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 **AUTOSPORT
LEGEND**

**"WITHOUT HIM,
HOW MANY MORE
WOULD HAVE DIED?"**

Jackie Stewart

Face to face again with rival Fittipaldi
What if he'd won gold at the Olympics?
The key to the speed of his Matra winner

EXCLUSIVE



**DI RESTA SETS
2012 TARGETS
"I KNOW WHAT
I HAVE TO DO"**

PLUS

FERRARI'S BIG PUSH
RADICAL PLANS FOR 2012 ATTACK



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"I'm not here to give continuity to Ayrton's career. I love racing and that's my motivation"

WILLIAMS DRIVER BRUNO SENNA
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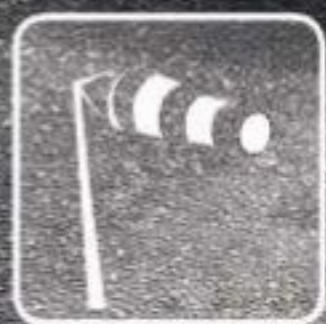
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Five-time Ford XR Challenge champion Mark Robinson



Robinson in profile, p82

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JYS: Unquestionably F1's most influential champion



HOW MANY RACING DRIVERS' LIVES

did Jackie Stewart save? It's impossible to know; scary to contemplate had F1's greatest safety campaigner not been so relentless in his quest to improve mortality rates.

It didn't win him any popularity votes at the time, he was vilified in some quarters, but sitting down with guest editor David Coulthard last week, the recurring theme of Jackie's influence was this:

'Unquestionably, he saved a lot of lives and limbs'.

Imagine what we'd have lost if he'd qualified for the 1960 Olympic games (a story unraveled by Paul Fearnley on p30) or if – as Emerson Fittipaldi reveals he believed at the time (see p34) – it was JYS and not Tyrrell team-mate Francois Cevert who perished at Watkins Glen in 1973.

Add to that Jackie's three world drivers' titles, 27 wins from 99 starts, his development of countless young drivers and his own grand prix team that has morphed into the current world champion, Red Bull Racing.

Without him, our sport would have been so different, so disfigured. JYS, we salute you.

Charles Bradley, editor

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NASCAR

NASCAR boys sprint back into action

With the first race of the season, the blue riband Daytona 500, just over a month away, leading teams took time last week to shake-off the cobwebs and get acquainted with new drivers. They also practised a bit of drafting on the Florida banking with their as-yet-unliveried machines.

Pic: Markland/Getty



FERRARI LIVES UP TO RADICAL VOW

Ferrari team principal Stefano Domenicali said repeatedly last year that Ferrari needed to be more aggressive with its approach to 2012. Over the winter there has been plenty of evidence of the team making good on this promise, with key weaknesses being addressed. By EDD STRAW



SIMULATION



Ferrari used to test endlessly at Fiorano

Ferrari excelled when track testing was abundant and an empirical approach could be taken to development, but has been slow to adapt to the new era of simulation, CFD and windtunnel work. Last year, Ferrari overhauled its wind-tunnel and it has invested heavily in its simulator. Pat Fry made this area a priority, telling AUTOSPORT that "other teams put effort earlier into simulation and advancing that technology, so we're playing catch-up. Eventually we'll get there, and to the point where we have actually got an advantage from that".

TYRES

Former Bridgestone head of motorsport tyre development Hirohide Hamashima, who was in charge of the Japanese firm's F1 programme when it ended in 2010, joined Ferrari last week. A key figure throughout Bridgestone's European motorsport presence since the early 1980s, he brings a wealth of knowledge of tyre behaviour. During the past two seasons, Ferrari struggled with tyre warm-up. This hurt qualifying and out-lap performance, and also meant that it struggled to be competitive when Pirelli allocated its harder tyre compounds.



Tyre progress is a must

AGGRESSIVE DESIGN

When he took over as *de facto* technical director last year, ex-McLaren staffer Pat Fry admitted that Ferrari had been too conservative. The 2011 car was heavily based on the 2010 machine that had come close to winning the championship, but lacked the aerodynamic refinement of the latest Red Bull. Fry has attempted to change attitudes in the design department, telling AUTOSPORT in December that “the group of engineers will be more creative next year” after instilling a readiness to take more risks.

