his sights are set on proving something in 2001.

"It was quite interesting, because I

came out of the circuit behind Juan Pablo for one lap during the test and I thought it would make a great picture. He came into the pits at the end of the lap - I think he was scared!

"No seriously, I think he has done a good job but I am not just focusing my sights on him next year. I would love to win the championship, I don't think it is going to happen next year, but it would be good to move forward, especially for 2002.

"There are another 20 drivers on the grid I've got to worry about and it would be even more satisfying to be ahead of Michael Schumacher and Mika Hakkinen than Montoya."

He may only be on the verge of his second season in F1, but Button isn't one to set his targets too low...

### FRENCH FLIES

JENSON Button was not the only driver finding his feet with a new team as testing resumed at Jerez in Spain last week. Frenchman Olivier Panis had taken a gamble by testing for McLaren in 2000, but it paid off handsomely when he was signed up by British

American Racing for 2001.

The '96 Monaco Grand Prix winner felt instantly at home as he got to grips with last year's fifth best car; and he proved what a potent combination he and the team could be in 2001 when they ended the opening day's dry practice

session as the leading challenger to the pace-setting McLaren of David Coulthard.

"I am very pleased about the way things have gone to be honest," he says. "I finally know why this year they have had a good season because the

baseline of the car is very good and now we just need some developments. After following this season quite closely, I am not too surprised, though.

Panis, who has learnt all about political correctness with McLaren, refused to be drawn on comparing the Honda and the Mercedes, except saying they had "a different name but were both were good".

He did, however, quickly quell suggestions that inside BAR there was any hint of the politics that many of the conspiracy theorists would have us believe.

"I haven't seen anything to suggest this. It is a very young team and a very positive one. They had a good welcome for me and it is clear that they need two drivers with experience. I have that experience and I think it's going to be a great season.



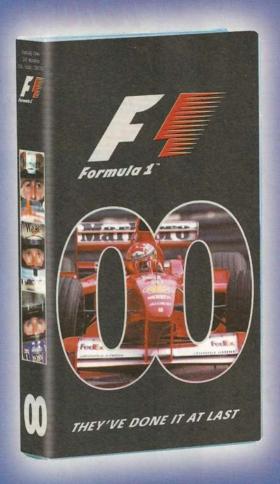
Gascoyne predicts that Jenson's technical capabilities will just get better at Benetton



A rejuvenated Panis soon got to grips with last year's BAR – he was quickest at Jerez on Thursday



# thedreamteam



#### F1 2000 They've Done It At Last

In the Official Review of the 2000 FIA Formula One World Championship, Michael Schumacher and Ferrari achieved Formula One's ultimate prize - the World Drivers' title and the Constructors' Championship! Relive every drama and all the thrills and spills with the very best action from every race using digital TV footage previously only seen on pay-per-view television. Plus a 2000 season preview, post-race analysis, exclusive driver interviews, news and informed commentary not available anywhere else.

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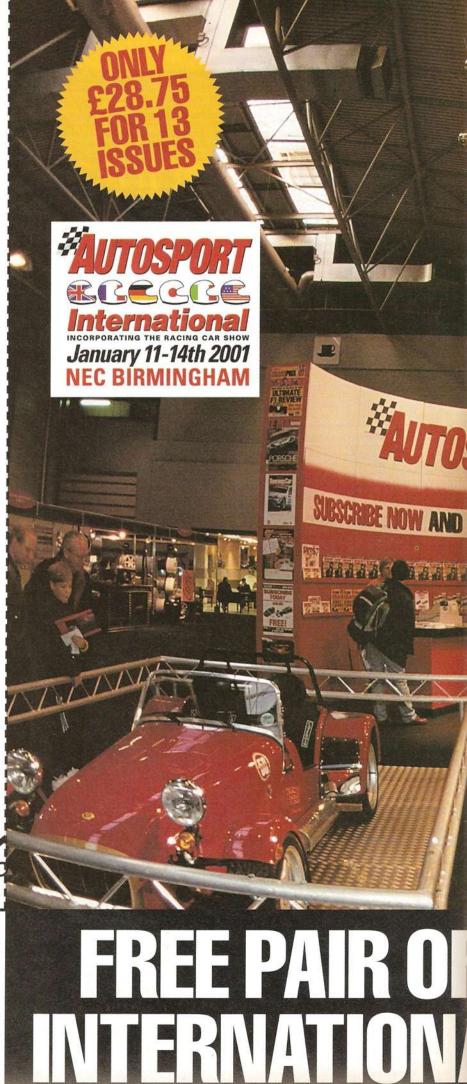
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The year started with yet another win for the man who had claimed the crown for the past four years – Tommi Makinen. Yet it finished with a new world champion in Marcus Gronholm, a man who did not even take his first victory at the top level until Sweden this year.

Gronholm's crown was as unexpected as it was popular. The Espoo pilot only started the season believing that he would do everything up to Corsica in October, at which point Peugeot would take a decision on whether it was worth fielding a third Peugeot 206 for him on asphalt. Yet after Sweden, Peugeot Sport chiefs Corrado Provera and Jean-Pierre Nicolas could hardly have had many doubts that their man would contest the entire calendar.

Under intense pressure (from, of all people, Finnish *uberbero* Makinen), Gronholm did not flinch.

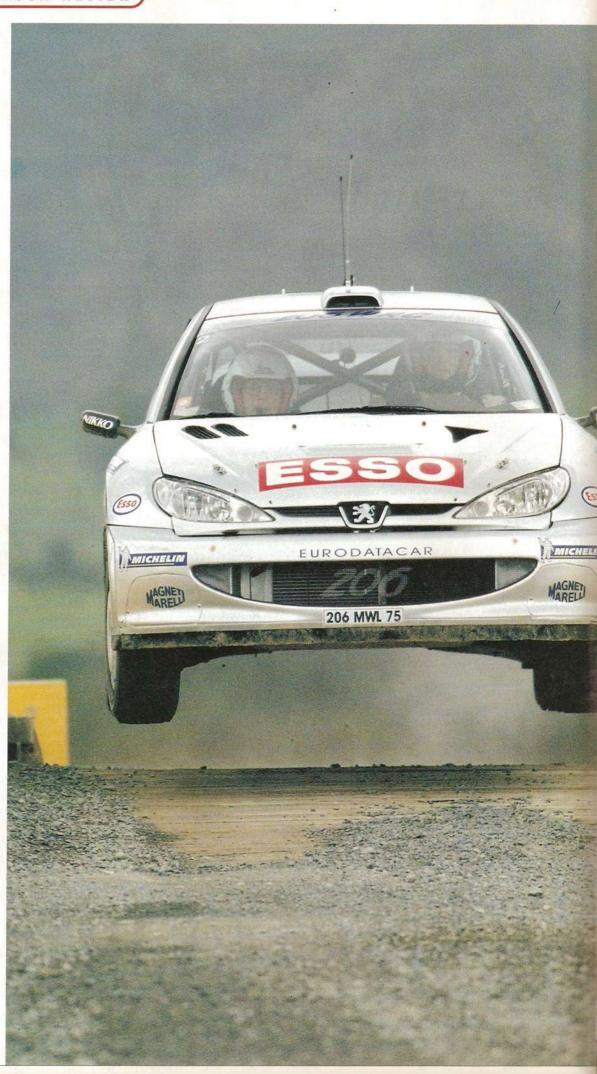
Retirement on the Safari was written off by Peugeot, because the event as a whole was a complete disaster for the French marque, but when Gronholm provided Richard Burns' main competition in Portugal, it was clear he was a title contender. Peugeot's stated aim for the season was always the manufacturers' crown, but from the summer onwards it had an eye on both titles.

Gronholm's success was a victory for more than himself, navigator Timo Rautiainen and the formidable Peugeot engineering corps. It went beyond that, signifying what a decent driver, nurtured by a strong team, could achieve. Let it not be forgotten that after years of protracted arguments over how important knowledge of the stages is, the man who broke Makinen's grip on the series did so in his first full crack at the title. Of the 14 events, four were new to him.

It was typical of the intensely thoughtful Burns to spot Gronholm's main strength: his nerve. By the final quarter of the year, the top four drivers in the title race were covered by just five points, and something had to give. McRae cracked in Corsica, hurling his Focus off the road in one of the most frightening accidents of recent years. Burns dented his hopes, along with his Subaru's radiator, in a smaller shunt in Sanremo. Then Sainz blew his hopes by fouling up gamesmanship in Australia.

Through all of that, Gronholm remained calm, almost apathetic. The title, he reasoned, remained a long shot, and even after the exclusion of Makinen on a technical infringement handed him more points in Australia, he was still reluctant to write his name into the space marked 'champion elect'.

However, over those final four events, he matured visibly into a



Peugeot's Marcus Gronholm broke fellow Finn Tommi Makinen's winning streak and the challenge of Richard Burns to take the world rally honours in his first full title campaign. **John McIlroy** reports



Dishard Burns had the page but the victorious Peugent had the edge on reliability



Colin McRae, Nicky Grist and the Ford Focus were as spectacular as ever, but it was all in vain

■ man ready to assume the responsibility of the title. He strengthened his lead on the asphalt rallies where he had been expected to struggle, then crushed Burns' hardest attack in a thrilling Bunnings shoot-out in Australia. On that final afternoon down under, he finally took on the mantle of a champion. A cool drive to second on the Rally GB was just confirmation of what everyone knew.

Peugeot should get its share of the glory. The 206 was undoubtedly the best all-round performer over the spread of the season, for while its

## "One suspects that Colin McRae will not be sending a Christmas card to Cosworth this year"

rough-surface durability remained questionable, it was capable of victory on either asphalt or gravel, and was generally reliable on both surfaces.

More than that, the guidance given by both Nicolas and Provera proved invaluable to Gronholm. Mention it to the Finn and he smiles nervously, as if you have spotted one of his secret weapons. In a way, it was. The Peugeot team management did a stunning job of shielding its star from the limelight and inevitable pressures as the season wore on. Gronholm's own mental strength did the rest.

Between them, the new boy and the relatively new car managed to outfox established names like Subaru and Ford, although Prodrive and M-Sport would have to admit that their failures to bag a title had as much to do with their problems as Peugeot's brilliance.

The Banbury concern, for example, took the brave decision to launch the WRC2000 Impreza in Portugal and when it claimed a debut win despite several glitches, Burns became solid



title favourite. However, David Lapworth's engineering team struggled to get a handle on the car's reliability, and as both Peugeot and Ford raised their pace, the capacity to recover from problems diminished.

Team-mate Juha Kankkunen was eclipsed by Burns for most of the year. although he still showed glimpses of his speed, notably when he was second on the Safari.

The Focus, meanwhile, was hardly a bedrock of constant performance. Colin McRae must have wondered if his bad luck with the car was ever

going to end, particularly when he retired on the last stage of Monte Carlo with engine failure. Still the glitches came: the Focus's motor drowned in a Safari river crossing, then another engine failure halted him in Portugal. Even a stunning, hard-fought win in Catalunya brought only light relief before another motor problem forced retirement in Argentina.

Little wonder, therefore, that by mid-season the Scot was already looking elsewhere - with Peugeot his preferred option. Ford turned the situation around and made the Focus

reliable enough for both McRae and Carlos Sainz to mount title challenges that were not extinguished until the penultimate round. Unfortunately for the Scot, another broken engine sealed his fate. One suspects that he will not be sending a Christmas card to Cosworth this year, although he did make more than one mistake himself.

In truth, though, mechanical failings like those suffered by McRae were all the more painful for those involved because the world championship has never been more competitive. The technical boundaries of the World Rally Car regulations are now being stretched by at least half the teams and as such, the gaps between the cars have never been smaller. On more than one occasion this year, different cars, on different tyres, were separated by tenths of seconds on stages measuring more than 30km.

Accordingly, several the teams found it hard to keep pace. Despite Makinen's win in Monte Carlo, Mitsubishi struggled to keep the Group A Lancer on a par with its World Rally Car rivals, and Ralliart made the previously unimaginable error of introducing parts too early

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he deserved the world title CAR OF THE YEAR

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The Peugeot 206 WRC Awesome traction, good power and fine balance, all packed into a wheelbase that could turn on a sixpence.

Marcus Gronholm in Australia

After his speed on the final afternoon,

CRASH OF THE YEAR

Colin McRae in Corsica The silence within the service area as everyone waited for news was genuinely unnerving.

FARCE OF THE YEAR

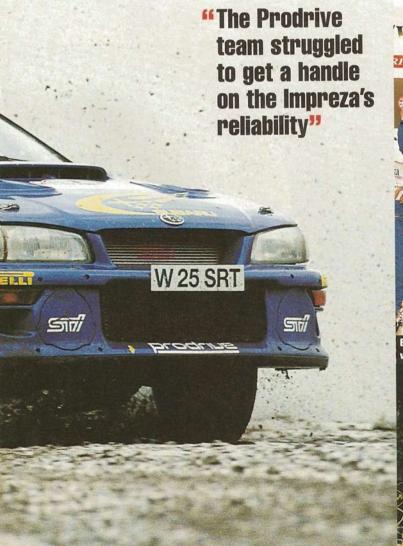
Sanremo At one point on the second afternoon people wondered if they would ever see a stage run again. On top of all that, the traffic queues were measured in counties.

HOTHEAD OF THE YEAR

Francois Delecour Narrowly defeats his Safari-boxing team-mate Gilles Panizzi because he decided to have his argument in public, with his team manager. He won't be with Peugeot in 2001.

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SEAT How can so much money and





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On the up and up: Alister McRae and the Hyundai Accent may have failed to register a point in 2000, but the car's development progressed so much that they set a fastest stage time

#### CHANGING ZOOMS

RALLYING is currently undergoing one of the biggest revolutions seen in motorsport, and there was increasing evidence of this during the latter half of

David Richards, who now holds the television rights to the series, is aiming to make the world championship a global spectacle on the scale of Formula 1. Inevitably, this has resulted in wholesale changes, some of which have angered purists.

Events this year have all ended on a Sunday, and there is an increasing tendency for rallies to finish earlier rather than later in the afternoon, in order to secure a primetime live television slot for the final stage.

Routes have also become more compact, and the best example of this was on the Sanremo Rally this year, described by locals as "a rally on a race track". Essentially, the itinerary consisted of repeated loops of stages around the host town, none of which were more than an hour's drive away given clear traffic.

The number of competitors has been steadily tumbling as well, with more and more entries restricted to

works teams and top privateers. In Sanremo again, car number 50 was a full-house World Rally Car-there is increasingly less space for cashstrapped amateurs in bargain basement machinery.

The classic marathons such as Monte Carlo and the Safari have also undergone radical changes to their traditional formats. It is time, after all, to move into the 21st century.

While some might say that the sport is becoming rapidly homogenised, it is beyond question that the world championship has been more efficiently run this year than previously. David Richards' vision of the future is exciting, and every true enthusiast would surely agree that rallying deserves more recognition than it currently gets. At the same time, there are reservations - such as the fact that the fundamental character of the sport is being diluted

This year, we had an opportunity to catch a glimpse of what the future holds. Marcus Gronholm's title win proves one thing beyond doubt: a Formula 1-sized sport does not necessarily lead to F1-size egos. AP

■ mid-season. For a team renowned for cautious professionalism, the sight of Makinen effectively ditching his 'undriveable' Lancer in a New Zealand service area must have come as a galling shock.

The Rugby concern recovered well to put Makinen back in the frame for rally wins at least before the end of the season, although exclusion on a technical infringement in Australia confirmed 2000 as a year for Andrew Cowan's boys to forget. It will be fascinating to see how they hone the Lancer into a World Rally Car in 2001.

Hyundai has already done that with its Accent, and rally partner Motor Sport Developments did well with the car in a limited programme. The budget was tight, but the Accent's decent handling occasionally offered both Alister McRae and Kenneth Eriksson the opportunity to shine. Accordingly, both pilots had notched up fastest stage times before the end of the year, although McRae had the dubious honour of being the only works pilot along with Skoda's Luis Climent to emerge from the year without a drivers' series point. Again, MSD has strengthened its engineering squad for 2001, but you suspect that only a massive injection of cash from the Korean parent company will allow the Accent to challenge the Impreza or 206.

Skoda is another team in need of cash, although the ungainly Octavia was occasionally useful enough to carry Armin Schwarz to decent times (including a fastest overall in Catalunya). The replacement of Climent by Bruno Thiry will at least maximise the gain from the Czech manufacturer's limited testing programme next year.

As the competition has tightened, it was always inevitable that at least one manufacturer would begin to question its results per buck, although there was still some surprise when SEAT announced that it would pull out at the end of the season.

The Spanish manufacturer's reasons for leaving were markedly different to those of F1-bound Toyota 12 months earlier. Unconfirmed reports suggested that SEAT's budget was actually beyond that of Ford, but all the pesetas in Barcelona and the

"The Accent occasionally let **Alister McRae** and Kenneth **Eriksson shine**<sup>33</sup>



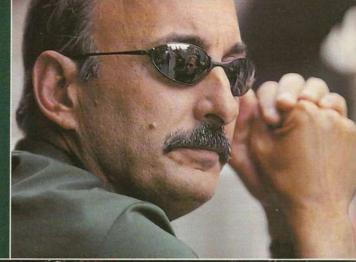
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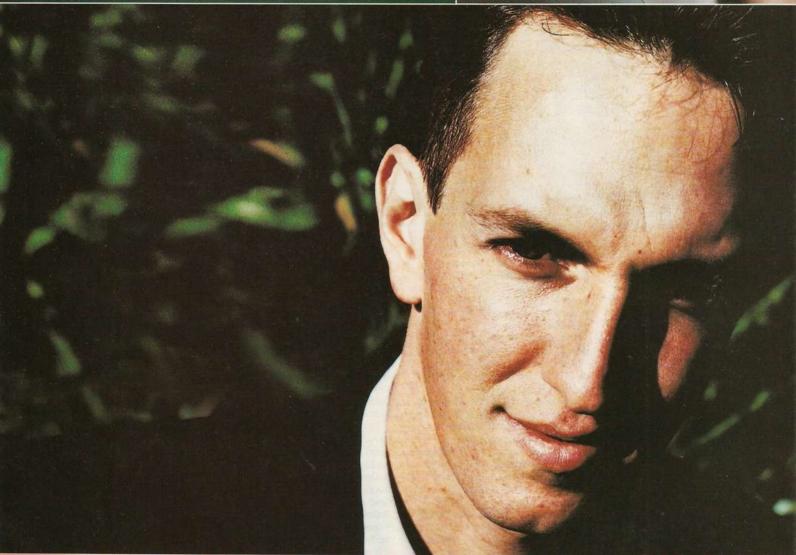
**Burns and Gronholm compare biceps** 

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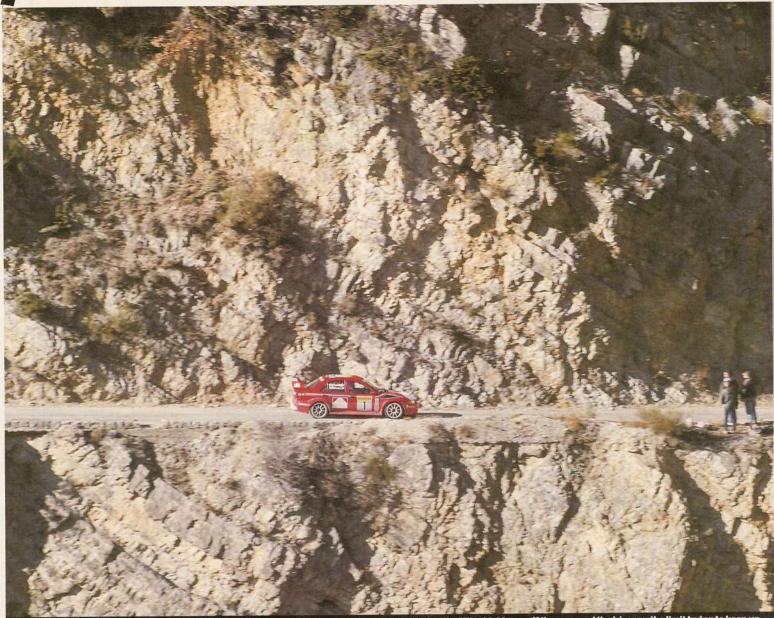
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Between a rock and a hard place: Makinen entered 2000 confident of winning a fifth straight title, but the Mitsubishi was off the pace and its driver on the limit trying to keep up

■ services of 1994 world champion Didier Auriol could not turn the Cordoba WRC into a decent car. As a result, SEAT spent much of the season trailing VW group stablemate Skoda in the makes' series – a humbling situation, given that the Mlada Boleslav team had only a fraction of the budget that was being thrown behind Auriol and team-mate Toni Gardemeister.

The ultimate insult surely came on the Rally GB, when SEAT decided to go out with a bang by fielding four Cordobas. Championship rules mean that cars start in series position order, and the first yellow machine over the start ramp was not that of Auriol or Gardemeister, but Harri Rovanpera - thanks solely to the Finn's two appearances in a Toyota Corolla earlier in the year. Auriol's decision-making process when Peugeot offered him a seat for 2001 must have been measured in nanoseconds.

SEAT's failure not only proved that budget alone cannot win a championship. It also showed that as the World Rally Car technical window is stretched to the maximum, the capacity for failings in any area is being reduced. Cars like the 206

#### **GUEST OF THE REST**

WHEN is a works team driver not a world championship driver? Answer: when he is a temporary third driver. The majority of manufacturers ran additional cars for asphalt specialists on the sealed-surface rounds of the championship, which caused heated debate at the sharp end of the field.

The most successful practitioner was Peugeot, which drafted in asphalt ace Gilles Panizzi to net consecutive victories in Corsica and Sanremo. As a result, the diminutive Frenchman rocketed up the championship table, taking points from the title rivals of his team-mate Marcus Gronholm.

Richard Burns, for one, felt that he had been deprived of valuable points unfairly: "You don't get people in other sports nipping in and then buggering off," he said. "If they want to run Panizzi, then he's got to do the full championship."

In fairness, Panizzi also deprived Gronholm of points. And Subaru tried the same trick as well, running Simon Jean-Joseph in Corsica and Sanremo. However, like Ford's Piero Liatti (also brought in for the asphalt rounds), the temporary drivers tended to get eclipsed by the regular squad. Panizzi proved the only exception, and is slightly bemused at having created a one-man controversy.

"I don't understand what their problem is," he said. "I am accustomed to rallying on asphalt, so I am stronger there. But with some more experience of gravel, I can be quick there, too." Burns is backed up by Ford motorsport chief Martin Whitaker, who said: "I'd like to see teams nominate two drivers at the start of the year and stick to them. That said, teams are likely to make full use of 'guest' drivers who are exceptionally good on certain surfaces until there is a rule that says otherwise. AP



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50s. Was 19.99... GRAND PRIX DE MONACO: Profile Of A Legend (Schlegelmilch & Lehbrink). A massive 460-page history of the races from 1929-1998 with breathtaking photography. Promotional E19.99. £19.99 BRABHAM RALT HOMDA: The Ron Tauranac Story (Lawrence).
The quiet Australian designed the successful Brabham and Ralt

£12.99 £3.99 £3.99 KLEMANTASKI & ASTON MARTIN (Nixon). Extra-large-format book featuring 168 blw photos of racing Aston Martins taken by famed photographer Louis Klemantaski from 1948 to 1959. Was £99.50. £49.99 COOPER (Lawrence). Concise 160-page history of the Cooper marque with 200 blw photos. Was £10.99. For a limited partied shift.

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#### CAVALLERIASERIES

Originally a series of 16 books (Nos 5 & 11 are sold out), these large-format profiles on key racing Ferrarisare now offered at reduced prices. Each book includes a full history, a detailed examination of a particular carplus specifications and individual chassis histories. Approx 110 pages, 25 b/w and 30 colour photos. Text in English, Italian and French.

Were £55 each. now £39.99 FERRARI 312S & M 1970 [1] (Huet)

FERRARI 312 PB 1972 [2] (Huet) FERRARI 500 FORMULA 2 1952 [3] (Nye) FERRARI 375 FORMULA 1 1950 [4] (Rancati)

FERRARI 375 PLUS 1954 [6] (Nye)

FERRARI 315S 1957 [7] (Prunet)
FERRARI 250TR 1959/1960 [8] (Nye)
FERRARI 250 TESTA ROSSA 1958 [9] (Nye)
FERRARI DINO 206S BERLINETTA & SPIDER 1965 [10]

FERRARI 250GT BERLINETTA SWB COMPETIZIONE

1959 [12] (Nye) FERRARI 333 SP 1994/1995 [13] (Seibert) FERRARI 250 GTO 1962 [14] (Nye) FERRARI 250LM 1965 [15] (Nye)

FERRARI 250 GT SWB SPIDER CALIFORNIA 1960 [16]

[Seibert]

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limited period. £21
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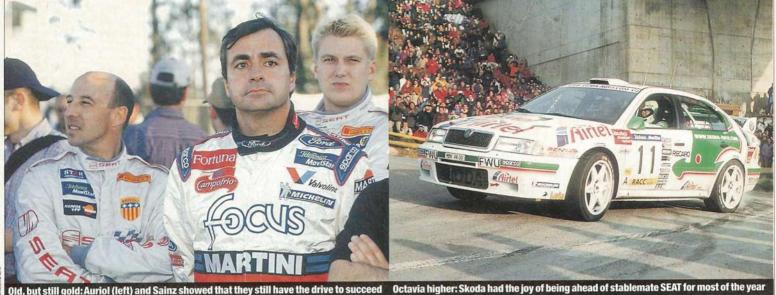












◀ and the new Impreza have moved the goalposts, and teams like SEAT and

Skoda have found it increasingly hard to match rivals in engineering strength, let alone driver salaries.

However, as one team was leaving, another joined: Citroën. And on the strength of the Xsara WRC's performances to date, the French make will do a markedly better job of justifying its (substantial) budget. It

will surprise few insiders if the Xsara ends up scrapping with a 206 for victory before the 2001 season is out.

However, the most significant development in the world championship this year happened not on the stages, but in dealings behind the scenes. In April, Prodrive chairman David Richards bought International Sportsworld Communicators from Bernie

Ecclestone, and grasped the media rights to a sport that has supported his business for nearly 20 years.

The stakes are high - even Richards admits that the sums of money involved made him draw breath - but the potential gains are even higher. The former world champion codriver's target is simple: to put rallying on every TV screen, Internet browser favourites list and newspaper back

page on the planet.

He is thinking big. If all of his negotiations for 2001 bear fruit, you could see the world championship on three of Britain's five terrestrial channels. In the longer term, live footage and real-time Internet coverage are both in the pipeline.

Achieving all of the technical goals will stretch Richards and his team at ISC, but keeping the manufacturers

#### **DRIVER RATINGS**

#### 1 Marcus Gronholm



Until April, he was not even down for a full programme. Dealt with the growing

pressure admirably. May have had the best car for the job, but showed blend of consistency and raw speed to take first title He is still learning too - this could be only the start.

SPEED SPEED	10
RALLYCRAFT	10
III CONSISTENCY	9
TOTAL	29

#### **2 Richard Burns**



Matured into a true team leader in this his first real crack at the crown. Made

mistakes, but it was Subaru's poor reliability that really hurt his title charge. On his day, showed awesome pace - set nearly twice as many fastest stage times as any other driver.

( )	SPEED	9
8	RALLYCRAFT	8
İİİ	CONSISTENCY	8
	TOTAL	25

#### **3 Colin McRae**



Another year of agony, both mechanical and physical. Reliability of Ford Focus still

suspect, but McRae always fought back when he was down. Best example was his comeback from dreadful Corsica accident, Made it to Sanremo three weeks later.

SPEED	9
RALLYCRAFT	8
III CONSISTENCY	7
TOTAL	24

#### **4 Carlos Sainz**



Strange year. Spent most of vear in the shadow of team-mate. then angered

McRae and Ford in team orders row in Greece. But better second half of season brought victory in Cyprus - his first for two years. Helped him become a late title contender.

SPEED SPEED	8
RALLYCRAFT	6
III CONSISTENCY	8
TOTAL	22

#### **5 Tommi Makinen** Lacked



consistency of previous years but still showed occasional blindina

speed. Season started well but the Mitsubishi Lancer has started to show its age. With a solid car beneath him he can still deliver, as shown in San Remo and Britain.

SPEED SPEED	7
RALLYCRAFT	8
III CONSISTENCY	7
TOTAL	22

#### **6 François Delecour**



A season with high stakes for his career. Dogged with mechanical problems, but

regularly capable of getting among the front-runners. Public row with Panizzi appears to have destroyed chances of a drive with a championship-winning team.

SPEED SPEED	7
RALLYCRAFT	7
III CONSISTENCY	7
TOTAL	21

#### 7 Petter Solberg



From Norwegian hotshot to highly rated star in two seasons, but

colossal shunt in Finland cruelly exposed his inexperience. Switched to Subaru before end of year, but found the Impreza harder to drive on the limit

Q.	SPEED	8
8	RALLYCRAFT	6
İİİ	CONSISTENCY	5
	TOTAL	19

#### **8 Gilles Panizzi**



Displayed cool when fending of cheating accusations at every turn. The way he drives

the 206 is mighty - no one brakes like Gilles on asphalt even Delecour offered praise. Showed great aptitude in Britain and is rewarded with an extended deal next season.

SPEED .	7
	6
CONSISTENCY	5
TOTAL	18

#### 9 Markko Martin



His ability to post top-10 times established him as the best driver without a

works drive. Top of many a team boss's list by mid-season. Performances in Greece. Portugal, Spain and Britain marked him out as a potential star. Works Impreza awaits.

SPEED SPEED	6
RALLYCRAFT	6
III CONSISTENCY	6
TOTAL	18

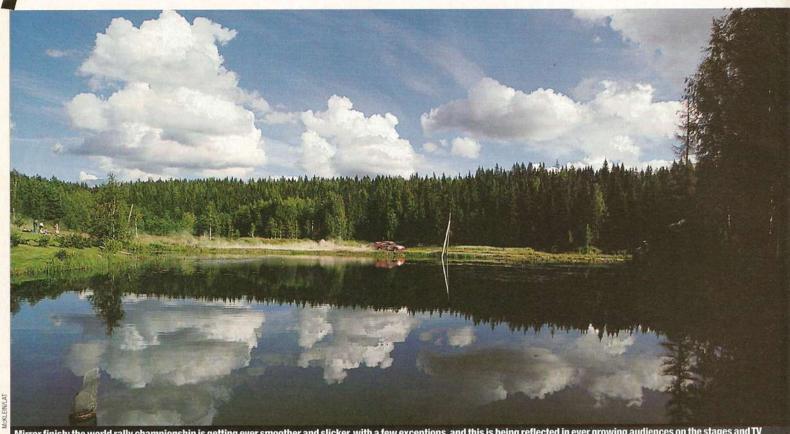
#### **10 Harri Rovanpera**



Best results were in a privately entered Corolla, snubbing his

SEAT factory drive. Fourth in Portugal and third in his native Finland. Took SEAT for finale in Britain and disappeared back down the top 10. Six outings in a 206 is his reward.

6	SPEED	8
8	RALLYCRAFT	7
İİİ	CONSISTENCY	2
	TOTAL	17



Mirror finish: the world rally championship is getting ever smoother and slicker, with a few exceptions, and this is being reflected in ever growing audiences on the stages and TV

■ on board while he goes through the motions could prove more difficult. Car firms, by nature, are not renowned for patience, as SEAT has proved. And even though Richards' PR-speak makes sense - he prefers to talk of 'perceived value for money' as a goal instead of 'reduced cost' - he will have to keep telling manufacturers that for about three seasons before the bulk of his changes are in place.

Moreover, the package that he is

#### "The package Richards is working on will alter more than viewing figures. It will change the fabric of the sport"

working on will alter more than just viewing figures. It will change the very fabric of the sport. Privateers will no longer be welcomed, routes will become more and more compact, and spectators will be funnelled and controlled like never before.

Whether you agree with this or not isn't the point. The fact is that in an act of delicate timing, Richards will have to bring together the old guard, manufacturers, TV, media, event organisers and the FIA in a manner that has not been achieved before.

If he can achieve that, then the possibilities are endless.

If it proved only one thing, 2000 showed that the basic world championship package could not be more ready for, or deserving of, a mass market.