2011 car was similar to predecessor at launch



➔ **P10** ALONSO'S GREAT EXPECTATIONS

INNOVATION



Team tried to master flexing front wings

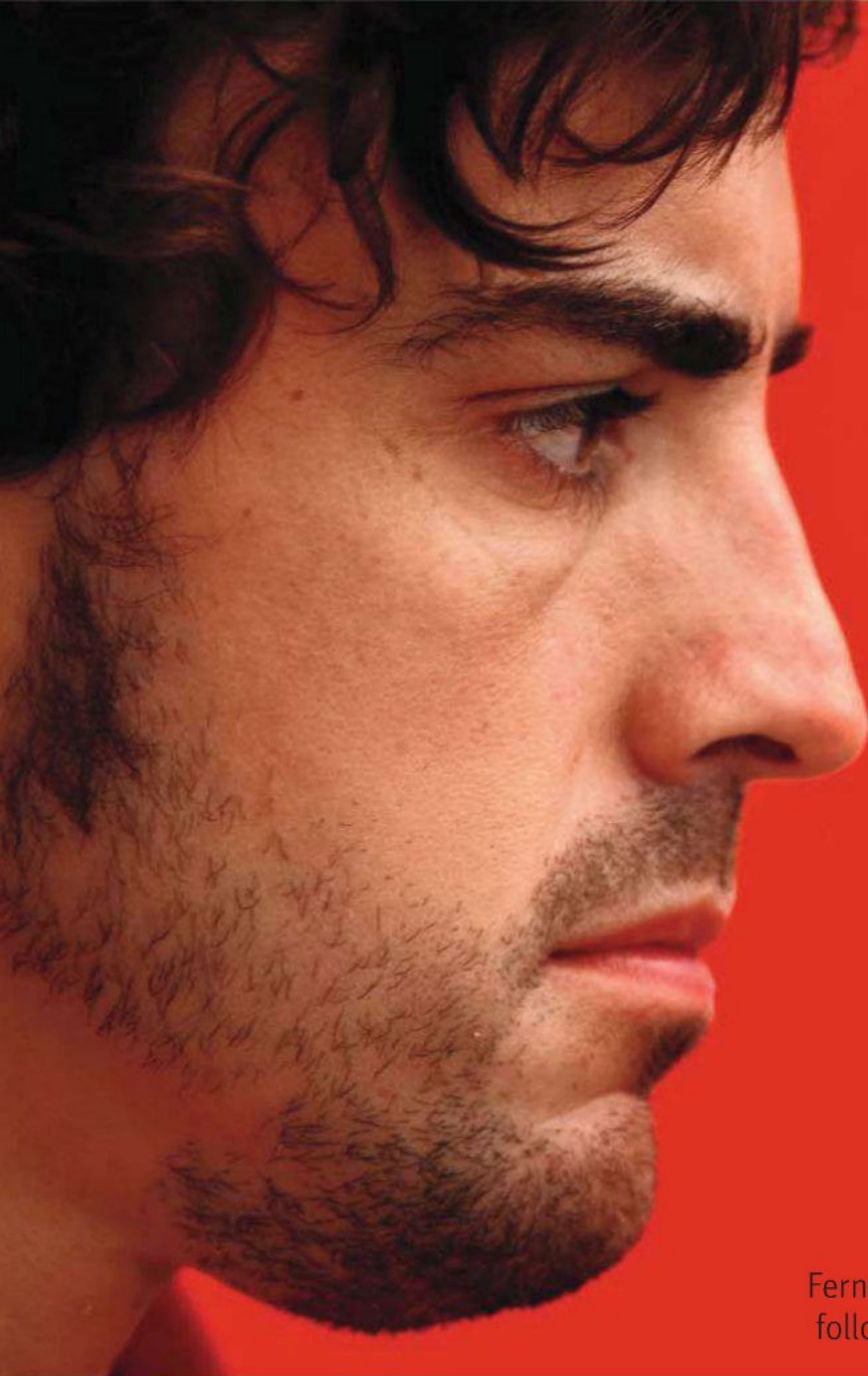
Ferrari has admitted to having a similar ride-height control system to the one being developed by Lotus (see page 11). The system is designed to stabilise the front end of the car under braking and while cornering. AUTOSPORT understands that Ferrari has also been working on the front ‘f-duct’ concept tried by Mercedes last season, which redirects the airflow to cut drag at high speed. In addition, the team has also been striving to improve the flexible front wing technology that it worked on last year.

STAFF

While much of the engineering and technical staff remains unchanged, Pat Fry has made some key appointments. Steve Clark has been appointed head of race engineers. He joins from Mercedes, where he had worked as head of race-and-test engineering since 2007. Ferrari has also recruited personnel from Fry's former team McLaren – including Jonathan Heal, who was the team's chief stress engineer, and aerodynamicist Lawrence Hodge – over the winter.



Fry has overhauled behind the scenes



“I don’t think we need time. The results should come immediately”

Fernando Alonso reckons Ferrari can settle down straight away following its reshuffle and adoption of an aggressive approach

Ferrari star Fernando Alonso is convinced that the team’s technical overhaul will yield immediate results in 2012.

Ferrari was, on average, around seven tenths of a second off Red Bull in 2011. But Alonso believes that, far from writing off this season as a transitional year, the team now has the necessary tools to produce a title-contending car.

“I don’t think we need any time,” said the 2005 and ’06 world champ. “If we get over our windtunnel problems, then results should come. If we do a good job, we will be able to win races. The results, if they come, should come immediately.”

The Ferrari team is more cautious

than Alonso, in the wake of its hopes for last season being shattered by the realisation that its car lagged behind Red Bull and McLaren at the start of the season.

Team principal Stefano Domenicali admitted at last week’s Wrooom media event at Madonna di Campiglio that there is still work to be done, but that the technical changes will not be used as an excuse to tread water this year.

“We have done a significant job, but it is not complete yet,” said Domenicali. “But it doesn’t mean we have the excuse to wait and see.”

The new car is expected to be a significant departure from the 2011 Ferrari. The restructured technical

team under Pat Fry is expected to produce the most radical car from Maranello for years, after being given a mandate to be creative with the design.

“It is a break from the past, especially from a mechanical point of view,” said Domenicali. “It’s going to be a very different car. It’s also going to be competitive. There are certainly some new concepts that have not been used in our previous cars.”

The revelation that Ferrari has recruited former Bridgestone chief Hirohide Hamashima is proof that the Scuderia will leave no stone unturned in its bid to topple world champion Red Bull. It is not unusual for teams to appoint tyre specialists, but such a high-profile figure as Hamashima – who had been at Bridgestone for 34 years – will not have come cheap.

Hamashima is well-known at Ferrari, which was Bridgestone’s ‘works’ team during the tyre war with Michelin last decade.

Number-two driver Felipe Massa has highlighted Hamashima’s

recruitment as key to the team’s hopes of a revival after two difficult seasons with tyre warm-up.

“We suffered with the harder tyres and I suffered even more because of my driving style,” said Massa. “It’s important to understand what is necessary to have a competitive car on all types of tyre. This is our goal.”

“Hamashima is a very good engineer: he knows everything about tyres and has extensive experience, so his presence will be positive for the team and myself.”

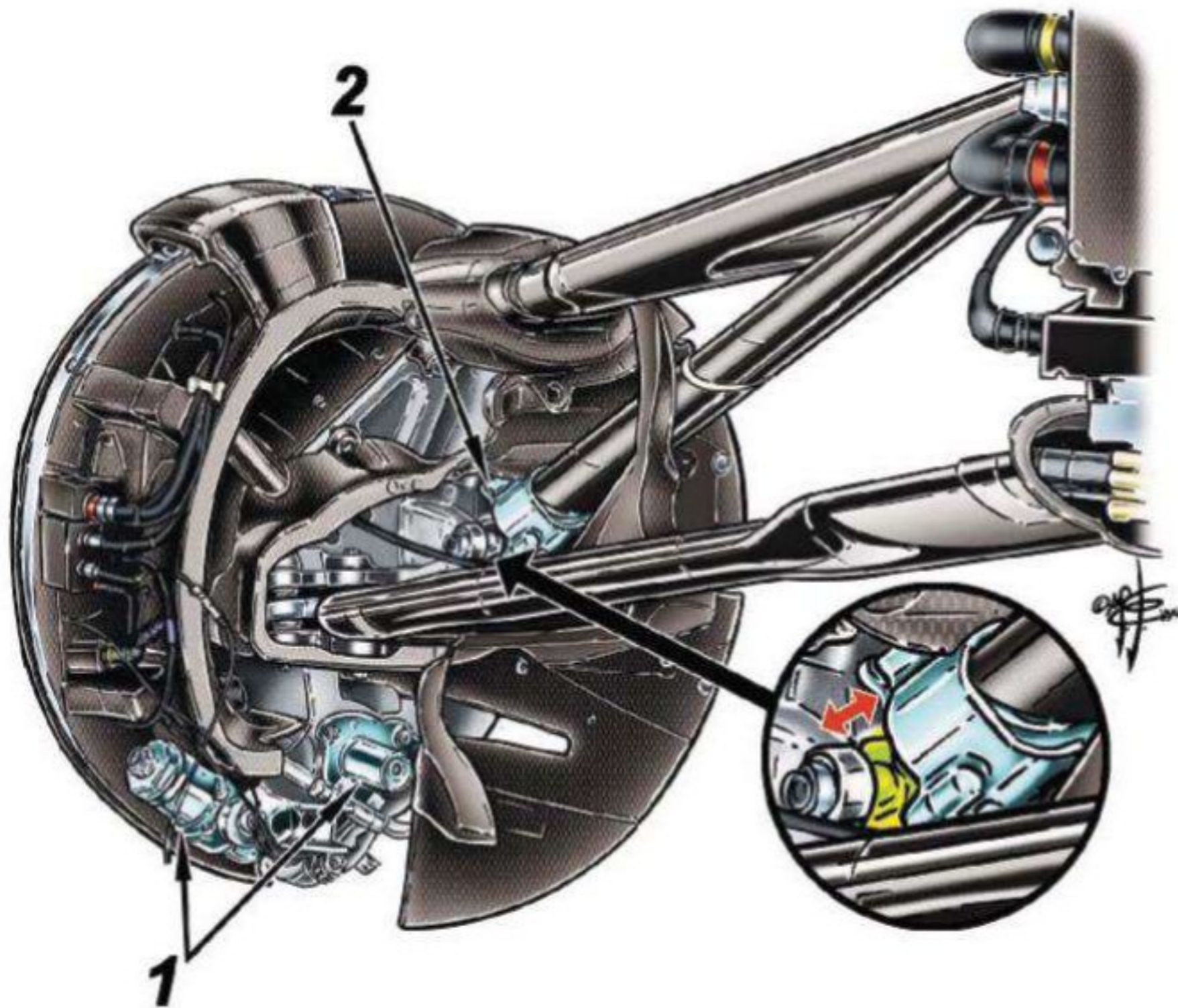
While Hamashima has arrived too late to have any influence upon the fundamental car characteristics, he is sure to improve Ferrari’s understanding of the tyres significantly.

The rest of Ferrari’s changes – a switch to a bolder design philosophy, the upgrades made to the windtunnel and simulation technology, as well as the appointment of Fry as technical director – were all completed early enough last year to have influenced progress on the 2012 car.



Ferrari only took one win last year

How ride-height trick works



FERRARI IS WELL-ADVANCED WITH WORK ON ITS own version of the ride-height stability system that has already been run by Mercedes and Lotus.

The system is completely mechanical, which ensures that it is legal. It is designed to avoid pitch sensitivity under braking, meaning that front ride-height and yaw are kept to a minimum.

There are two hydraulic cylinders below the lower wishbone (1), while the pushrod is not connected

directly to the upright (2); instead there is a little jack with a small amount of freedom of movement (inset). This allows the ride-height to be consistent under braking and acceleration. This should allow a more aerodynamically critical set-up.

It is understood that Mercedes has already raced the system, which is reckoned to produce a significant lap-time improvement of up to half a second.

AUTOSPORT SAYS...

EDD STRAW
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Fernando Alonso is the one part of the Ferrari championship-winning equation that cannot be doubted. It would be grossly unfair to call the past five seasons of Alonso's career a barren spell, given that he almost claimed the title twice and won 12 races, but there's no question that a third world title is long overdue. Alonso knows that, and will not allow it to slip through his grasp if – and it's a big if – Ferrari gives him a good enough car.

It seems only yesterday that the fresh-faced Spaniard was cutting a swathe through F1, which had stagnated amid five years of utter domination by Michael Schumacher and Ferrari. Now 30, Alonso is a more formidable competitor even than he was during his mid-twenties. That shone through last season, when he was relentlessly fast, and there were few of the mistakes that arguably cost him the 2010 crown.