#### RESULTS

			Champ	ionshi	p points													
Pos	Driver (Nationality)	Team	MC	S	ESK	P	E	RA	GR	NZ	FIN	CY	F	1	AUS	GB	Points	
1	Marcus Gronholm (FIN)	Peugeot	R	10	R	6	2	6	R	10	10	R	2	3	10	6	65	
2	Richard Burns (GBR)	Subaru	R	2	10	10	6	10	R	R	R	3	3	R	6	10	60	A Commission of the Commission
3	Carlos Sainz (ESP)	Ford	6	R	3	4	4	R	6	4	-	10	4	2	EXCL	3	46	
4	Colin McRae (GBR)	Ford	R	4	R	R	10	R	10	6	6	6	R	1	R	R	43	
5	Tommi Makinen (FIN)	Mitsubishi	10	6	R	R	3	4	R	R	3	2	R	4	DSQ	4	36	
6	Francois Delecour (FRA)	Peugeot	R		-	2	1		-	R	1	4	6	6	4	1	24	
7	Gilles Panizzi (FRA)	Peugeot	R	•	R	•	•	-	-		-		10	10	R		21	1 11/10
8	Juha Kankkunen (FIN)	Subaru	4	1	6	R	R	3	4	R	*		-	-	R	2	20	A NOTE OF STREET
9	Harri Rovanpera (FIN)	Seat			-	3		-	-	-	4	-	-	-			7	
10	Petter Solberg (NOR)	Ford/Subaru	-		2	R		1		3	R		R	-	R	R	6	
11	Kenneth Eriksson (SWE)	Hyundai	-		-	R	-	-	-	2	-	-	R	-	3	R	5	
12	Didier Auriol (FRA)	Seat	R	-	4	-		R	R	R		R	-	7.		100	4	
13=	Toshihiro Arai (JPN)	Subaru*	-	-	1	-	-	-	3		-		-	-	•	-	4	
13=	Toni Gardemeister (FIN)	Seat	3	R	R		R	R	R	R	R	R	-	R	1	-	4	
15	Freddy Loix (BEL)	Mitsubishi	1	-	R	1	-	2	R	R	R	( <b>*</b> )	R	-	R	R	4	
16	Thomas Radstrom (SWE)	Toyota*		3	-				-	-	-			-			3	
17=	Tapio Laukkanen (FIN)	Ford*	-	-	-	-		-	-	781	R		-	-	2	R	2	
17=	Sebastian Lindholm (FIN)	Ford*/Peugeot			-				-		2						2	
17=	Armin Schwarz (GER)	Skoda	- N ( )	-	-	-	-	-	2		-	R	-	-			2	
17=	Bruno Thiry (BEL)	Toyota*	2		-	15	-						-	7			2	THE REAL PROPERTY.
21=	Abdullah Bakhashab (SA)	Toyota*	-	-	-			74)	1	-	-	R	-	-		-	1	
21=	Possum Bourne (AUS)	Subaru*				100				1			7		-	-	1	
21=	Piero Liatti (IT)	Ford	-	•	-	-	-	-				-	1	R		-	1	
21=	Markko Martin (EST)	Toyota*	-					•	*	•	-	1		-	R	•	1	

Manufacturers' championship 1 Peugeot, 111; 2 Ford, 91; 3 Subaru, 88; 4 Mitsubishi, 43; 5 SEAT, 11; 6= Hyundai, Skoda, 8. Rounds 1 Monte Carlo, January 20-22; 2 Sweden, February 10-13; 3 Kenya, February 24-27; 4 Portugal, March 16-19; 5 Catalunya, March 30-April 2; 6 Argentina, May 11-14; 7 Acropolis, June 8-11; 8 New Zealand, July 13-16; 9 Finland, August 17-20; 10 Cyprus, September 7-10; 11 Corsica, September 28-October 1; 12 Sanremo, October 19-22; 13 Australia, November 9-12; 14 Great Britain, November 23-26.

#### **TECHNICAL KNOCKOUTS**

THE new generation came of age. The Ford Focus WRC had grown up in the heat of world championship battle, while the 206 WRC enjoyed an easier adolescence in Peugeot's private playground. Subaru's rationalised interim Impreza World Rally Car made an impressive debut in Portugal, but detail difficulties followed.

A refined asphalt specification helped the Mitsubishi Lancer Evo VI win the 1999 Sanremo Rally, and the team was happy to take the same spec to victory in Monte Carlo 2000 without significant modification. Essentially similar Mitsubishis also went to Sweden, where its chief engineer, Bernard Lindauer, admits: "We started to realise that the other cars were starting to be fast!

"The intention at the beginning of the year was not to do too much on the current car, but after Sweden I started to realise that it was going to be harder than we expected, then I decided to do some developments. But all these developments could not happen before the 1000 Lakes." he explains.

The increased pace of the top World Rally Cars in 2000 was in proportion to their rates of development. A 14-round championship does not afford a great deal of time for tests, recces and rallies, not to mention breaking ground in developing vehicle dynamics technology. Complex system designs and high-specification materials are inherent in this technology; development demands time. Time is money – top teams have top budgets.

Of the seven car types contesting the 2000 World Rally Championship, the Subaru Impreza was alone in having its engine and gearbox arranged longitudinally, north-tosouth. The remaining six were fitted with engines orientated transversely, east to west. However, the Peugeot, Hyundai and Ford have complex Xtrac gearboxes arranged longitudinally. This is made possible by the World Rally Car regulations, although their production versions have gearboxes arranged conventionally, in line with their transverse engine crankshafts.

Just before the Cyprus Rally 2000, Seat Sport announced it was throwing in the towel at the end of the year. The Cordoba WRC was inconsistent, yet demonstrated occasionally an ability to be quick. Its gearbox was transverse.

However, the rally engineering jury is still out on the transverse/longitudinal debate. A strong body of opinion says the additional complexity, mass and frictional losses of the longitudinal option make a compact transverse gear cassette the competitive favourite. Indeed, when Citroën brings its Xsara T4 World Rally Car to the 2001 campaign, top team engineers fully expect it to provide hard competition. Its renowned chassis engineer, Jean-Claude Vaucard, has chosen a transverse gearbox. Frictional losses apart, Citroën's calculations show that mass displacement advantages inherent in the longitudinal gearbox are minimal when balanced against total weight disadvantages.

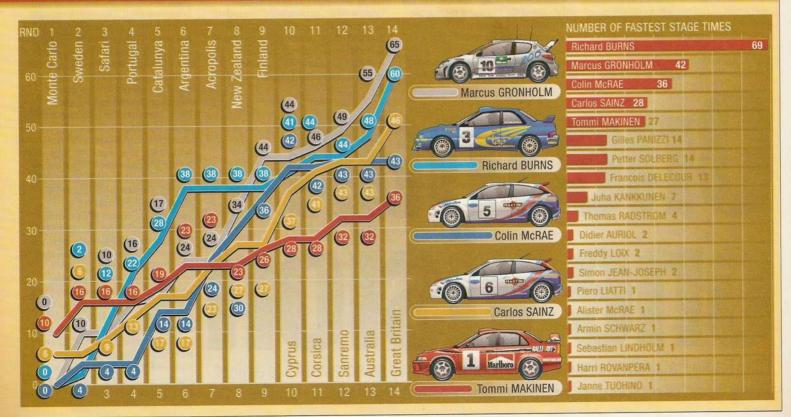
Mass management stepped up a gear in 2000. Rally engineers generally agreed that locating mass as low as possible in the car and optimising its inertia were crucial to competitiveness. A car's layout – engine location, front bulkhead position, overhangs, track-to-wheelbase ratio – is critical. If the masses are arranged within a car's 'architecture' in the best possible way for performance, then honing comportment control via sophisticated 'active' systems which operate via controlled differentials simply makes a good car better.

Intense competition and development raised the rally car engineering game in the 2000 world championship. More than ever, it highlighted that if a car's layout is not so good in the first instance then it is most likely to remain inferior. No matter how sophisticated its control systems are.

**Martin Sharp** 



Out for the count: the Cordoba could rarely match the best times, no matter how much cash was flung at it, so SEAT has left the arena





ian Paolo Dallara speaks slowly and deliberately. His English is good, but his words are drenched in a thick Italian accent that captivates any listener. He sits behind his large desk, a proud man at the head of a company that is growing year by year. A company that is one of the biggest success stories in world motorsport.

That said, Dallara can easily be overlooked when one considers which names have power and influence in racing. Physically, it is not a large company and the success of the cars it builds is taken for granted by some, especially when it comes to Formula 3. But for its lack of size, Dallara's stature and reputation is gigantic.

The story of this company is a romantic one, of a man who has built an empire on the doorstep of his own home. The Dallara factory is situated in Varano Melegari, the village where Gian Paolo was born on November 16, 1936. It is a pleasant part of Italy in an area known as 'the valley of food', near Parma. Its hams and cheeses are famous all over the globe and a visit to Dallara is not complete without sampling their tastes.

And if Dallara has anything to do with it, you will eat your fill. Gian Paolo insists on being the most courteous host imaginable, treating his guests with the utmost respect. That goes for his workforce too, and it is quite clear that Dallara's 80 employees look up to their boss with true affection. A gentle man, but with a typical Latin temperament that can flash up and die down in minutes.

Founded in '72, Dallara Automobili da Competizione is a local company that has spread its wings abroad. Along with sales and marketing director Nick Langley, who is based in England, it also has an American arm. With his two daughters on board, Gian Paolo's is a family concern that has all the best traditional values, but is always striving to be as modern as possible.

# "One of our advantages is that the company is still young"

#### GIAN PAOLO DALLARA

On the world stage, it is considered to be one of the big three racing car manufacturers, along with the British marques Lola and Reynard. The bedrock of its growth is its F3 success, a category that Dallara holds in a vice-like grip. In the early '90s it

broke the cycle of manufacturer competition, producing chassis that killed off the rivalry from Reynard and Ralt. Now, about 99% of F3 teams around the world run Dallaras.

If anyone takes its success for granted, they can be assured that the

company itself. One gets an insight into the fierce competitive urge that has always driven Dallara when Gian Paolo addresses the question of F3 domination. "We do not forget that in terms of quality, if not in terms of numbers of cars, we have a very strong competitor in Martini," he says. "Last year they made us suffer a lot by winning the French championship. Martini did really well with fewer resources. We learnt the lesson that we were dedicating too many of our resources on the wind tunnel. Thanks to Martini we realised

Dallara welcomes competition because he knows it is the best way to avoid complacency. It also keeps the challenge of racing alive.

that we had to work on the suspension. That is what we did."

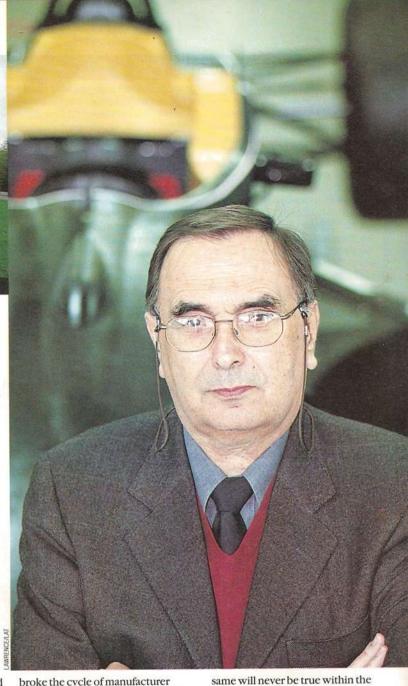
The company feeds off new projects. Since the inception of the Indy Racing League, it has set the performance standard. British company G-Force has provided the best opposition and beat Dallara to Indy 500 glory this year with Chip Ganassi Racing and Juan Pablo Montoya. But Dallara hit back in the championship with Buddy Lazier.

Now a third category is



Gian Paolo Dallara's chassis building company may be small but it is a giant in the world of motorsport, thanks to his foresight. **By Damien Smith** 











In Formula 1, Scuderia Italia used Dallara chassis in the late '80s (above left). Dallara is the main force in the Indy Racing League. Eddie Cheever (above right) won the Indy 500 in '98

#### **DESTINY'S CHILD**

GIAN Paolo Dallara admits that he was always destined to work with cars. Motoring, and particularly racing, is in his blood.

He graduated from the Polytechnic of Milan in 1959 with a degree in aeronautical engineering and was snapped up by Ferrari at the same time as another Italian legend, Mauro Forghieri. During the '60s, Dallara worked for the other great Italian marques too, enjoying spells at Maserati and Lamborghini. He was responsible for one of the best-looking sportscars of its era, the Lamborghini

Miura – made famous in the opening credits of *The Italian Job* where one is blown up on an alpine road by a branch of the mafia distinctly lacking in aesthetic appreciation.

At the end of the decade, he moved to De Tomaso, working in Formula 2 and Formula 1 before Ford bought the company. Then in the same year he worked with Frank Williams' ISO Marlboro F1 project, he formed his own eponymous marque.

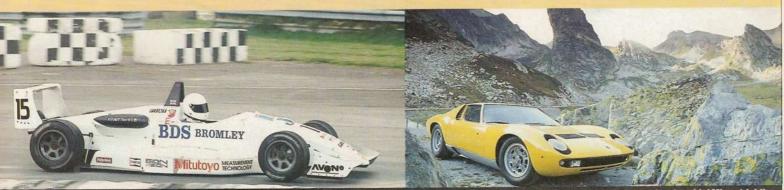
The first Dallara was a sportscar, the X1-9, a car still close to the boss' heart. Next came his first links with Lancia,

developing racing versions of the beautiful Stratos and Beta Monte Carlos coupes.

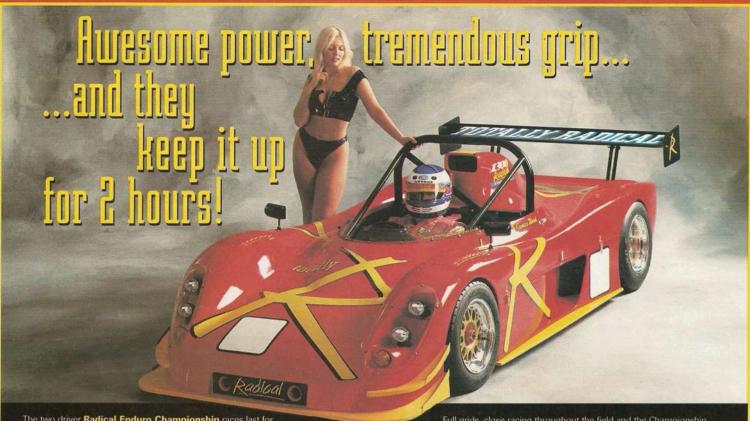
Dallara's first F3 car was built in '80 and immediately won the Italian championship. While the company would work on other projects such as the Lancia Group C cars, F3 became a focal point.

By the end of the '80s Dallara dominated European F3 racing, but one country was still holding out: Britain. Eventually a team had the sense to take on one of the Italian cars and the face of the British championship changed forever. At the start of '93 only Richard Arnold Developments ran Dallaras, but once Warren Hughes had shown what potential these cars had, everyone made the switch. Now you can't find anything other than a Dallara in British F3.

Next year Dallara will supply all the cars for the first Spanish F3 championship. No matter how many cars it builds for F1, sportscars or US single-seater racing, Dallara will always be associated with F3. And for good reason. Its success in the category is quite simply phenomenal.



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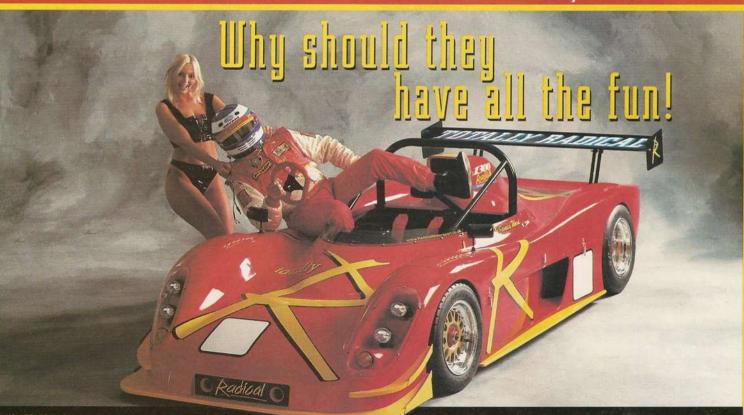
The two driver Radical Enduro Championship races last for two hours and incorporates wheel changing, re-fuelling and three driver change stops. In 2001 some races will be even longer, while the Championship will extend further into Europe with races at Le Mans, Magny Cours and Spa. If half hour sprints are your preference, the Radical Biduro Championship incorporates 18 of them, over 12 events including an annual extravaganza at Spa Francorchamps.

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With eighteen cars sold in the UK, eight in Belgium and a full 30 car grid anticipated for next year, the Radical 1300 Prosport is the talk of the paddock. Lap times which range from 44 secs around Mallory to 2 mins 28 secs at Spa, put the car in a class of its own. Prices start at £26,000 + VAT, including dry brake reduelling and reverse general. re-fuelling and reverse gear.

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Expecting to make its debut in the autumn,
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◆ providing a new challenge, one which has always been close to Gian Paolo's heart. You can be forgiven if you are unaware of how successful the company has been in sportscar racing because its cars have rarely been called Dallaras. That is because they have been built on behalf of big manufacturers. Remember the Group C Lancias of the '80s? The ultrasuccessful Ferrari 333SP prototype? The stunning Toyota GT-One that came so close to Le Mans glory? Well, Dallara built the first two, and had a more than significant role in the third. It also worked with Audi on its Le Mans-winning R8.

Now, a new project is about to be

unveiled to the public. Dallara has teamed up with the French ORECA team to build Chrysler's Le Mans challenger for 2001. The importance of this project cannot be underestimated, according to Gian Paolo. "The F3 chassis are frozen for three years, as are those in the IRL," he says. "That would have meant that we would not have had a new car to build for next year. It is good to have a new project every year and two upgrades of existing projects."

The sportscar is also important because it should mark the first time that Dallara, Lola and Reynard have competed in the same arena head-tohead. It will be an intriguing and vital battle for all concerned. Dallara has the advantage of working with a major manufacturer, a relationship the company is keen to nurture. Working with private teams is all very well, but they can never develop cars in the way a manufacturer can. Take the Ferrari 333SP. Built for customers, it was never intended for a factory Ferrari attack on Le Mans. But that meant that its great potential was never fully realised at La Sarthe despite a long and successful career which

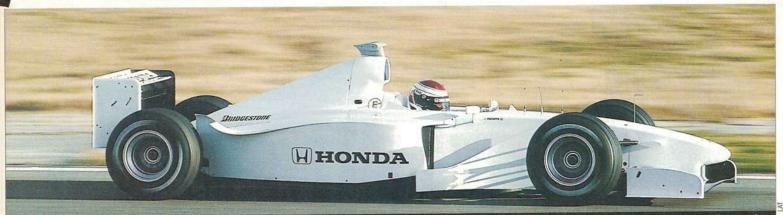
included a win in the Daytona 24 Hours.

With Chrysler we believe our car will be one of the true competitors at Le Mans," Dallara says. "That means we will be racing for victory. Maybe in our first year we will not be able to win, but in the second year...

The reason why Dallara is so highly regarded is that it is usually successful in everything it takes on. The only area of the sport it has not been able to conquer is Formula 1. Dallara has dropped in and out of the premier >

#### "With Chrysler we believe we will be racing for victory" GIAN PAOLO DALLARA





Marking its return to F1, Dallara was commissioned to build a development chassis for Honda. Although the car performed well in tests, Honda decided to stick to engine supply

the years. Before he formed his company, Gian Paolo worked on the De Tomaso F1 car of '70, then built up a life-long friendship with Frank Williams in '72 when he had a hand in the design of the following year's ISO Marlboro Williams.

After that he did not return to F1 until the late '80s when Dallara built Scuderia Italia's neat little cars. For five years the team plugged away at F1 but, apart from the odd high point, Scuderia Italia never looked like finding the consistent formula for success. The resources were just never there. "We were good at the beginning of each season, but then our performance would go down," Gian Paolo remembers. I believe that with the resources we had, we did a good job."

Last year Dallara returned to F1 in an exciting project - but again it turned into a question of what might have been. Honda commissioned Dallara to build a chassis for an all-in return to Grand Prix racing. It was always planned to be a development car that was not destined to race, but it is



In the early '70s, Dallara worked alongside Frank Williams producing the 1973 ISO Marlboro Williams, driven here by Howden Ganley

understandable that Dallara's employees were hoping for more. Especially when the car performed so well in the hands of Jos Verstappen in pre-season tests against the big teams.

Eventually Honda canned the project and decided to stick to being an engine supplier. But the experience was worth the effort because the lessons Dallara learnt were priceless. Gian Paolo's friendship with Harvey Postlethwaite goes back to the '70s, so the two were very happy to work

together on behalf of Honda. Sadly, Postlethwaite died around the same time that Honda pulled the plug, but not before he and his colleagues from the former Tyrrell team had given the company some useful tips.

"We suffered a little because we had to concentrate most of the time on the F1 project," Gian Paolo says. "After that we made big improvements and I believe our level of professionalism is higher because of all the lessons we learnt then. We now work in a more modern and accurate way. It was one of the biggest steps in the development of the company, along with working with Lancia in sportscars."

There is no desire or need for

Dallara to return to F1 in the future. The company does not have the structure to run its own team and anyway, who needs F1 when you can make a profit conquering other forms of motorsport? Next on the agenda is Champ Carracing (see Pit & Paddock), while it continues to accept commissions for new championships. Whether these actually come off is not Dallara's responsibility.

The Euroc idea is an example. Three of the front-engined sportscars sit rather forlornly in a corner of the Dallara factory and the one-make series they were to be used for is unlikely ever to see the light of day. Dallara is also working on a singleseater chassis for Premier 1 Grand Prix, the championship dreamed up to combine football teams and motor racing. If the series does take off, at least you can be sure the car will be built properly. When it was launched last summer, Dallara was the name that gave it a little credibility.

The story of a relatively small company with a large reputation is a heartening one, the kind of thing motor racing lives on. It may have its own wind tunnel - something that Jaguar's F1 team doesn't even have yet - but the scale of its base is still a surprise when you consider Dallara's achievements. It relies on suppliers, even as far as building its monocoques, but Gian Paolo is confident that the company is on the right track.

"One of our advantages is that, if you don't consider me, the company is young," he says with a typical smile. "It is willing to win." This man may be old in his own eyes and he might be a perfect gentleman, but that fierce Latin competitive fire still burns bright, Gian Paolo Dallara is not about to take his foot off the gas just yet.

#### "Working with Honda was a big step in our development" GIAN PAOLO DALLARA



This car may be called a Ferrari, but the 333SP was actually built by Dallara. Among its successes, it has taken three World Cup titles

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#### TILLE II

REW







# The time is now

Less experienced drivers have been picked over the Brit to drive in Formula 1, but thanks to BAR, the 22-year-old is being given a chance to fulfil his dream

ith my forthcoming test for the British American Racing Honda team, I'm pleased to say that the year is ending exactly as I had hoped my 1999 season should have. Everything has come together at the right time and although I have been away from the cockpit for much of the year, I've been working towards this chance.

I think the test shows that there is still a great awareness of young drivers coming through, especially with Jenson Button and Luciano Burti getting their drives in Formula 1.

Maybe I am not such a gamble and, as somebody who has beaten both those guys in Formula 3, I think I have a lot to offer a Grand Prix team. My development skills are definitely there and it will be interesting to see how the test goes.

Some people may have thought that I would be disappointed to have seen Button and Burti go on to F1 while I spent a year on the sidelines, but I was actually quite encouraged. Knowing that I was ahead of them when I won the British F3 championship last year, and seeing how well they have gone in GP cars, shows that I can do a good job. Although there were times when I wished that maybe it could have been me, they took their chance and performed when they got the opportunity. Now I've got my chance, I've got to make the most of it.

That's why I've worked so hard on my fitness this year. I've been sticking to a triathlon training regime as I didn't want my opportunity in an F1 car to be wasted because I wasn't fit enough. I am now in much better physical shape than when I left F3 and, since Jenson coped so well when he moved up to F1, it should go well. I've also got back in the cockpit of a racing car, just to get up to speed. I drove an F3 car at Monza the other week, and it took me about



half a lap to get up to speed again. I will also be doing a bit more running in an F3 car, plus in Formula Nissan.

One of the biggest frustrations this year has been seeing these so-called 'young' drivers being picked out who

# "I've realised GP racing is not the rocket science I thought it was"

are basically no younger than me but have a lot less experience. People forget that I am only 22, while these 21-year-old drivers with Formula Ford or Formula Renault experience are being chased quite hard. Last year I was 21 and I won the British F3 championship, plus the Marlboro Masters and the British GP support race. I've won at everything I have entered, and sometimes not in the easiest of circumstances. I am pleased now that I have the chance I think I deserve. At least I haven't done all my winning for nothing.

It seems a shame for the people in Formula 3000 who have done well in F3 and are almost write-offs now. I think drivers need to prove themselves much more in the junior categories and learn the things that you take on board in F3, like dealing with pressure and learning to understand dampers, downforce and developing the car.

If I do well in the test then who knows where it will take me. Next year I want to be test driving for an F1 team, but I am also talking to people in the States and Japan about racing next season. I'll definitely be doing something, but let's wait and see what happens at Barcelona next week first.

I spent some time at the Jerez F1 test last week, taking a close look at the cars and the team and I was very impressed. I've realised that GP racing is not the rocket science that I thought it might be. The effort, preparation and speed of development may be in a different league to other categories, but for a driver it is really about basic engineering and understanding the

car. In fact, the biggest thing I've noticed is that there are 30 people working on each car, rather than the three I was used to in F3. Also the drivers don't make quite as many cups of tea for the mechanics...



#### FACTFILE

Name Marc Hynes Age 22 Nationality British

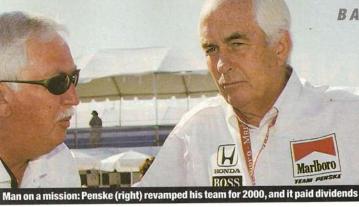
- Third place in Formula Vauxhall Junior in 1994 before taking the championship in '95
- Moved to FVauxhall achieving fifth place, then won Formula Renault with Manor in '97
- Moved up to British Formula 3 with Renault before becoming champion with Manor in '99
- Only managed three races in Formula 3000 this year due to lack of budget. Has just signed to BAR's driver development programme



What does it take to transform a team from a no-win situation into a title-winning outfit in the space of a year? Ask Champ Carboss Roger Penske. By Gordon Kirby

# 2618 is mightier than t





welve months ago, Penske Racing - the most famous

he horde

team in American motorsport

- was at rock bottom. It had
not won a race for two-and-ahalf years and had just
endured its worst season on record.

Team boss Roger Penske was forced to make the most sweeping changes in his squad's 30-year history. Gone were six-year team veteran Al Unser Jr as well as the Penske chassis, Mercedes-Benz engines and Goodyear tyres. Into their places came Gil de Ferran and Helio Castroneves, Reynard, Honda and Firestone and, lo and behold, the completely remixed team responded in grand style.

Gil de Ferran captured the team's long-awaited 100th victory at Nazareth in May. A second followed at Portland, although Gil had to wait until the Fontana season finale before clinching the title – Penske's 10th. Three further wins for Castroneves marked one of the greatest turnarounds in the sport's history.

"At the end of the day," Penske says, "you have to say that the equation is always about the right people and I think we were able to put together a group who have done a terrific job."

Stung by ongoing legal battles with the federal government and dismayed by Penske's lack of success, primary sponsor Marlboro had pulled out in '99. The team ran only one car in most races chance to evaluate what Reynard had. We went that way because we'd run a Lola and it looked like Reynard were better equipped to put us together. We also had a relationship with them to build a wind tunnel down in Mooresville, North Carolina, so it became more of a business venture."

Penske Cars continues to have a role in developing the team's Reynards. "Our people at Penske Cars were able to build a lot of our own pieces and have done a great job," Penske says.

He admits the engine decision was tougher, but de Ferran brought with him the possibility of running Hondas. During his three years with Derrick Walker's team, de Ferran became a highly respected test driver for the Japanese engine manufacturer and Penske decided the chance to change

Obviously, they made the decision ultimately to get out of the series for a number of reasons, so my timing was probably pretty opportune."

Many people believe the weakest links in Penske's chain in '98 and '99 were Mercedes engines and Goodyear tyres. Neither have performed well in CART in recent years, but Penske's relationship with Goodyear went back even further, to when he was a driver himself in the '60s. He was relieved that Goodyear made his decision for him by announcing at the end of '99 that it would no longer race in CART.

"The tyre situation was troubling because of all the support that Goodyear had given me throughout many, many race seasons," Penske admits. "We had been the Goodyear race tyre distributor for many years and we bought its tyres for our trucks and were exclusively Goodyear in our auto centres. So it really helped me when it decided to get out. I didn't have to make the decision to move away. It was made for me."

Penske says hiring Tim Cindric from Rahal to run his team turned out to be even better than expected. "Tim had experience technically and was also a modern guy from the standpoint of managing the race team. He was the glue to bring out the best in guys like Clive Howell and the whole team. I give Tim a lot of credit. He didn't come

Duo control: de Ferran (left) and Castroneves (right) have proved a formidable driving pair



# People say we gelled quickly. With the tools we had, it would have been shame on us if we hadn't roger penske

for Unser, but Penske sold Philip Morris on a renewed programme for 2000. "Based on my being willing to make some changes, our sponsors made a big commitment," says Penske. "That was kev."

It was also the easy part because turning his back on his own chassis and Mercedes engines meant renouncing long-standing business partnerships. Penske Cars in Dorset is one of the great prides of Penske's life, having built cars for him for more than 20 years, while Roger was one of the founders back in '84 of Ilmor Engineering, builders of Mercedes F1 and CART engines. But Penske bit the bullet and made the tough calls.

"We couldn't just cut at the edge of the envelope," Penske explains. "We had to make some significant changes in our programme. The car situation was pretty easy because it gave us the was too irresistible.

"The engine was more problematic because we had developed such a great relationship with Paul [Morgan] and Mario [Ilien]," Penske observes. "I sat down with Paul and told him I wanted to make a change because I felt that long-term they had been able to execute their Formula 1 programme and get to the top, but had not fulfilled the expectations in CART of myself for our employees and our fans. I felt this opportunity came because of Gil's relationship with Honda and I said I really wanted to be sure that we could be competitive.

"And to Paul's credit he understood. I said, 'Look, do you want me to sell my stock?' And he said, 'Absolutely not. You've been part of this team. We understand. Let's get on with it.'

"That made the decision easier. I hope we're still best of friends today.

in to dictate. He came in to be a coach, and really support people."

Penske bristles at suggestions that most of the best people have left his team in the past few years. "We hired a couple of drivers, we hired Tim and one engineer and the balance of the team are people who have been with us probably 10-plus years.

"I go back to the depth of our people, the commitment of all of them wanting to win and being loyal – my loyalty to the guys to hang in and their loyalty to try to be winners. People said we gelled quicker than they thought; well, when we realised the tools we had in our hands, it would have been shame on us if we hadn't been able to make it happen."

Penske praises Penske Cars and chief engineer John Travis for making the team's Reynards better than any others. "We got a tremendous

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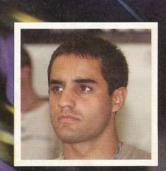


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"His personality and his relationship

"Helio has got a great future in

Montova got a lot of credit this year, as



Castroneves and de Ferran lead at Fontana, managing to avoid the crash chaos behind

■ amount of help from them. I don't want to underestimate what they brought to the party from the standpoint of aerodynamics and basic design of the suspension and so forth. Those things played a big role. John Travis had to bite his lip I'm sure, but he said, 'I'm going to hang in here and bring my expertise to bear,' and that was obvious from our results.

"Our car at Fontana was fantastic," Penske says. "We had some of the same pieces at Michigan but we never really had a chance to test them. But when you look at how Gil qualified with a half-inch wicker on the back of that thing we really had a car that he could run free. Aerodynamically it was excellent."

#### Gil's the ultimate driver, he reminds me of Rick Mears. And Helio was as quick as anybody all year Penske

Penske is delighted with the development he has seen from Honda. "I think the product got better and better as we went through the season. The driveability was outstanding and the power it generated was world class."

He is also proud of the results produced in his first year with Honda. "I think we surprised them on how we delivered and that's exactly what I wanted to do. I said rather than us doing a lot of talking during the season,



De Ferran celebrates with Penske after breaking the lap speed record at Fontana

#### **BUILDING UP FOR THE BRICKYARD**

PENSKE is getting ready to return to Indianapolis in 2001. His team has not raced in the Indy 500 since '94 when Al Unser Jr scored Penske's 10th victory-the most for any team-at the legendary Speedway.

Neither Unser nor team-mate Emerson Fittipaldi qualified for the 500 in '95 and Tony George's creation of the IRL in '96 has kept Penske from entering the race in five years.

In the past few months, however, Penske has tested both G-Force and Dallara IRL chassis at Indianapolis. Both de Ferran and Castroneves have taken part in the tests and Penske says he will definitely enter the 500 next year.

"We hope to make a decision on what we're doing before Christmas," Penske says. "It's no secret that we'd like to return to Indy with our two drivers in 2001. It's a matter of putting some of the pieces together. Hopefully, we can make an announcement in a month or two.

He says CART's in-season testing ban will help his Indy plans. "One of the benefits is we're able to do testing with the IRL car and do some things we hadn't planned on

"I think that's got to give us the capability. The logistics are pretty easy once you arrive in town and they've added additional qualifying days, I think Sunday and Monday after the Japan race, so if we get rained out the weekend before it gives us a little bit of

Sponsorship difficulties will have to

be resolved first, however. Federal law prohibits any tobacco company from competing in two American racing series at once, so Marlboro cannot sponsor Penske in both CART and the IRL. It is a problem but Penske's return to Indy is not riding on this factor

"I think we'll have a clear definition of the sponsorship over the next couple of months, but that is not the determining factor of whether we go or not," he says.

"The first thing was to execute the 2000 season. Could we win the championship? Tim [Cindric] and I set some goals and we've achieved those. Now, one another goal is to go back to Indy. Right now, we're making the decision on what car and what engine combination we'll run. That's where we are on that front.

Magic moment: Penske took a record 10th victory at Indy with Al Unser Jr back in '94



let's put the numbers on the board and that's exactly what we did, not only for Honda, but for everyone.'

But this year was not without its problems, both for Honda and Penske's cars. "Both sides would have liked to have had better reliability. We had some exhaust header issues which were self-inflicted and a suspension issue one time."

Penske has nothing but praise for de Ferran. "Gil's the ultimate driver today," he says. "He's got a tremendous amount of technical savvy. He's 200% committed to his job and on top of that he executes. I had some concern because he'd had some accidents in the past that were somewhat self-inflicted, and he and I talked about it.

"But this year he drove a flawless season. He ran hard and when it was time to go, he delivered. That really was more than I expected in the first year. He's great with the sponsors, great technically and I think he's a class guy. He's not controversial. He reminds me a lot of [Rick] Mears.

The comparison is the ultimate compliment. "Mears was always going to get the best out of it [the car] on a particular day. He was always able to execute at the highest level and give you wins and poles when you needed it, and that's what Gil did."

But Penske also reserves the highest praise for Castroneves. "Helio surprised everyone," he said. "He had

he should, but I think our guys were right there, day in and day out.

"I think the odds were pretty long on us winning the championship this year and we probably surprised some people. I'd like to see the odds on next year."

Penske believes his team will only get better in 2001. "I'm assuming that Honda continues to up its game and we gain more reliability, both on our side and on the engine side," he surmises. "And the drivers are only going to be better than they were this year. They're on a steep upward climb from the standpoint of performance and that's going to bode well for us.