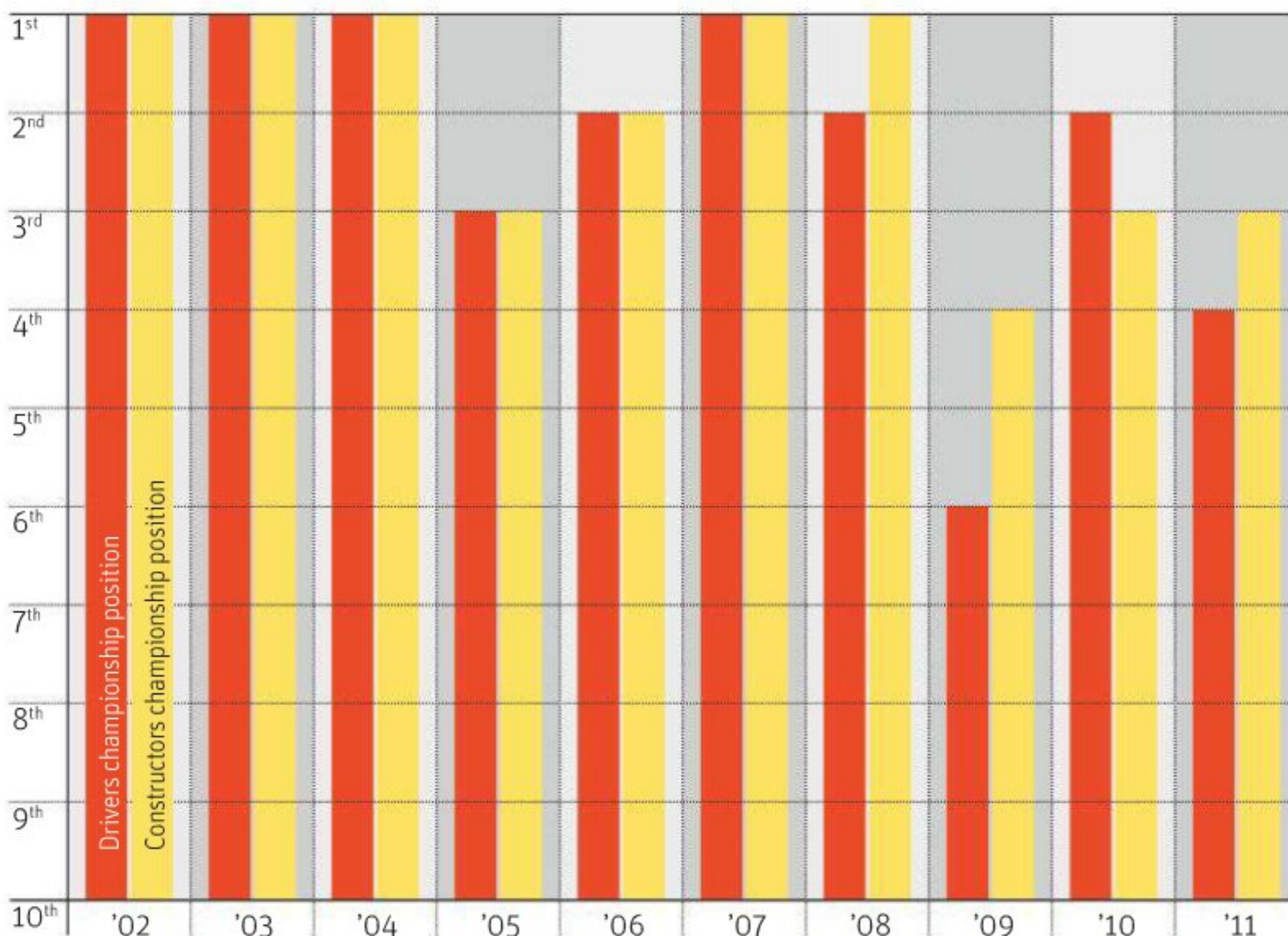
Alonso and Sebastian Vettel are the best all-round drivers in F1. That makes the prospect of a title battle between the pair particularly mouthwatering. Neither would be willing to blink first, nor would they give much away on speed or consistency. On paper, it could be one of the all-time great title scraps.

But that's where it is for now. We won't have any idea which drivers will be in the title hunt in 2012 and which of Ferrari, McLaren and Red Bull will be leading the way. But if Alonso is in that frontrunning pack, it would be dangerous to bet against him.



Alonso: still one of the greats

OFF THE BOIL Ferrari's form over the past decade



STREAKS

ENDING A LONG LOSING RUN

If Fernando Alonso were to win another world championship, he would equal Jack Brabham and Graham Hill's (pictured) record of five active seasons between their titles.



Senna must lead Williams back to glory

Williams chooses youth over experience as Barrichello is out; Senna convinced he has the skills to lead the British squad



New Williams signing Bruno Senna has no doubts that he is the man to lead the famous team back up the Formula 1 grid.

The 28-year-old Brazilian will partner Venezuelan Pastor Maldonado at the team. Although the pair has a combined total of just 35 grand prix starts, Senna is confident that he has the experience to contribute to the development of the Williams-Renault FW34, pointing out that he impressed Renault with his technical feedback during his eight-race F1 stint last season.

"I don't have the most experience on the grid," Senna admitted to AUTOSPORT. "This [development] ability doesn't only come from experience, but from good feeling and technical understanding.

Working together with some very good engineers, who are all very motivated, we should be able to achieve what the team needs.

"This is something that Adam Parr [Williams chairman] made very clear was one of my jobs. Even in

the few races I did last year for Renault, I always tried to give development input and it was an interesting learning experience. There were certainly ups and downs, but I've shown good potential and the experience I gained with

the team was valuable."

Williams has conducted a thorough assessment of Senna's abilities, which included mileage in the simulator, fitness tests and non-F1 on-track evaluations with top instructor Rob Wilson. Even though Senna lacks experience compared to Rubens Barrichello, who was in contention to retain the drive, Williams was sufficiently impressed with his performance.

While the sizeable sponsorship package Senna has brought to the team has played a part in his landing the drive, the 2008 GP2 runner-up has shown significant potential in F1.

Although he scored only two points with Renault last year after replacing veteran Nick Heidfeld, he showed flashes of promise.

"There were standout moments,



Senna fronts a famous organisation

BRUNO SENNA'S RACING CAREER

After giving up on any motorsport aspirations at the request of his family following his uncle's death in 1994, Senna Jr resisted the urge to try to follow in his footsteps for 10 years:

2004 - FBMW

Makes his car-racing debut with six starts in Formula BMW GB with Carlin Motorsport. Shows flashes of speed.



2005 - F3

Takes three podiums and a pole position on his way to 10th in his first year in British F3 with Double R.



2006 - F3

Finishes third in BF3, but early-season title push is ruined by Snetterton crash that writes off his chassis. Wins five times.



2007 - GP2

Wins on his third GP2 start for Arden, but ends up eighth in the standings after adding only two more podiums all year.



2008 - GP2

Finishes second in the championship to veteran Giorgio Pantano, winning three races driving for iSport International.





Ayrton buckles up for Williams-Renault

Reuniting some classic names

THE SENNA NAME HAS HAD LINKS to Williams since 1983, when Bruno's uncle Ayrton had his first Formula 1 test at Donington Park.

It wasn't until the ill-fated 1994 season that Senna Sr finally drove again for the team, starting three races – and claiming pole position for each – before losing his life in the San Marino Grand Prix.

Although Senna Jr has been plagued by the inevitable comparisons with his uncle, he is delighted to be reuniting the Williams-Renault and Senna names.

"It's a different feeling to be racing for a team that Ayrton has been to – it's one of those strange coincidences," says Senna, who did, however, drive for the Renault team last year that grew out of the Toleman squad with which his uncle made his F1 race debut.

"Quite a few people at Williams today were there when Ayrton was, so that brings back some memories of those days and is a good link.

"But it's a team with a great legacy, not only with Ayrton, and it makes me very excited."

Senna has already been in simulator

"This proper season is what I have been trying to get for a long time. It's been so hard"

Relief for Bruno Senna

like qualifying at Spa and Monza [where he was seventh and 10th on the grid respectively]," Senna said of his 2011 season. "Even in Singapore, when the car wasn't so strong, I had a good qualifying compared to [team-mate] Vitaly Petrov. And there was qualifying in Brazil [ninth]. These were all encouraging and indicative of my pace.

"I had the incident on the first lap at Spa, but after that it was a strong race in terms of pace considering it

was the first time I drove there in the dry in that car.

"Monza was strong from every perspective and even Singapore was a strong race. In India, I did about 85 per cent of the race with no KERS and almost had a points finish."

Some observers have dismissed Senna as not being good enough for F1, but even in his final GP2 season he showed that he deserves a proper crack at a full season with a team that is not at the back of the grid – that year, he outscored Maldonado, Romain Grosjean, Sebastien Buemi and Vitaly Petrov, who have already been granted full F1 seasons with credible teams. Some even argue that Senna is capable of fighting for race wins in the right machinery.

His previous two experiences

of F1 came in trying circumstances at HRT in 2010, where it was impossible to assess his ability, and his eight starts at Renault showed enough for him to earn a shot, with the first pre-season F1 test programme of his career.

"This proper season is what I have been trying to get for a long time and it has been so hard," said Senna, who has only 610 miles of F1 testing under his belt. "The team has found in me the potential to do the job, which is a nice boost, and now it's time for me to deliver on track.

"This is the most important season of my career. I'm sure that the team is going to provide me with a chance of showing what I can do and I must do everything in my power to deliver. This will be the first 'normal' year of my F1 career."

2009 – LMP1

Races the ORECA LMP1 in the Le Mans Series and the Le Mans 24 Hours to improve his car-development skills.



2010 – F1

Graduates to the pinnacle of the sport, starting 18 races for the desultory HRT squad. He finishes only nine times with a best result of 14th. Misses the British Grand Prix.

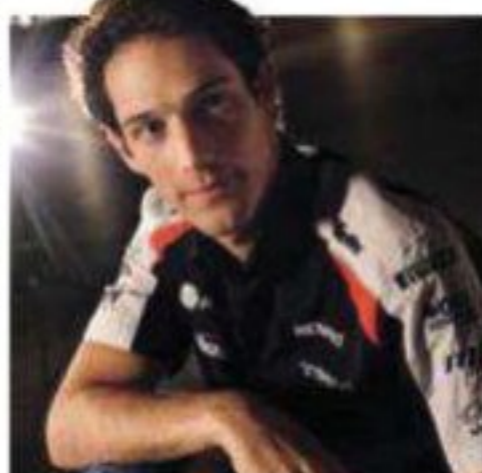
2011 – F1

After taking third-driver role with Renault, he is drafted in to replace Nick Heidfeld for the final eight races, scoring two points.



2012 – F1

Misses out on Lotus/Renault seat, but beats Rubens Barrichello and Adrian Sutil to land Williams drive.



RUBENS IN NUMBERS

As one Brazilian joins Williams, another departs. Here are all the key stats on Rubens Barrichello's career

322
STARTS

11 **14**
WINS **NUMBER OF POLE POSITIONS**

68
PODIUMS

POINTS **658**

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LAPS RACED

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The official fuel consumption figures in mpg (l/100km) for the Mégane Renaultsport 250 are: Urban: 24.6 (11.5), Extra Urban: 42.2 (6.7), Combined: 34.4 (8.2). The official CO₂ emission figure is 190g/km.

DRIVE THE CHANGE



THIS WEEK IN F1



Kubica's broken leg will not slow his recovery

KUBICA RECOVERY 'NOT DELAYED'

Robert Kubica's recovery will not be set back by the Pole breaking his right tibia on January 11. Kubica slipped on ice near the apartment that he uses on days when he goes to Viareggio for physiotherapy. The fracture was operated on last Friday under local anesthetic, with an external fixing installed. During the operation, it was discovered that the calcification of the original break in the bone was not as strong as hoped because he was lying down when it recovered and therefore it was always likely that the fracture would recur. Kubica will be restricted in his movements for up to three weeks, but there will be no delay to his recovery, the timescale of which is dictated by the rate of nerve re-growth in his right arm and hand.

350
DAYS THAT
ROBERT
KUBICA
HAS BEEN
OUT OF
THE F1
COCKPIT

GARY ANDERSON JOINS BBC

AUTOSPORT technical consultant Gary Anderson has joined the BBC's Formula 1 television coverage team. The former Jordan, Stewart and Jaguar technical director, who has worked on Star Sport's coverage in Asia in recent years, will focus on strategic and technological themes. Anderson will continue to provide technical analysis to AUTOSPORT.



DRS REMAINS UNCHANGED

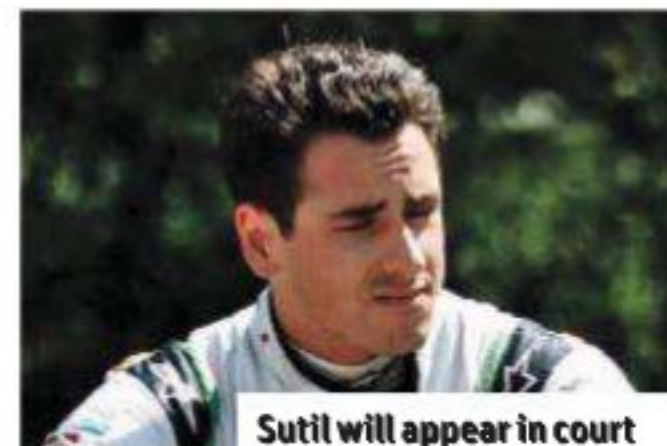
Tweaks for Valencia DRS



The use of the DRS regulations will continue on a similar basis in 2012. The FIA will tweak the length of zones based on data gathered last year in order to prevent overtaking being too easy or too difficult, although some tracks, such as Melbourne and Monaco, are limited by the length of straights.