"Next year will be great. I think we'll be competitive with the Green team with [Paul] Tracy, [Dario] Franchitti and [Michael] Andretti. There's a lot of moving around. Chip [Ganassi] has got two new drivers, Newman-Haas has changed one driver and is going to Toyota motors. Patrick Racing is changing one driver and motors as well.

We're pretty much stabilised and I think other than Green, the other teams are going to be the ones on the learning curve. Hopefully, that will give us an advantage early on."

At 63, with a business empire that generates annual revenues of \$10 billion and employs 30,000 people, racing remains the spark plug of Roger Penske's life. His CART team is back in the winner's circle and he is hungry for more success. For a man like Penske, the fire never stops burning.



## "I've got something to sing about"

I've just heard from my mate reliant robin the dates are confirmed for Nürburgring and Spa Track Days 2001

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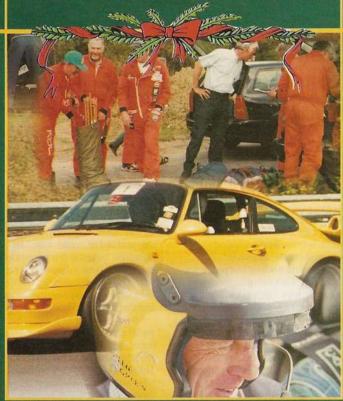
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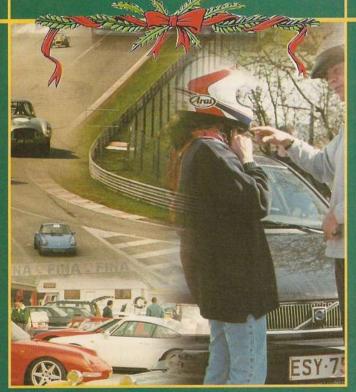
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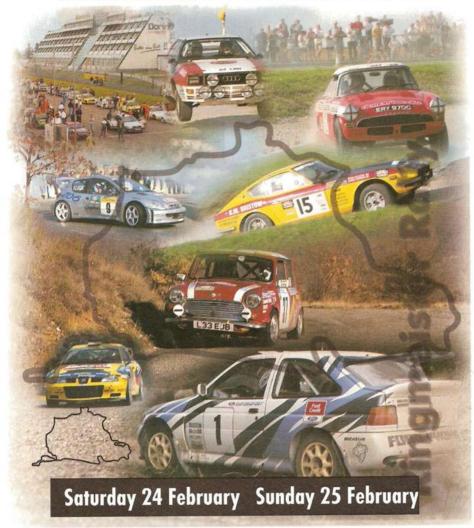
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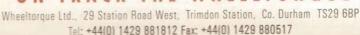
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For further information and a copy of the 'regs' call Gerard Moroney or Peter Jarvis on +44(0) 1429 881812













EUIONGa

Europe into his motorsport empire but, as

Gary Watkins reports, it's not going to be easy

on Panoz doesn't stand still for long, in life or in business. Life for the sexagenarian billionaire is a never-ending whirl of longhaul flights to all corners of the globe. Business, the activity conducted at break-neck speed in the apparently rare moments he's not in the air, means expansion, acquisition and diversification.

Motorsport is treated in exactly the same way as all the American's commercial activities, which encompass everything from pharmaceuticals to golf courses. Suggest his interest in racing is in some way motivated by philanthropy, and you'll get short shrift, though he'll thank you for the flattery. Rapid growth is the name of the game.

Panoz could count the number of motor races he'd attended on one hand when the quirky front-engined coupe that bears his family name made its competition debut in 1997. In the subsequent four years, he has

established what can only be described as a motorsport empire. It has quickly grown beyond the Panoz race team to include circuits, race schools, an engine development company, a carbonfibre specialist and, in the past 12 months, the world's most prolific builder of customer racing cars, Van Diemen.

The jewel in the crown is the American Le Mans Series. As its sophomore season draws to a close, it can claim to be the true successor of the long-dead world sportscar championship. The series will have visited five countries on three continents, and it has attracted factory participation from half a dozen major motor manufacturers across three classes and began to draw the fans back to this type of racing in North America.

Buoyed by this success, Panoz has now set himself an altogether harder task: replicating the triumphs of the ALMS in Europe. For 2001, he is pushing ahead with his plans for a stand-alone European Le Mans Series, an idea he has had on the stocks since the end of '98.

Establishing a strong ELMS might sound easy compared with reviving a moribund discipline in the United States. After all, Europe can justifiably claim to be the heartland of sportscar racing. What's more, the majority of top teams competing in this year's ALMS have crossed the Pond to take up the challenge.

Setting up a successful North
American championship was
actually relatively straightforward
because the ALMS is a direct
descendant of the old IMSA sportscar
series. IMSA became Professional
Sports Car Racing under the fiery
tenure of Andy Evans, and Sports Car
subsequently stayed on under Panoz
to run the ALMS at the start of 1999.
The new series benefited from
continuity, even if there was a rival in
the form of the now-defunct United
States Road Racing Championship.

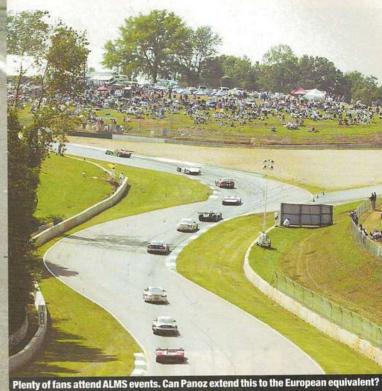
In Europe, Panoz is setting up

something from scratch, though the pair of ALMS races in Britain and Germany this season were a runaway success. Moreover, he will have to compete for entries – not to mention circuits and media coverage – with

# "I am certain that all the top prototype teams will join us next year" don PANOZ

two established championships, both of which have the backing of the sport's governing body the FIA. It is far from clear that there are enough cars to go round, particularly as far as open-top prototypes go.

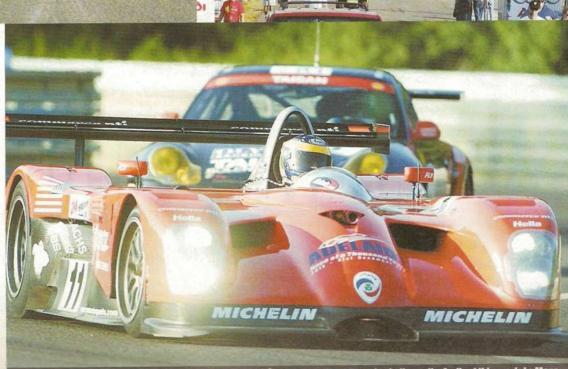
Panoz maintains that he will attract a healthy grid for the five European races that make up the ELMS, along



with the Sebring and Petit Le Mans enduros in America. "I believe that if you create a proper platform, the teams and manufacturers will come," he says. "That's been my philosophy from the beginning."

That view is echoed by the man Panoz has employed to run the show in Europe, former Grand Prix team owner John Macdonald. He is confident that when he reveals the ELMS prize fund and TV package (an announcement was due this week) there will only be one choice for potential competitors. "We will offer the teams something for coming," he explains. "I'm certain that all the top prototype teams will join us next year."

The benefits on offer, he claims, are in stark contrast to those in the FIA Sports Car Championship, known this year as the SportsRacing World Cup. Prize money has been non-existent over the first three seasons of this prototype-only championship and most teams have expressed disappointment with the



ire includes the factory team. Lead driver David Brabham was the only car to challenge the Audis at this year's Le M



# ENDURANCE RACING



# ESSENTIAL READING

If you can't get enough of endurance racing, you need to read Le Mans Series & Sportscar Racer, the monthly magazine for sportscar fans worldwide. It's available on news stands in the UK and the US. Or call for a sample copy, US, \$5.95: 1 800 800 3921. Europe, £2.95 (+44) 01795 414800. All prices include postage and packing. ■ amount of TV coverage. Macdonald reads out a long list of teams who have inquired about his series. Not surprisingly, they are many of the same competitors who made up the World Cup grid this year.

The teams are, for the most part, non-committal about their plans for 2001, but the boss of the SCC has no doubt where they will be racing. "All our competitors have reconfirmed with us for next year and we know more are coming," says John Mangoletsi. "Our teams are with us for the long haul."

On American evidence, Mangoletsi is likely to keep at least some of his teams, particularly the less well-funded ones. The presence of the full-blown factory teams from Audi, BMW and Panoz frightened off the privateers, even quality operations such as Dyson Racing and Risi Competizione, to the new Grand-Am series. At a couple of ALMS rounds this year, the prototype grid failed even to break into double figures.

However, the presence of those privateer-frightening factory squads is not assured. Audi's plans for two customer R8s to race in Europe could be scuppered by its failure to find a suitably qualified and financed team. It looks increasingly likely that these ex-works chassis will be raced in America instead.

Cadillac looked as though it might contest the full ELMS with the French DAMS squad until a couple of weeks ago. Failure to attract the desired level of sponsorship means that the General Motors marque is set to concentrate its limited resources on the Le Mans 24 Hours next year.

Attracting cars to the GTS and GT divisions will be easier thanks to the proliferation of these cars in Europe and the lower costs involved. But what the ELMS won't do is automatically attract the best production-based racers around.

For a start, the FIA GT Championship-winning Lister Storm is not eligible for the series. Secondly, series organiser Stephane Ratel has shored up his defences by insisting



The SportsRacing World Cup has FIA status for 2001 and expects to retain its teams

Stephane Ratel's FIA GT series – the other European threat to ELMS – is also booming

that teams must contest every round next year. Although he'll deny this is his primary motivation for the new rule, it can only limit the prospects of his competitors who choose to hop from championship to championship through the season.

Ratel has a cautionary tale for Panoz. In 1997-98 the former incarnation of the FIA GT series, open to full-house GT1 machinery and factory teams, enjoyed a million dollar prize fund for privateers and offered unprecedented TV coverage. Yet, the independents still deserted the championship, leaving it to the whims of the manufacturers, whose eventual departure precipitated its demise in its original form.

"I know it's not easy to do what Don is trying to achieve," explains Ratel, who helped organise this year's two European ALMS races. "I thought I had all the ingredients right, but people still drifted away."

Ratel is predicting big things of his

championship over the next couple of years, and Mangoletsi is equally certain the SCC has a long-term future. He even suggests that his and Panoz's championships can co-exist.

"We're coming at this from two different angles. They have a mixed grid of prototype and GT cars and are aiming to attract manufacturers," he explains. "Neither is part of our philosophy. I suppose it's possible for the two series to run side by side, but it puts an enormous pressure on the existing pool of teams. You can only cut the cloth one way."

Panoz denies he is in competition with either Mangoletsi or Ratel. "We don't want to cut across anyone else," he says. "That's why we've respected the schedules that have already been published – there are only three clashes with FIA GT or SCC races – I don't categorise a team as an ELMS squad or as a World Cup squad. They are free to compete in both series."

Macdonald concedes, however, that there isn't room for three championships long-term.
"Eventually there can be only one series, whether it's aimed predominantly at manufacturers or amateurs," he argues. "It's too fragmented at the moment."

How that fragmentation will affect the ELMS grid in its debut season is unclear. Panoz appears to be setting his sights low, especially given that 38 cars started July's Nürburgring ALMS round. "Every time you put on a field of more than 25 you've done a good job," he says. "Everyone talks about full grids, but they forget there are only 22 cars at each Formula 1 race."

That target should be readily achievable, but whether the series can attract the kind of quality grid that has made the ALMS such a success remains to be seen.

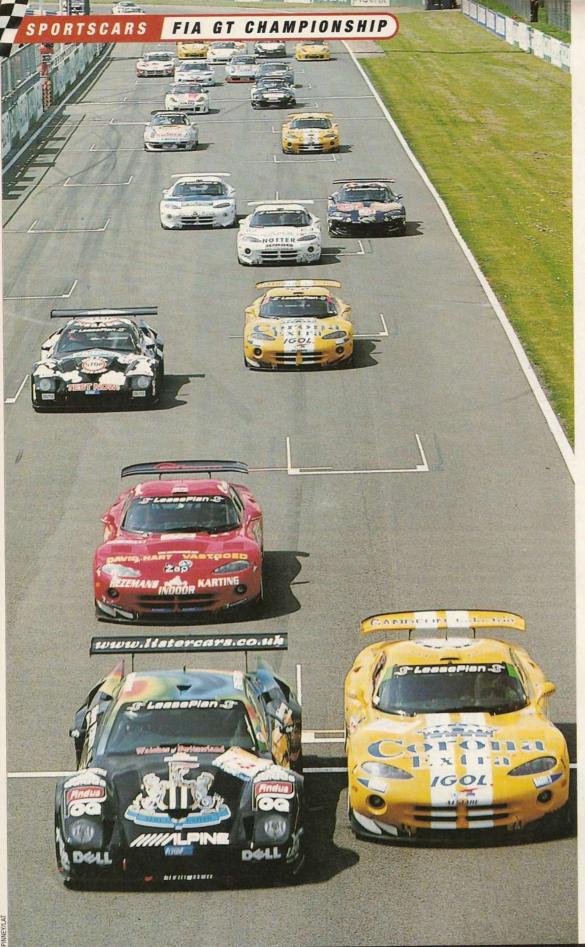
"There are easier ways of making money," says Panoz, who knows it won't be straightforward. "But it's a challenge and it's there to be done."

So don't expect him to cut down on the transatlantic flights until the ELMS is at least the equal of its American sibling.

## "I had all the ingredients right, but people still drifted away" STEPHANE RATEL



The new Panoz sportscar has already started testing. The all-new machine appears to have all the ingredients to give the US team a serious shot at glory in the Le Mans 24 Hour



n FIA GT Championship devoid of manufacturers might not have had the same profile as the forbearer that boasted cars from Mercedes, Porsche, McLaren and Lotus but it went through something of a revival, in the wake of the monotonous walkover by the factory ORECA Viper squad last year.

Series organiser Stephane Ratel joyfully waved from the jetty as the last of the cash-pouring, performance-enhanced factory institutes sailed away over the horizon, leaving a hardened body of serious privateers to take his series

through the year.

Ratel formally banished the manufacturers that he blamed for wrecking his beautiful BPR series, claiming that he would only allow them back on strict customerfriendly conditions to prevent the boom-and-bust cycle that traditionally follows the big names in endurance racing.

The factory Lister Storm was the only car that could challenge the ORECA Vipers in 1999, and now that it was undertaking its first full FIA campaign it was the bookies' favourite from the word go. A history of unreliability offered a crumb of comfort for the opposition, and they were crossing their fingers tightly after the British squad's absolute domination of the season-opener at Valencia back in March.

Sure enough, the occasional problem through the year proved just enough for the hordes of Chrysler Vipers to make Lister's lead driver pairing of Julian Bailey and Jamie Campbell-Walter wait right until a nail-biting final round to finally wrap up the title. The experience of Bailey coupled with the enthusiasm of newcomer Campbell-Walter was to prove an inspired combination - as it did the year before when the duo won the British GT title.

Beyond the undoubted strength of the driver line-up, Lister boss Laurence Pearce explained the early gap in performance between his Storms and the rest of the field with reference to extensive winter testing and good preparation. By the time the series came to Silverstone in May for the fourth round, The Lister's domination was such that leading Viper team Paul Belmondo Racing was already suggesting that the car should be classified in a different category. The FIA reacted at Zolder, introducing a smaller air restrictor for the Lister and that turned the tide in the second half of the year.

Mike Hezemans gamely hung on

near the top of the standings in his Carsport Holland Chrysler Viper, in a year when he came of age as a genuine frontrunner. He recovered from an embarrassing Valencia race, when co-driver David Hart was brought in three times for crossing the safety line at the exit of the pit road, to set up a genuine championship challenge.

The Dutchman picked up wins at Monza, when Bailey became stuck in gear, at the A1-Ring, when Campbell-Walter's clutch gave up the ghost and the Briton spun, and in Brno, after Bailey pitted with a 30-second lead on a damp track and Campbell-Walter emerged on slicks. JC-W recovered to second place from sixth after his stop.

Hezemans' father, Toine, ploughed money into the team as it emerged that the ex-ORECA Viper could be a real factor. A new front splitter was introduced at Silverstone but provided so much downforce it ripped off on the second lap. The Michelin-shod Viper provided even



## "This year, the championship went through something of a revival"

stiffer opposition to the Lister when Formula Nippon champion Tom Coronel was drafted in to partner Hezemans, resulting in the Austrian win and a second place at the Magny-Cours finale, but it was still only enough for Hezemans to finish runner-up to the Lister duo overall.

The Belmondo Viper squad, that had taken one victory in 1999, was pitched as the Lister's principal rival with Formula 3000 hotshoe Boris Derichebourg snapped up to pedal one car with Belmondo and, later in the season, with Vincent Vosse. Belmondo started the season with three Vipers, but Jean-Claude Lagniez preferred to stick to his business interests after Le Mans, and Belmondo was down to two.