SUTIL FACES TRIAL

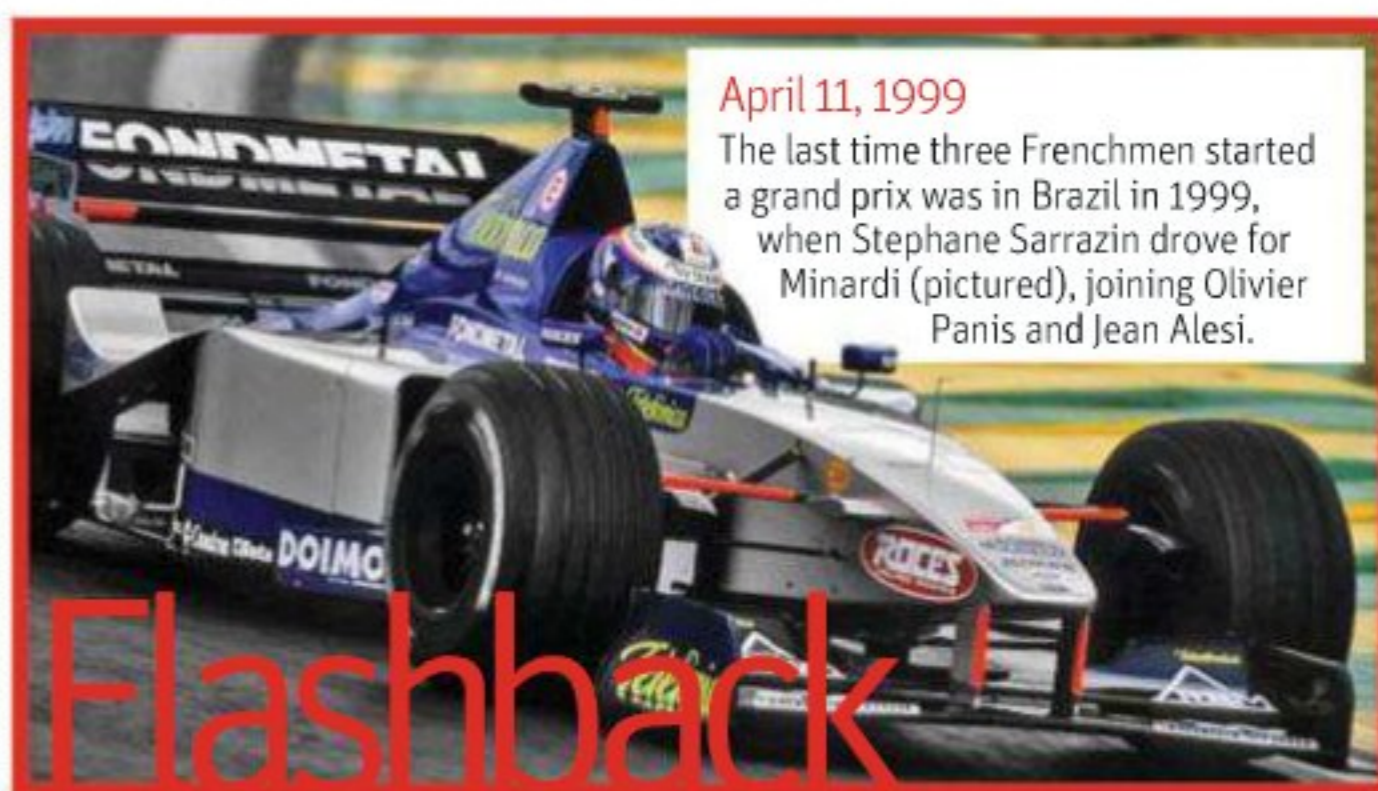
Adrian Sutil will go on trial at the end of this month over claims that he assaulted Lotus F1 co-owner Eric Lux in a Shanghai night club. Sutil's manager, Manfred Zimmermann, is confident that he will be cleared, saying "we look forward to closing the case".



Sutil will appear in court

HILL JOINS SKY TV LINE-UP

Former world champion Damon Hill has joined Sky for its 2012 F1 coverage. Hill will appear on broadcasts of the Australian, Bahrain, Monaco, British, German, Hungarian, Belgian, Indian, USA and Brazilian Grands Prix. Sky's HD F1 channel will launch on March 9.



April 11, 1999

The last time three Frenchmen started a grand prix was in Brazil in 1999, when Stephane Sarrazin drove for Minardi (pictured), joining Olivier Panis and Jean Alesi.

FIA MEETS OLYMPIC STANDARD

The FIA has been recognised by the International Olympic Committee. This could pave the way for an Olympic motorsport event in the future. The sport last played a part in the Olympics in France in 1900.

CATERHAM CONFIRMS NEW BASE

Caterham was set to confirm its factory move from Hingham to Leafeld as AUTOSPORT closed for press. The team hopes to move into the Oxfordshire facility in August of this year.

CHASE OF VETTEL BEGINS

The fight to topple Sebastian Vettel from his current #1 status in the Castrol EDGE Rankings begins in earnest this weekend as the World Rally Championship welcomes Monte Carlo back into its fold. Despite sealing a record eighth World Rally crown last year, Sebastien Loeb starts 2012 with his position as the top-ranked rally driver under threat. Retirements at the end of 2011 dropped him to an all-time low of ninth, within reach of Sebastien Ogier (12), new Citroen stable-mate Mikko Hirvonen (13) and Ford's Jari-Matti Latvala (17).



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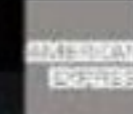
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MPH Mark Hughes

AUTOSPORT grand prix editor

Paranoia is at large in the F1 factories, as the race to find the successor to double diffusers, f-ducts and the like continues apace. Does it already exist, and if so has it been disguised by something else?

The race is on for Formula 1's next big technical thing. Aero teams everywhere are trying to correctly complete the following sequence: double diffusers, f-ducts, blown diffusers, and...

In 2009 it was the double diffuser, in '10 it was the f-duct and the mega-double diffuser, taking the '09 ruling to its conceptual limits by subverting the whole rear of the floor into a huge diffuser-inlet tract. In '11, with the definitive banning of double diffusers, the most powerful aero differentiator became the power of the blowing exhausts to extract the maximum from the single diffuser. As the '12 cars were being conceived, aerodynamicists were still clinging to the hope that, despite the FIA ban on diffuser blowing

plume beneath the rear beam wing, reducing the pressure there to induce airflow from the floor to rush to fill the void, increasing downforce from the wing?

Well, that's all been killed off by the wording of the 2012 exhaust rules. The exhaust pipe must have "its axis at ± 10 degrees to the car centre line when viewed from above the car, and between $+10$ and $+30$ degrees (tail up) to the reference plane when viewed from the side". In other words, the exhaust has to point upwards from a point on the car that is "between 250mm and 600mm above the reference plane". Furthermore, just to completely head off at the pass any smart Alecs (or Adrians) who were thinking they could use some bodywork to deflect the plume to the desired place, there is now a specified area within the plume's reach where there can be no bodywork. This even makes it impossible to use the wing endplates for deflection.

Adrian Newey's recent assertion that the chances of finding any downforce from exhaust blowing are now virtually zero would seem to indicate that the FIA has been successful in framing the rules to be rid of this area of development. Just as with the ban of double diffusers or f-ducts, so the focus moves on to the next powerful technology. Stories about inter-connected suspensions and air-pressure switches inside hollowed-out bodywork should be seen from the perspective of this frantic search. The aero departments of every team will currently be imbued with paranoia that they have missed what some other teams may have

found and they will be working at fever pitch, trying to prevent that.

Much has been made of the Lotus front/rear inter-connected suspension, given that it was spotted at the young-driver tests in Abu Dhabi. The idea is that dive and squat are restricted, better keeping the car at its optimum aerodynamic angle of attack. Mercedes is believed to have actually raced such a system last year and there were rumours that Renault (now Lotus) and Ferrari did too. It's not a new development, but its importance may suddenly have been enhanced, given that exhaust blowing has now apparently become a dead end.

Then there's the Mercedes nose that appeared at Suzuka last year, taking in airflow and channelling it down hollows within the nose pillars to ducts on the underside of the front wing, directing the flow to the targeted part of the floor. It's believed an internal switch, triggered automatically at a set air pressure, controlled this, in the same way that the manual control of the f-ducts used to switch between two different flow regimes as required. Is this the Next Big Thing?

Might there be a magic correlation between the two features whereby the suspension system allows more rake in the set-up (by keeping it from diving its nose into the track surface under braking) while the trick airflow in the nose keeps the flow attached to the diffuser at high ride heights, a job previously done by exhaust blowing?

Or are these things red herrings, diverting attention from the correct completion of that sequence? We'll begin to find out soon enough. ☼

PIC: TEE/LAT



via exhaust positioning and engine control limitations, it would still be possible to use the knowledge gained to apply exhaust blowing elsewhere on the car to aerodynamic effect. What about directing the exhaust

“Much is made of Lotus's inter-connected suspension”

AUTOSPORT
FIRST PIC



INDYCAR

LOTUS FIRES UP

Lotus's new Judd-built IndyCar engine was track-tested for the first time at Palm Springs last week, with HVM Racing's Simona de Silvestro completing 156 laps across two days before moving to Sebring for an additional two days on Monday.

GP3 SERIES

GP3 relaxes three-car ruling

Series lets teams off the hook for 2012, meaning they don't have to offer bargain deals. By MARK GLENDENNING

GP3 organisers are hoping to safeguard the future of the series' teams by relaxing the requirement for each squad to run three cars at each round in 2012.

Teams have been contractually obliged to field three cars since the category launched in 2010, giving the series a guaranteed 30-car grid for each race. Under the new arrangement the minimum car count per team will be reduced to two, although teams will be permitted to field a third car if they wish.

GP3 CEO Bruno Michel told AUTOSPORT that the change would give the teams additional long-term security, while also giving drivers an extra incentive to choose GP3 over rival series.

"We want to protect the teams' futures, and that is absolutely one of the reasons why we are doing this," said Michel.

"Also, if you look at races with 30 drivers, that is one of the issues



There won't be so many GP3 cars in 2012

that GP3 has to understand and deal with – for a young driver to get into a series where you have 30 drivers is quite difficult, because you know that it is going to be incredibly competitive, and if you want to do races, or even just do well, there is a lot of competition. So we are thinking about that as well, and that is why in the future 30 cars is a bit too many."

Michel also believes that making the third car optional rather than compulsory will prevent teams from being short-changed during contract negotiations.

"The problem that the teams encountered in the first two years is that when they had signed two drivers and had to find a third one, the drivers knew that the teams had to have a third car, and that if

they did not have a third car they would be penalised," Michel explained. "In that case, the negotiations between the teams and the drivers were very much not to the advantage of the teams."

The rule changes were first introduced for the post-season

"We think that in the future, 30 cars is a bit too many"

GP3 CEO Bruno Michel

tests just before Christmas, which still boasted 26-27 cars. Michel is confident that removing the limit will not cause the grid numbers to plummet this season.

"I know that some teams definitely will still run three cars because they already have three drivers," he said. "I don't think it will have a major influence on the number of cars. I'm not worried."



NASCAR

Pack drafting returns to Daytona

Drivers ran in big packs in testing

DRIVERS BELIEVE THAT THE tandem drafting that defined last year's Daytona 500 will be largely eradicated this year due to changes being introduced by the series.

Teams completed a three-day test at the Florida track last week, with efforts to encourage a return to pack racing a priority.

Penske Racing ace Brad Keselowski said that the changes had been largely successful.

"It's getting harder to perform the two-car draft," said Keselowski. "Maybe we will see some pack

racing when we come back."

Teams worked in collaboration with sanctioning body NASCAR throughout the test to gather data and try different tweaks in an effort to discourage tandem drafting. These included changes to restrictor plates, pressure-release-valve settings and radiator openings.