The Belmondo team again finished the year with one victory, at Hungary following a blistering drive from newboy Derichebourg. The Frenchman kept up with Philippe Favre in the second Lister, the Swiss sharing with German gentleman driver Nicolaus Springer, and then handed over to Belgian ace Vosse, who was more than capable of stroking the car home.

The tally should have been two wins but the team pressed the self-destruct button at Zolder while leading. Vosse was lying in third and challenging a brake-afflicted Bailey for second. He pitted for a late-race splash-and-dash, but then the lead car, driven by guest pilot Marc Duez, was

left helpless as a rear wheel separated from the chassis on the penultimate lap, handing victory to the grateful Lister team.

Chamberlain Motorsport entered two Vipers at the start of the year, and sorted out former entrant Walter Brun's return to the driver's seat. However, it rarely showed the form that was expected of such a team. Despite some good showings from Stephen Watson and others, the squad eventually turned its attention to America as autumn approached.

The final race winner came from a rather more unlikely direction.

Manfred Freisinger's Porsche team has been relentlessly developing the 911 GT2, but the car is still considered too old and slow to be a frontrunner. Rapid lead driver Wolfgang Kaufmann had other ideas, stacking up the points and actually winning the wet Lausitzring race with Hubert Haupt. Plenty of other 911 GT2s were still on the grid, but only the Konrad Motorsport version was competitive, until it pulled out mid-season.

The arrival of a Ferrari 550 'Millennio' was, on paper, a God-send for the series in terms of publicity and kudos. The fantastic looking machine was run by the former FIRST Racing team of ex-Grand Prix drivers Jean-Denis Deletraz and Fabien Giroix, but it proved troublesome from the start. Under-developed and often over-driven, it never finished a race,

Above: Derichebourg and Vosse took one win for Paul Belmondo Racing. Below: victory by Hezemans and Coronel at the A1-Ring helped send the title to the wire

TY PIECE

Thorough preparation and an outstanding driver pairing helped turn last season into one of celebration for title-winning team Lister. By **Andrew Cotton** 







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the rear end of the grid, except when it

The class may have been all about

but there were plenty of different teams

Christophe Bouchut and Luca Riccitelli,

at the top of their professional game in

terms of speed, and in the under-12s

towards each other. Their relationship

got steadily worse as the season wore

go-kart league in terms of attitude

was wet, when they poked a cheeky

Stuttgart's excellent new 911 GT3-R.

and strong drives to make it a good

The year was mainly about

fight throughout.

finger at the more powerful cars.

#### N-GT



Eventual champion Bouchut leads fierce rival Riccitelli. No love was lost between them

THE WAVE of different classes that have made up the FIA GT Championship in the past years has caused much confusion, but the introduction of GT3-style cars in 2000 was a clear success.

The category was renamed N-GT for this series' purposes. From from being the poor relation, it featured some teams that were better presented than their GT-class counterparts and the racing was generally more fun to watch.

This was largely to do with the fact that the category was, effectively, a one-make Porsche cup. The cars filled

■ but hopefully next year will provide an upturn in fortunes.

Cor Euser's factory-backed Marcos was there providing even more variety at the start of the year, but, again, was kicked out for disputes over the location of its gearbox behind the driver. As the Dutchman exited, so a brace of Lamborghini Diablos from the German KRT team arrived. More development is required before next season, but they were a welcome addition.

Next year, the grid is looking increasingly strong, with the series part of a well-formed racing package with the FIA Super Touring series, enjoying live Eurosport coverage at each round. Ratel is fond of the simile of a circle. "We were at the top, we came down to the bottom. You wait and see - we are going up again!"

on, and the feud culminated in Austria when Bouchut, aggrieved at an earlier incident, was penalised for ramming Riccitelli's RWS Porsche

Nevertheless the Frenchman, along with co-driver Patrice Goueslard, won six times this year in the Larbre Competition car to claim the title from Riccitelli. The Italian won twice as he shared with a variety of co-drivers through the year including Belgian Hans Willems and Austrian veteran Dieter Quester.

The category boasted one of the best-presented teams in the form of the British G-Force Porsche team, with Robert Nearn, Nigel Smith, Michel Neugarten and Magnus Wallinder on the driver force. Although Neugarten fell out with the team and left in Austria, the Belgian pipped his former co-driver Smith to fourth in the championship The team has withdrawn from next year, claiming that the coverage did not justify the expense, and both cars are up for sale.

Michael Cane's GTC outfit ran a car for Steve O'Rourke and Tim Sugden. The team's Pirelli tyres were not up to the job and they did well to collect two second-places. They came in Monza, where Sugden enjoyed a memorable battle with Neugarten, and later with a resilient drive in Austria.

Expert prototype team JMB Competition made the leap into GTs by entering two Ferrari 360 Modena Challenge cars in the second race at Monza, but they were embarrassingly slow in their near-standard specification. Later in the year, the team tried again with properly modified editions which proved much better-it may not be all Porsche next time around



Brits abroad: the GTC (above) and G-Force cars ran at the front throughout the season





#### **FINAL POSITIONS**





Above: the Ferrari 550 had a trying year. Below: Lamborghinis were a late addition



Pos	Driver	Team	Car	Points
	GT			
=1	Julian Bailey (GB)	Lister Storm Racing	Lister Storm	59
=1	Jamie Campbell-Walter (GB)	Lister Storm Racing	Lister Storm	59
3	Mike Hezemans (NL)	Carsport Holland	Chrysler Viper GTS-R	50.5
4	Boris Derichebourg (F)	Paul Belmondo Racing	Chrysler Viper GTS-R	37
5	David Hart (NL)	Carsport Holland	Chrysler Viper GTS-R	34.5
6	Vincent Vosse (B)	Paul Belmondo Racing	Chrysler Viper GTS-R	34
7	Wolfgang Kaufmann (D)	Freisinger Motorsport	Porsche 911 GT2	26
8	Paul Belmondo (F)	Paul Belmondo Racing	Chrysler Viper GTS-R	25
9	Claude-Yves Gosselin (F)	Paul Belmondo Racing	Chrysler Viper GTS-R	17
10	Tom Coronel (NL)	Carsport Holland	Chrysler Viper GTS-R	16
	N-GT		STATE OF STREET	Manager 2
1	Christophe Bouchut (F)	Larbre Competition	Porsche 911 GT3-R	72
2	Patrice Goueslard (F)	Larbre Competition	Porsche 911 GT3-R	72
3	Luca Riccitelli (I)	RWS/Red Bull Racing	Porsche 911 GT3-R	43
4	Michel Neugarten (B)	Perspective Racing	Porsche 911 GT3-R	33
5	Nigel Smith (GB)	G-Force Motorsport	Porsche 911 GT3-R	31





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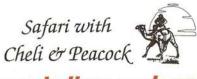
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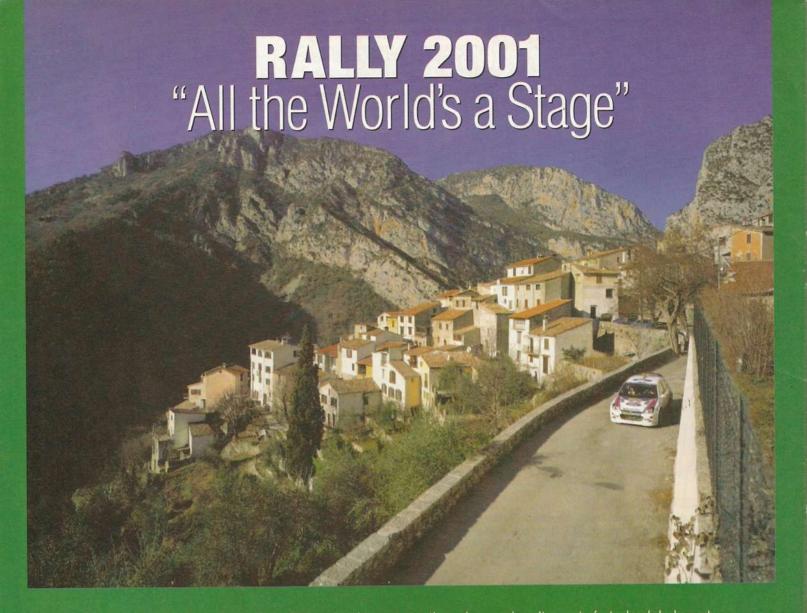


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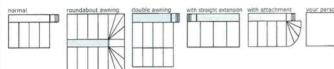


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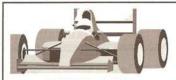
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It might be 50 mechanics putting in an all-nighter or lunchtime for the most important of our sponsors' guests. Either way, we'll be counting on you to deliver to the highest standard with good food, hot drinks and a friendly, relaxing environment for a brief respite from the hard work that lies behind a successful FI team.

To help us race even better in 2001, we're expanding our testing program and our hospitality operation, so we need you to be part of the team. Whether at races or test sessions, you'll be joining the exclusive and high pressure atmosphere of the Formula I paddock, and we'll be looking to you for refreshment and sustenance when we need it. Have you got what it takes to be part of one of the fast improving teams in the world's most prestigious sport?

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Driver/Chefs will need extensive, proven catering skills and Assistant Chefs must have some catering experience. For all positions an HGV I licence is essential as are well developed team skills.

#### Hospitality Assistants

You will assist in all aspects of the hospitality operation including set up, cleaning, presentation, assisting the chef and serving guest VIPs, the team and staff. You will also drive the crew bus or fly drive hire cars to events.

A catering background is essential and you must be equally at home working on your own initiative and as a team member to help deliver a top calibre operation. A clean driving licence is essential and for one position an HGV I licence is required.

In all cases we're offering a competitive rewards package and the opportunity to work with some of the finest facilities and resources in motorsport hospitality.

To apply, please write enclosing a full CV and indicating which position you are applying for, to: Human Resources Department, Arrows Grand Prix International, Leafield Technical Centre, Witney, Oxfordshire, OX8 5PF.

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Applicants should have at least two years previous experience working on single seater racing cars (ideally slicks & wings formulae) and it is expected that you would be competent to undertake the preparation of an FPA car in its entirety, under the supervision of our senior mechanics and engineering team.

Please send a copy of your latest CV to the Personnel Dept., Formula Palmer Audi, Bedford Autodrome, Thurleigh Airfield Business Park, Bedford, MK44 2YR.

Fax 01234 360415.



If you have the right determination and a successful track record, please send current CV and

Arden International Motorsport Limited, Human Resources, Unit C, Acorn Way, Banbury, Oxfordshire OX16 7XS.

salary details to:

The Arden F3000 Team are seeking highly versatile and dedicated individuals, who are looking for a fresh challenge.

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Previous motorsport experience essential. The successful applicant will be a versatile team member with the ability to work to strict time scales.

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Previous motorsport experience is required. In order to be successful in this role, enthusiasm, commitment and a good team spirit are essential.



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We are seeking talented and dedicated race engineers to join us in our venture into British GT Racing and Porsche racecar preparation.

You will have a good knowledge of the Porsche product and of running GT cars at a competitive level. Being able to manage various disciplines including racecar development, engine and gearbox development along with team management would also be an advantage.

Please apply in writing with your CV to Harlow Motorsport Ltd, Allen House, Edinburgh Way, Harlow, Essex CM20 2HJ or email jobs@harlowmotorsport.com

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# #AUTOSPORT

#### **APPOINTMENTS**

The Deadline for the January 4th issue is 4pm Friday 15th December

If you would like to advertise in Appointments please call Mike Smith NOW on 020 8267 5195

## **LSA LTD**

#### F1 Sponsorship Agency

Small company requires versatile secretary to manage busy office dealing with teams and sponsors. General duties including some basic accounts work using Excel. Work ethic and languages would be useful but sense of humour and common sense essential.

Contact Lynden Swainston, LSA Ltd, 48 Milton Road, East Sheen, London SW14 8JR CV and hand written letter please stating current salary. To start as soon as possible. Closing date for applications January 2nd.

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### Formula 1 - be part of it!

The new century marks a new start for Toyota. In 2002 Toyota will enter Grand Prix racing. Through the application of cutting-edge technology and world class standards of operation, Toyota Motorsport's goal is to keep Toyota at the forefront of competition. From its high-technology base in Cologne, Germany, Toyota Motorsport GmbH (TMG), a wholly-owned subsidiary of Toyota Motor Corporation, will design, build and operate Toyota's entry in Formula One.

If you feel you can match our standards, work competently under pressure and to tight deadlines and to the highest possible goals with a very flexible attitude towards working hours, we look forward to your application.

Please apply in writing, stating your desired salary requirements and your possible availability, to:

Toyota Motorsport GmbH, Personnel department, Toyota-Allee 7, 50858 Cologne, Germany job-opportunities@tte.de

More job opportunities within TMG can be found on our website www.toyota-f1.com

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We are looking for an experienced Coordinator to join our dynamic logistics team.

For our future activities we require a

## Race Team Co-ordinator (AS 8300.2)

Reporting to the Team Manager, your responsibilities are the planning and organisation of all logistic matters and the team movements to and from the events. You are expected to attend all Grand Prix races.

A solid logistical background in a similar role, preferably within a Motorsport environment or travel management together with a practical "hands on" approach and the ability to communicate at all levels would be desirable.

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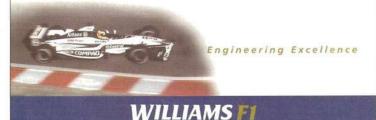
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You will manage a number of accounts, working with blue chip sponsors to arrange race and test day hospitality, along with other events such as driver days and factory tours. In addition, you will help clients use their WilliamsF1 sponsorship to full effect within their broader communications programmes - from product marketing to employee incentives.

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In return we can offer you a highly visible role, within one of the world's most exciting and prestigious sports hospitality environments. Salary will reflect your experience and we offer attractive benefits.

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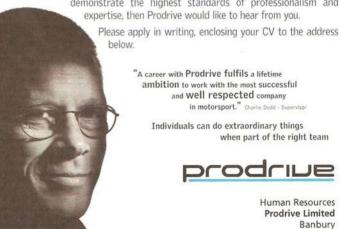
Prodrive is organised into two business streams: Motorsport and Automotive Technology. A new Race Programme is being created within Motorsport and the following key individuals are required:

**Design Engineers** Composite Technicians Chief Designer Senior Designers Senior Engine Designer

All of the above positions require confident, well educated individuals with extensive motorsport industry experience.

Skills within each individual technical discipline is a must, together with the ability to work methodically, as part of a high pressured environment.

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# Palmer Audi series shake-up

he Formula Palmer Audi singleseater championship has sealed a string of top sportscar racing support slots for its fourth season in 2001.

A provisional calendar of eight double-header rounds in Britain and one at Spa-Francorchamps in Belgium has been announced as part of a move to trim costs and encourage a high quality of younger drivers to race in the championship.

The slicks-and-wings series will guest at four meetings of the new Interactive Sportscar Championship in Britain next year, as well as with the British round of the European Le Mans and FIA GT championship.

It will also boast a round with the European Touring Car Championship, along with a slot in Brands Hatch's 75th anniversary meeting on July 21.

The cost of entering the series has been slashed from £125,000 to £85,000, while grids will increase by two cars to a field of 22. The licence requirement has also been lowered to National A level in order to allow younger drivers to enter.

Former Grand Prix driver and



Return to UK focus

series founder Jonathan Palmer denied the move was a step back.

"While our European races were popular, the costs were quite high," he said. "Research shows that drivers prefer

lower cost with less European races.

"I am not in this to go wandering around Europe. The important thing is to produce affordable racing in which the best talents can prove themselves. This is a forward step for FPA to produce better and better champions from the series."

#### 2001 FPA CALENDAR

LUUIIIA		
APRIL 13	Donington Park (GP)	ELMS
MAY 7	Brands Hatch (GP)	ISC
MAY 13	Silverstone (GP)	FIA
JUNE 10	Spa-Francorchamps	ETCC
JUNE 24	Snetterton	Eurocars
JULY 21	Brands Hatch (GP)	Brands 75th
JULY 29	Thruxton	ISC
AUGUST 18	Brands Hatch (Indy)	ISC
SEPTEMBER 2	Snetterton	ISC



#### **REVISED PRIZE SCHEME FOR SERIES**

THE £100,000 prize fund for Formula Palmer Audi will be radically revised next year, with the winner of each race receiving £5000.

The prize for the eventual champion will be an international test in either the Formula 3000 or Indy Lights single-seater series. This year's champion, Damien Faulkner, won a fully-funded drive in Formula 3000 but turned it down for a £100,000 alternative prize

and the chance to secure an Indy Lights race seat at Dorricott Racing

Palmer said: "We don't think we need a drive at the end of the championship because the prestige of winning it will get the winner to F3000 or Indy Lights or wherever they want to go, as Damien showed us this year."

He added that champions will also have the option of entering into a management contract with him.

## Karting guru creates 'talent staircase' with top FFord team



Zip Young Guns ran in Junior FFord this year, but has joined Mackie Motorsport for 2001

KARTING guru Martin Hines has teamed up with top Formula Ford Zetec outfit Mackie Motorsport to create a staircase of talent from karts to single-scaters.

The Zip Kart boss has run teams under his 'Young Guns' banner in Formula Vauxhall and Formula 3 for protégé Gary Paffett, and in FFord this year, but is looking to build a more solid scheme to help drivers through the junior classes. Hines is also behind a new school car, which could yet become a feeder series.

Luke Hines, the 18-year-old son of Martin, has signed up to join the team with Ryan Sharp and Charles Hollings, but Hines has pledged the scheme is not just for his son.

"I want to form a trust to bring kids through," he said. "So much talent gets missed because they haven't got the money. It's something we all want, but it needs people involved."

Mackie team boss Andy Mackie added: "It's a chance to get quality drivers into the team from karting. Stars of the calibre of Lewis Hamilton could join, which will help us win."

The scheme is set to be revealed at AUTOSPORT International on January 11-14 at Birmingham NEC.

p104 GOODWOOD TO CELEBRATE MERCEDES p106 RALLYCROSS ACE TO RETIRE? p108 NATIONAL RALLYING REVIEW AND VW POLO TEST

#### **HUMBLE PYE**

#### New single-seater series could well be a real racer's class

MUCH as I am initially sceptical about any new racing category, particularly one aimed squarely at an already overcrowded market sector, the International Single-Seater Challenge, launched at the Essen Motor Show two weeks ago, appears to have more attractive ingredients than most

Reynard Motorsport, Chrysler and VIT's decision to woo the Formula 3 Scholarship, Renault and Palmer Audilevel aspirant is a bold one, but their strong suit could well be more realistic equipment set-up and running costs in a (healthy) inter-team environment. A trend which Jonathan Palmer reversed

In attempting to meet the young driver's perpetual enemy - lack of funds -head-on, they have reinvented the type of rugged vehicle which worked so well for General Motors for more than a



🎽 Reynard's new single-seater could be a hit

decade in the defunct Formula Opel and Formula Vauxhall. No coincidence, given Reynard and VIT's involvement.

The Reynard 2KF's £49,000 composite chassis will appeal (for the pioneering company has been cooking 'em that way for 15 years), but it's the leased 3.5-litre Chrysler V6 engine which excites me more. At last, a one-make class with more than 300bhp, and bags of torque for real driveability.

Will that encourage close racing? Providing the aerodynamic package does not preclude shadowing rivals, and the Avon radial tyres are not too sticky, spectators could be in for a treat, with big powerful cars charging round Europe. Who knows? We might even get to see overtaking again. Perish the thought.

A good provisional calendar, along with the FIA GT series on Eurosport Racing Weekends, on top tracks in 10 countries, brings extra value too. That will be why some drivers clinging by the skin of their teeth to F3000's expensive fringes are taking a close look already.

Reynard's share of the Champ Car market is not what it was, so it's good to see the company unafraid to take a step back. And great that in the ISSC the sport could at last boast a real driver's formula

which won't break the bank. See it yourself at **AUTOSPORT** International next month.



#### MARCUS PYE

## **Goodwood Festival to mark N**

ext year's Goodwood Festival of Speed will feature a huge array of Mercedes racing cars as the Stuttgart company celebrates its centenary.

A section of the annual event, dedicated to 100 years of the 'Silver Arrows', will be one of the highlights of a Festival which is tipped to be bigger and better than ever.

Goodwood competitions manager Richard Sutton said: "Nothing has been properly confirmed yet because nobody's diary is planned for next year, but we are hoping to have a pretty remarkable collection of Mercedes cars and there will be a sprinkling of stars who will be driving the cars they did in the past."

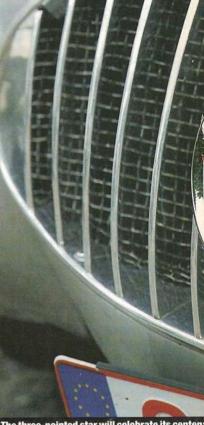
The July 6-8 event is themed 'The Will to Win' and Brabham's 40th birthday will be celebrated too.

A section dedicated to US racing will be led by Indy 500 legend Bobby Unser, who will be driving the Penske PC9B in which he won the 1981 classic up Goodwood's famous 1.16-mile hill. The 90th anniversary of the famous event will be marked.

Sutton said: "The theme of the Festival will focus on the real winners in motorsport, those smaller teams and drivers who got to the top of the sport by being a bit special.'

Another new addition to the popular event will be a category for newer racing motorcycles from the 1980s and '90s, such as Superbikes. Goodwood has featured bikes from the '50s and '60s in previous years.

Four-times World Superbike champion Carl Fogarty will be on hand, riding machines from Honda, BMW and Ducati during the event.



The three-pointed star will celebrate its centena

#### **50 YEARS OF FERRARI WINNING CELEBRATED**

A SPECIAL category for Ferrari singleseaters at the Festival of Speed will mark the 50th anniversary of the Italian marque's first Grand Prix win

The famous scarlet cars had their first world championship victory at Silverstone in 1951, with Jose Froilan Gonzalez at the wheel.

It is hoped that enthusiasts from all over the world will enter Ferraris from

the last half-century for the event, which will also celebrate the marque's Formula 1 Drivers' title victory this year - its first since Jody Sheckter's triumph

Event spokesman Rob Widdows said: "Nothing is firmed up at this stage, but one thing is for sure, there will be a lot of red about. I am very excited about it

## ISC bosses seek status boost

BOSSES of the nascent Interactive Sportscar Championship are confident the endurance series will gain full status from the sport's governing body in 2001.

The concept's founder, Dominic Chappell, is preparing to approach the Motor Sports Association through his organising club, the British Racing and Sports Car Club, to try to obtain full championship credentials in the series' first year.

Any new series has to pass a meeting of Britain's top racing clubs the Championship Control Panel - to gain points-scoring status.

Chappell feels that different regulations to the existing British GT championship, a provisional calendar and new interest in the concept could convince the panel that the Interactive series can work.

He said: "We're no longer in contention with other GT series we're fundamentally different. We're sure we'll get championship status it should've been done months ago."

Speculation suggests that a pair of Mercedes CLK DTM cars could mount an assault on the series. Two Audi TT DTM cars are being entered by the UK arm of Abt Sportsline.

## **FFord title** overturned

WORKS Van Diemen Formula Ford Zetec ace Richard Goransson has been stripped of his Winter Series crown after a Motor Sports Association hearing on Wednesday.

The Swede clinched the title in the final round at Brands Hatch last month, but had his second place finish in the third round at Snetterton excluded after an appeal by works Mygale squad Haywood Racing and Van Diemen customer outfit Sweeney-Hopper Racing.

The decision means that Sweeney-Hopper racer Adam Carroll snatches his first UK crown. He said: "I'm delighted. I was always confident it would go our way. Next year can't come soon enough so I can show what I can do on the track."

Goransson crashed out of the Snetterton round and was initially excluded from the results, but reinstated after his team appealed.

Van Diemen team boss Jonathan Lewis played down the ruling. He said: "Goransson won a moral victory and everyone knows that. I don't think he will be bothered by it at all he was the one getting all the poles and wins. Adam Carroll didn't win a race during the Winter Series.

We will just come back and win the British series next year."

## Caine lands TVR GT deal

CAINE

TVR Tuscan champion and AUTOSPORT Club Driver of the Year

Michael Caine has been confirmed as a works driver for the Blackpool marque in the 2001 British GT series, as predicted in AUTOSPORT (November 9).

He will share the works Cerbera Speed 12 with an as-vet-unnamed driver. Current works racer Bobby Verdon-Roe is helping the outfit with testing.

The marque will run one works car alongside two customer Cerbera

Speed 12 cars in next year's series. Caine beat TVR and sportscar ace

Mike Jordan to the Tuscan title with one round to go. His first test as a works driver was at Donington last week.

He said: "The car is suiting me well. I can't wait for the season to start.

TVR has dropped plans to run a works GTO version of the new Tuscan R road car in the series. It has received massive demand for the road-

going version and has opted to focus on the Speed 12 in the GT class.



**Excited by car** 

104 www.autosport.com December 14 2000

## lercedes centenary



# Sugden looks at Brit return

SPORTSCAR and tin-top ace Tim Sugden is weighing up a campaign in next year's British GT championship.

The Yorkshireman will be returning to the 2001 FIA GT series in a Porsche 911 GT3R with Steve O'Rourke and could race the car in

selected British rounds. He tested the car at Donington Park on Thursday.

A full British campaign was planned, but the first three rounds clash with FIA GT races. The former British Touring



Testing new car

Car driver is discussing with sponsors about whether to miss the British rounds or use another driver.

He said: "It's not looking likely that we'll do the whole series but we could still do some of the British rounds. We'll definitely be doing the FIA championship, though."

He will run his sportscar campaign alongside his two-car Formula Ford Zetec squad and a Renault Clio team.

Sugden shared a Porsche 996 GT3-R in this year's FIA GT championship with O'Rourke. The pair finished ninth in the NGT class.

#### **NEWS IN BRIEF**

Racing novice James Taylor has signed for top Formula Ford Zetec privateer team Mackie Motorsport. The outfit took James' brother Mark to the runner-up spot in this year's Slick 50 FFord Zetec championship.

Rising single-seater star Lewis Carter has opted to run in the Junior Formula Ford Zetec series with Team MDR rather than the senior series.

Formula Ford Zetec outfit Hawkins Racing has taken delivery of the first of the 2001 Ray chassis. The team is looking more likely to contest the Junior Zetec series next year, rather than the main TOCA-supporting series.

Formula Ford Zetec regular Dan Hazelwood will return to the Slick 50 series next year for his third year with Wes-Tec Racing. The team will field a brace of cars in both the senior and junior FFord Zetec series.



World Karting Champion Colin Brown (above) had his latest Formula Renault 2000 test at Croft this week with top team Carlin Motorsport. Team boss Trevor Carlin said: "If he wanted to do FRenault, we'd be very interested."

**Tin-top preparation ace** Colin Stancombe has bought a Renault Clio Cup car to run alongside the two he prepares for customers. He has not ruled out racing it himself in 2001.



Junior Formula Ford racer Aaron Scott (above) was one of four drivers testing a Hawkins Racing Ray at Silverstone last week as part of the development of a new team being set up by GT ace Neil Cunningham.

New British GT outfit Curtis Hayles Racing is likely to reveal the name of its second Chrysler Viper GTO driver after Christmas. Hayles is already set to drive the GTO machine. Former BTCC ace Tim Harvey and ex-single-seater driver Rob Wilson will drive the squad's GT entry

Top TVR Tuscan outfit Colin Blower Motorsport could expand to five cars next year. The team will run two cars for Hawthorns Motorsport, cars for Giles Cooper and 2000 rookie Peter Dodd, and could buy another car for 2001.

## Tin-top team in move to FRenault for 2001

RISING tin-top outfit Total Control Racing, run by ex-British Touring Car ace Lee Brookes, will run a Formula Renault 2000 squad next year.

The team has been approached by an experienced single-seater racer to run one car and could run a second if another driver offers a similar deal.

It will also expand its squad of Renault Clios, on the same package as FRenault, to four cars. Winter Series racer Bob Smith has already signed.

Brookes said: "We do a good job in saloons so there is no reason it won't be possible to win next year."

## Fortec eyes junior arm

TOP single-seater outfit Fortec Motorsport is weighing up a Formula Renault 2000 campaign next year.

The team, which runs squads in the British Formula 3 Championship and the Formula 3000 International series, could use the national campaign as a proving ground.

Team boss David Hayle said: "We have considered coming back to a junior formula but it would only happen if we could find the right people and drivers to win it.

"It is something we are definitely thinking about, but no plans have been put in place at the moment." Fortec has not had a junior team this year. It ran a two-car squad in the defunct Euroseries Formula Opel during 1998 and finished second with Darren Malkin in '99.

It considered looking at FRenault for 2001 this summer (AUTOSPORT, June 29), but said it was not likely.

The team has also competed in FRenault before, running British GT racer Tomas Erdos in 1990 and winning the series in '91 with works TVR ace Bobby Verdon-Roe.

If Fortec returns to FRenault, it will join fellow F3 teams Manor and Carlin Motorsport in the category.

## Ford denies plans to upgrade Fiesta

FORD Fiesta series organisers have denied speculation that the marque could ditch its 1.4-litre engine for a 1.6-litre unit as early as next year.

The move has been linked to the end of production of 1.4-litre Zetec Fiesta road cars - a version of the 1.6-litre unit makes more sense for the series. Ford's Fiesta series organiser said a move to a 1.6-litre engine was not on the cards, although it was not ruled out for the future.

One top team boss said, however: "I don't think it's pie in the sky – I'd be surprised if it didn't happen."



CONSTRUCTION WORK is well under way on alterations to Knockhill, including a major reprofiling of Duffus Dip (above). Work is also taking place on a 150m extension to the pit entry and exit. The kerbs at the Glenvarigill chicane have also been made less severe

## Schanche talks up retirement

ultiple European rallycross champion Martin Schanche has said for the the first time he could retire at the end of 2001.

The 55-year-old Norwegian has one year left in his deal with Opel, and has confirmed that he will definitely race in the 2001 European series, although he is unlikely to add in Nordic Championship dates now the proposed series looks to have failed to get off the ground.

"I'm strongly considering giving it up and going into civilian life," he said. "I can still find a budget to do the ERC but sponsors aren't interested in

'fun' races, or at least mine aren't.

"To be honest, the European series isn't going anywhere, it's had its glory days, and I'm glad I was a part of it."

Schanche has cited the expense and time needed to build a modern car as a factor in his retirement talk.

"It would have to be a nice deal in my lap to do another three years," he said. "I can't see me building another car. We're planning 2001 and want to end on a high note. I'll worry about the river when I get to the bridge."

Schanche has dismissed talk that he should take over the job of the commercial boss of the series.

#### **FACTFILE**

Name Martin Schanche Titles Euro Rallycross champion 1978, '79, '81, '84, '91, '95,

- First raced in rallycross event in Opel Kadett car in 1975
- Started European Rallycross in Escort RS1800 in 1977. Took his first title a year later.
- Scored three British Rallycross GP wins in 1984, '90 and '93.
- Raced a self-prepared Argo Group C2 sportscar in the 1980s.

## Eurocar 2001 dates revealed

V SPORTS Racing bosses have unveiled a new prize-fund structure and dates as part of a revamp for the former Eurocar V6 and V8 series in 2001 (AUTOSPORT, November 30).

A£2000 season prize-fund has been put together by series backer Team Brask for the top 10 points scorers, while each race winner will receive a £1000 cheque as part of the £2000per-race fund.

The V8 and V6 series will race at the new Rockingham oval on July 1, and also boasts three Formula Palmer Audi support slots and a round on the 2.6mile Brands Hatch Grand Prix loop. Series bosses are in talks for a nonpoints scoring race in Europe in 2001.

#### **2001 CALENDAR**

APRIL 1	Brands Hatch	
APRIL 15	Snetterton	
APRIL 28	Oulton Park	
MAY 12	Lydden	
JUNE 3	Donington Park	
JUNE 24	Snetterton	
JULY 1	Rockingham	
JULY 8	Mallory Park	
AUGUST 5	Donington Park	
AUGUST 19	Brands Hatch	
SEPTEMBER 2	Snetterton	
SEPTEMBER 16	Castle Combe	
OCTOBER 21	Mallory Park	



Multiple European Rallycross champion Martin Schanche took his Ford Escort RS200 to the 1991 title, but could quit the sport in 2001

## Radical series seal FIA Sportscar supports

BRITISH sportscar marque Radical has secured two support race slots with the pan-European FIA Sportscar Championship next year as part of its provisional 2001 calendar.

The Radical Enduro championship will boast a two-hour race at Donington Park on August 25 and the Nürburgring on September 15, while the Radical Biduros will have a halfhour race at Donington Park.

Dates for the British Enduro and Biduro series also include a race at the new Rockingham oval in Corby.

A combined Enduro/Biduro event, featuring two hour-long legs, will be

run at the classic Spa circuit as a support for the local Belcar saloon and GT series on May 5. Talks are also under way for an extra round of the Enduro series at Le Mans in October.

The move is a significant boost for the two club series, which have received a major increase in profile this year as part of a worldwide expansion for the marque.

Radical's Belgian and Swedish distributors are trying to organise a pan-European series for the 1300cc Prosport cars used in the Enduro championship, including rounds at Anderstorp, Zolder, Assen and Spa.

#### 2001 CALENDAR

MARCH 31	Oulton Park	
APRIL 16	Castle Combe	
MAY 5	Spa-Francorchamps	
MAY 19	Snetterton	
JUNE 2	Donington Park	
JUNE 23	Brands Hatch	
JULY 1	Rockingham	
JULY 28	Zandvoort	
AUGUST 11	Snetterton	
AUGUST 25	Donington Park	
SEPTEMBER 1	Cadwell Park (Biduro only)	
SEPTEMBER 15	Nürburgring (Enduro only)	
SEPTEMBER 29	Silverstone	
OCTOBER 13	Le Mans (Enduro only)	
OCTOBER 20	Brands Hatch (Biduro only)	

## **BHL** owner denies **Cadwell sale talk**

THE owner of circuit group Brands Hatch Leisure has denied talk that Cadwell Park will be sold off from its four-strong racetrack line-up.

Rumours had suggested that BHL was keen to sell the circuit for several reasons, but Matthew Wheeler, managing director of BHL owner Octagon, denied this was the case.

There's not any element of truth in that whatsoever," he said.

Cadwell Park hosts one of Britain's biggest British Superbike rounds, and BHL holds a majority share of BMP's ownership of the motorcycle series.

## **Folch picks Williams FW08**

DOUBLE FIA Historic Sportscar champion Joaquin Folch is pinning his hopes of a maiden Thoroughbred Grand Prix race win, and ultimately series victory, on a switch from his beloved Lotus marque, and Classic Team Lotus, to a Williams in 2001.

The Catalan industrialist, who has started from pole in the TGP several times over the past three seasons in his IPS Lotus 87 and 91, yet failed to convert the advantage, will race a Williams FW08 instead next year.

The ex-Keke Rosberg chassis, in which the Finn won the '82 Swiss GP (his only victory of the season), carried Bob Berridge to back-to-back TGP titles in '98 and '99.

Folch tested the car at Donington Park earlier this year. It has been totally rebuilt by Andrew Newall and John Spooner of Simon Hadfield Restorations, who will run the car.

Classic Team Lotus is preparing Folch's 91 for track days in Spain. The equipe is also fettling the ex-Mario Andretti Lotus 77 for Junro Nishida, and the ex-Steve Hitchins 91 for Dan Collins to run in TGP.

The company is restoring a Formula Junior 18 for Nishida, and an ex-Emerson Fittipaldi 72.



AICHAEL SCHUMACHER'S 1991 Mercedes-Benz C11, which he drove at Le Mans, has found a new home in US Historic events with Michael Lauer. Although its nose flew off at Daytona last week, when Jochen Mass drove one session, the Bob Akin Motorsports team intends to run it in GTP retro events next year

LARGERS !!



## 2001 CALENDAR



# SPORTSCARS OF THE 1950S

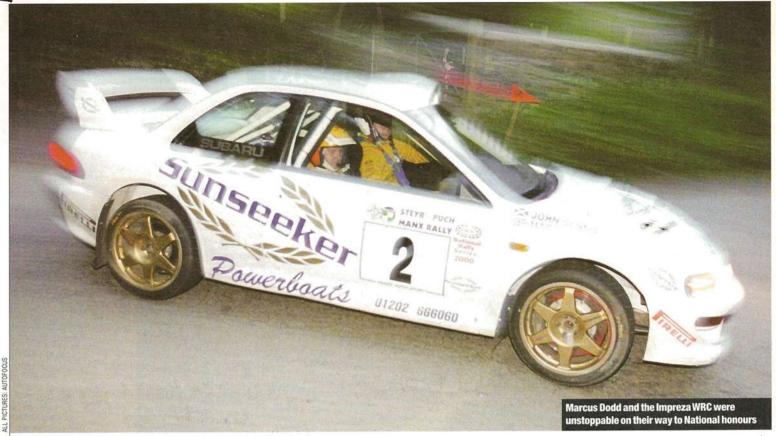
The LAT Photographic Archive is full of historic moments captured by Michael Tee for MOTOR SPORT during the two decades after WWII. And 12 classic images of sportscar racing from the 1950s have been selected for the 2001 MOTOR SPORT calendar. From D-type to Testa Rossa, from 300SLR to DBR1; from Moss to Hawthorn, from Gurney to Hill; from Le Mans to Nürburgring, from Goodwood to Bari –

this truly was a golden age of motor racing.

To reflect this, the calendar is printed to the highest quality on silk matt art paper to a **new larger size format** 594 x 420 mm. The print run is limited so don't miss out on this rare opportunity to own 12 unique pictures which are ideal for framing after use. Calendars will be issued on a first come, first served basis and will be posted in early November.

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# National gallery

Britain's top rally series turned up some aces - new and old - in 2000. By Anthony Peacock

t had to happen, didn't it? After years of chipping away at the National Championship, Marcus Dodd finally blitzed the title. The combination of a new Subaru World Rally Car, a growing level of maturity, and a slice of the luck that has eluded him in the past, brought the championship home with a round to spare.

The battle at the start of the year was always going to be between Dodd and outgoing champion Kenny McKinstry. Dodd may have had an ex-Juha Kankkunen Impreza, but his





Andrew Burton spent many an hour in the garage building his Peugeot-Cosworth. A BTRDA Silver Star made all the effort worth while

wily Irish rival always claimed that a well driven 555 version would be competitive against it.

McKinstry proved that point amply – most notably with an electrifying victory on the Manx Rally – but effectively resigned his title chances by missing the Kerridge Rally due to business commitments.

The series rules state that anybody contesting every round of the championship gets a 10 point loyalty bonus: suddenly McKinstry had a mountain to climb. Dodd was the first person to say that he wished his rival could have been at every round – not that it would have made any difference to the end result.

Three maximum scores at the end of the year showed just how far the Poole-based powerboat dealer had come. His speed has never been called into question. But this year Dodd showed he can also drive for a finish and rack up results.

Behind the two title protagonists, it was usually David Mann fighting for the final step of the podium. On the Kerridge Rally he went one better and finished second overall, behind Dodd's Impreza. To do that in a Group N car is like taking on a Ferrari with a shopping trolley. Mann was recently a frontrunner in the British Rally Championship: it's easy to see why. His closest contender in Group

N was Richie Holfeld - the Ralliartbacked Irishman having an impressively measured season which netted him third in the title standings.

A superstar in the making is Mark Perrott, who was never a regular competitor but inevitably won Group N when he did come out to play. It's worth remembering that Perrott ran as high as second overall on this year's British championship Rally of Wales now can someone please give him the budget to progress further?

Vince Wetton had a year in which he steadily improved as he got to grips with his new (and initially troublesome) Group A Mitsubishi. The veteran competitor never gave it less than 100%, sliding the car at angles that would suit a Scandinavian.

While he was never in a position to truly challenge for the title, his championship runner-up slot was well deserved. Formula 2 was won easily by Neil Collins, who had an excellent debut season with the Ford Escort Super Rally Car.

But who was the crowd's favourite? It's a toss up between the MkII Escorts of Phil Collins and Robin Bradbury, or the glorious MG Metro 6R4s of John Price and Warren Philliskirk. Price's contribution to this year's National series should not be overlooked: the multiple Safety Devices asphalt champion took the plunge and proved that he can drive ably on gravel, too.

That has been the secret of the National Championship's success this vear: enthusiastic competitors helped by an energetic organising team who realise that their priority is to give their customers value for money. The series puts its competitors first, and as a result will remain in rude health next year - despite the British championship's decision to now allow World Rally Cars.

That's where Dodd is going next year, but he plans to come back and support the National Championship. "I think the events are fantastic," he said "and it's nice to put something back." His words are touching, and it's a prime indication of the sort of loyalty the series inspires.

## "Wetton was at 100%, sliding his **Lancer at angles** that would suit a Scandinavian"

Next year the Granite City rally won't be on the calendar, which in many ways is a pity. The stages are spectacular to watch, but very bumpy and a long, long way north for competitors to travel.

The BTRDA Championship also had a nailbiting year - particularly for Martin Meadows. The Proton driver became the first man to win the Gold Star series using just a 1600cc car. He had to fight for it up until the very last round, and the mature, unflustered



s only had 1600cc to play with, but he still took BTRDA Gold Star honours



Shaun Woffinden was the class of the Ka field, but ex-racer David Henderson was a threat



way in which he rose to the occasion marked him out as a potential works driver. He also brought a new company to British rallying -Silverstone tyres - which proved as tough as the man driving on them.

Daniel Dunbabin deserves credit for running Meadows so close, as does Andrew Burton - the man who won the Silver Star title. His self-built hybrid Peugeot-Cosworth was a headturner throughout the year, and his title win should be seen as a recognition of technical achievement as much as anything else.

John Price took a record ninth Safety Devices title, with a perfect tally of five maximum scores. The Metro driver was utterly dominant, winning rallies by minutes rather than seconds. Jon Mercer deserves special mention in another Metro, but nobody could come close to Price. The championship has got a number of far reaching changes for next year, but these should serve only to broaden its ever-increasing fan base. Getting cold, wet and muddy has never been so popular.

#### THE ONE-MAKE STARS

MARTIN Sansom said at the beginning of this season that he was determined to grab the Peugeot Super 106 title after having missed out last year. He was as good as his word.

It was a sharper, hungrier Sansom who attacked the stages this year, and he deserved to win the workssupported season on the British Rally Championship next year.

He didn't have things entirely his way, though. AA patrolman Andy Burnell ran him close throughout the season, and he would equally have deserved the title. Paul Wedgbury and Rory Galligan were also consistent challengers, and it's a testimony to the quality of the Peugeot championship that the drivers were able to fight so evenly. Ryan Champion shone on his return into the Peugeot fold, and there is no doubt that the series has established itself as the place to be.

That's to take nothing away from the Ford Ka series, which also enjoyed a hectic year. This time, the winner was self-evident-Shaun Woffinden. He was the quickest man throughout, although he was challenged by former racing driver David Henderson

The find of the season was Guy Wilks, who has now been 'adopted' by Ford to appear on corporate days. There was no way of telling that the guy was a novice. He walked in, and was consistently among the three quickest.

Simon Mauger deservedly won the Ford Puma series, while the Daihatsu Rally Challenge was taken by former BMX champion Scott Vogl

Volkswagen came in with its valuefor-money Polo series (described by VW motorsport boss Steve Bagnall as "the Easyjet of rallying"), and Scot Neil Buckley soon cleaned up. His was not the easiest of wins: when he was not rallying, he was jetting round the globe as part of the Ford world rally service crew. Obviously some of that McRae magic must have rubbed off.

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# The great pretender

It may look standard, but the VW Polo Rally Challenge car is quite capable of biting. By Anthony Peacock

ally drivers have a warped sense of humour. "I enjoyed sitting in with you," said Neil Simpson as he clambered from the navigator's seat of the new Volkswagen Polo Rally Challenge car.

No doubt he did "enjoy" being driven by me, in the same way he probably enjoys watching Fawlty Towers. Either way, I had just managed to make an Ealing Comedy out of the cones that formed the makeshift 'chicane' on our rally stage. Good job they weren't trees then.

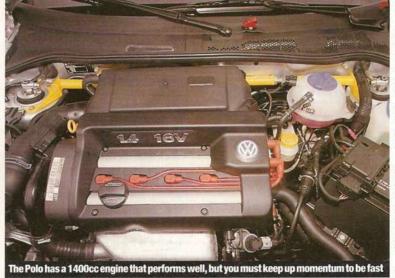
The problem is that the Polo inspires such confidence. Turn the key, chuck it about, and 10 minutes later you think you're Tommi Makinen. In actual fact, it's more like Tommy Cooper. Then you hit the chicane. Just like that.

Simpson, who drove a Mitsubishi in the British Rally Championship this year, cracks up. I curse. The amused audience collapses into hysterics. "You were never going to make that corner," chuckles Simpson, appearing pleased by the thought. "I thought it was a bit quick when we were going in."

No problem - I love the smell of burning rubber in the morning.

While the Group N Polo is very civilised from the inside, when you put your foot down there's a pleasingly raucous rasp – a lot louder than you would expect from a car of this size.

The gearbox is easy enough to operate (provided you remember it's a left-hooker) but the 'box is the standard production unit. Which means the shift is not as short, snappy or sporty as the rest of the car. The



Steve Bagnall, head of VW motorsport UK, keeps a close eye on all the stage action

handling, though, is absolutely spot-on, and that's what inspires you to exceed your talent threshold.

Over a long, sweeping right-hander on rough tarmac you feel the back begin to break away, but it's easy to control. There's also just the right amount of feedback from the steering to tell you exactly what each corner of the car is doing. Knowing that information is one thing: acting upon it is an entirely different proposition.

Braking progressively is the order of the day, as the brake balance seems to be adjusted in such a way that if you brake too hard, the car wants to swap ends. That's a minor inconvenience on a Leicestershire airfield, but you could imagine it becoming a more pressing problem on a forest track in Wales.

Other than that, this little Polo is entirely vice-free. It goes quickly enough for a 1400cc car, but you have to sustain a certain degree of momentum if you're even vaguely serious about popping in a half-decent time. But that's precisely why these cars are so good at improving a novice driver's skill: they force you to read the road and quickly decide which bits are fast and which aren't.

Best of all, these Polos are good value for money. They are sold ready to rally for £13,750, and a generous prize-fund means that a successful year can practically pay for itself. The winner receives a Polo GTI road car, which, being a Volkswagen, is hardly likely to fall apart after a year.

The Polo is fully homologated in class N1, which means it is eligible for more or less any international event. One brave man has already tackled the Tour of Corsica (and returned to tell the tale).

Best to hand over to someone who knows what they're doing. When Simpson drives, you can see what this Polo is properly capable of (ie not hitting things). "It's a dead fun little car," says Simpson, attacking the fast sweeper unfeasibly quickly.

"Of course, it's never going to be remarkably quick," he adds, while travelling at about 100mph, "but you can have good fun driving it."

Very true. And Simpson's got the added bonus of having good fun in the passenger seat, too. I'm glad at least to have provided some in-car entertainment.



# Class reunion

His first visit to the AUTOSPORT Awards gave the US F1 veteran a chance to catch up with some old friends



Close, but no cigar: Gurney is often asked about Spa '64, where he just lost out to Jim Clark

he AUTOSPORT Awards was a great night; great to see so many old friends in one place and to catch up on what's happening over here. It was my first awards event. I was over with my old friend Phil Hill and I guess it was appropriate because in our time we - together with Richie Ginther - were the guys that made the trip across to Europe all those years ago to really get our careers started.

It was great to see Ferrari pick up an award in what has been just a great year for them. Ferrari is where it all started for me in the 1950s and I still have a special feeling for them. I'm sure it won't be another 21 years before they win another title.

When I moved to Europe, just as today, there were two racing worlds, America and Europe, and they didn't meet. I guess I was one of the very few who made a career on both sides of the Atlantic. It's become more common to do that in recent years of course, with Champ Carguys going to Formula 1 and vice-versa. But, aside from the drivers and some of the technical people, there still isn't any real crossover. It was always one of my hopes that there might be a common formula one day but you know how the world of politics goes. I doubt if that will happen in my lifetime. Which is a real shame.

Having the Grand Prix at Indy will be a big help, of course. It's a firstclass event and there really is huge support for it over there and we might even see two American GPs

again one day; it's big enough, if you compare it with Europe, to stage more than one. Once the Indy event

## "Indy is a class event. We might even see two US GPs one day"

very well see that happen.

I've still got great passion for F1. My wife and I set our alarm for 4.30am and get up to watch the races in

gets established I think you could

Back in the USA: the GP veteran was thrilled to see F1 return to Indianapolis this year

Europe, so we've certainly lost a lot of sleep over it down the years.

F1 still stands at the top of the heap in terms of prestige and what it means to a driver. The highlight of my career I would say was winning the '67 Belgian GP in my own car, the Eagle. I won other GPs, of course, and other stuff in the States but that one stands out.

People ask me about Spa in '64, which was one of those wins that just got away, I was leading, I thought I had it all sewn up and two laps from the end I ran out of fuel. I came into the pits and they told me 'we don't have any, we've packed it in the truck'. So Jimmy [Clark] won that one. But at the next race, in France, it was Jimmy's turn to retire when he was leading and I won. So it sort of evened out.

Racing has been good to me, but I've still got mixed feelings now as I watch my youngest son Alexander get involved in a racing career. You are proud but you're worried too, of course, but he's over 21 and there's nothing I could do about it even if I wanted to. He raced in the Toyota Atlantic series back home and had a pretty good season; he got a pole and some top three finishes. He's over here in Britain right now doing some Formula 3 testing and the hope is that he can do the British championship in 2001. I think it will be good for him to get race experience in Europe essential, in fact, if he wants to race in F1 some day. That's as true now as it was when I first came over here.

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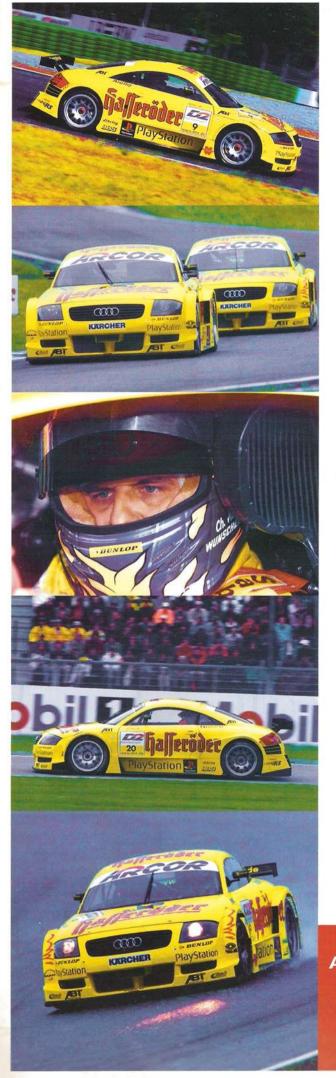
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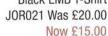






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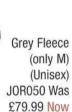
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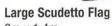
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