The final rule package is still being finalised, but NASCAR president Mike Helton said that the priority will be putting on a good show.

"Our goal and our responsibility

is to try to make decisions so that racing is as good as everybody expects it to be or better during the Daytona 500," said Helton. "We watch the speeds and everybody knows we watch the speeds, and there's a balance between what we're comfortable with."

The series has confirmed that car-co-car communication will be banned in a further move to cut down on tandem drafting. Previously, drivers had been able to tune into each others' frequencies to arrange drafting partners.

NASCAR

June run for new NASCAR

NASCAR EXPECTS ITS NEW 2013

Cup cars to be track-tested for the first time by June at the latest.

The stock car governing body is working with manufacturers to develop a new-generation car that will offer greater brand differentiation between the various makes, and NASCAR vice-president of competition Robin Pemberton said that things were on track for a rollout before the middle of the year.

"We'll be in the windtunnel over the next 30 to 45 days with the new prototypes as we do our evaluations on the submission cars, parts and pieces," he said.

"Everybody seems to be pretty far along, and the changes that will come out of those will be based on parity due to the windtunnel numbers.

"We're optimistic that there will be some real racecars on tracks, probably in the second quarter of this year, doing some evaluation runs, if not before then."

IN BRIEF



Max Verstappen drove Power's car

INDYCAR RUNNERS ALL OUT

All three 2012 IndyCar engine manufacturers – Honda, Chevrolet and Lotus – ran together for the first time at Sebring on Monday. The test wrapped up on Tuesday, with the teams scheduled to move on to Homestead on January 23-24.

DRAGON LANDS BOURDAIS

Jay Penske-owned Dragon Racing will run ex-Champ Car king Sebastien Bourdais and Britain's Katherine Legge in the IndyCar Series this season. The team will use Lotus engines.

FONTANA SAFETY UPGRADES

California Speedway representatives claim that upgrades to the track since IndyCar's last visit in 2003 have improved its safety. The

two-mile Fontana oval, back on the schedule in 2012, has had SAFER barriers installed, with new paving on the grass areas and backstraight.

EVANS STAYS IN GP3

Mark Webber protege Mitch Evans will stay with the Formula 1 driver's GP3 team MW Arden for a second season in the category. The GP3 race winner's former team-mate Simon Trummer will move up to GP2 with Arden, while Evans will be joined by European F3 Open runner-up David Fumanelli.

JACKSON GETS A GOLF

British Touring Car Championship squad AmD Tuning will run Ollie Jackson in its Volkswagen Golf this season. Jackson, 27, made his BTCC debut late last year, driving a Triple Eight Vauxhall Vectra.

GINETTA KING IN TOYOTA

Ginetta GT Supercup champ Adam Morgan has joined Speedworks Motorsport for his graduation to the BTCC. The 23-year-old will race a second NGTC Toyota Avensis alongside Tony Hughes.

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

glenn.freeman
@haymarket.com



Taken at face value, the decision by GP3 to drop its mandatory three-cars-per-team rule is a significant chink in its armour heading into year three. But look beyond that, and it's clear to see that this is a sensible move, and a worthwhile change of policy.

After two seasons, it has become clear that finding 30 fully-funded drivers at GP3's level is impossible. Perhaps if the arrival of the one-make category had sent Formula 3 to the wall there would have been enough drivers to fill nearly all of those mandatory 30 cars. But relaxing the limit should benefit GP3.

Some teams – the good ones, you suspect – will continue to run three cars, so a handful of squads switching to two will go almost unnoticed. But the series will avoid repeats of the scattered one-off deals made by teams fighting for survival as they tried to avoid picking up fines for not fielding a full line-up. The sad twist was that to avoid those penalties, they had to make losses every weekend by fielding drivers on the cheap, and often for free.

Not a weekend went by in the second half of last season when teams X, Y and Z weren't rumoured to be on the verge of going under. Hopefully that won't be the case in 2012.



Three-car line-ups won't be mandatory

BIG NUMBER

61

The total number of drivers to have entered at least one GP3 race in the series' first two seasons

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Paul Drayson  Jonny Cocker 

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FORMULA E

Push for 2013 London street race

Lord Drayson proposing a race at the capital city's Olympic venue for new Formula E Championship in 2013

Lord Paul Drayson is pushing for a round of the new-for-2013 Formula E Championship for electric cars on the streets of London.

The former government minister, who is behind a joint bid to produce cars for the series in conjunction with Lola, believes that London would be an ideal venue for a championship that will be made up primarily of street or city circuits. He has proposed the Olympic Park as a suitable venue.

Drayson, who has made two starts in the Le Mans 24 Hours, explained that he had already had preliminary discussions about an event with relevant authorities in London, although he refused to go into details. The FIA is known to be aware of his ideas.

Drayson said: "Formula E is at such a stage where the calendar has not been set, but I feel that it would be tremendous if the UK

had one of those races in the capital. The FIA has made it clear it wants city-based races and the obvious place for that to happen is the Olympic Park.

"Cities such as London have to encourage people to use electric vehicles to meet emissions targets. Government needs to incentivise people to buy them by making them cool and exciting, and motor racing is a good way of doing that."

Drayson explained that a promoter of a London Formula E race could tap into government grants at national and local level to encourage the use of electric cars.

A race on non-public roads on the Olympic site would mean no Act of Parliament would be required, a traditional obstacle to street racing in Great Britain. That explained the long gestation period of the Birmingham Superprix of 1986-90.

A spokeswoman for the Olympic



London's Olympic site could host Formula E

Park Legacy Company, which is in charge of overseeing the transition of the park after the Olympics, said: "We are keen to encourage people to come forward with ideas for the site. We would consider this along with everything else."

The FIA is planning a short series of Formula E races next year ahead of a full schedule in 2014. It has received expressions

of interest from approximately 20 promoters.

Drayson unveiled the test vehicle for his and Lola's Formula E bid ahead of last week's AUTOSPORT International. The all-electric Lola-Drayson B12/69EV, which is based a 2009 LMP1 chassis, incorporates technologies that will be used in the proposed single-seater racer.

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Gianpiero Moretti 1940-2011

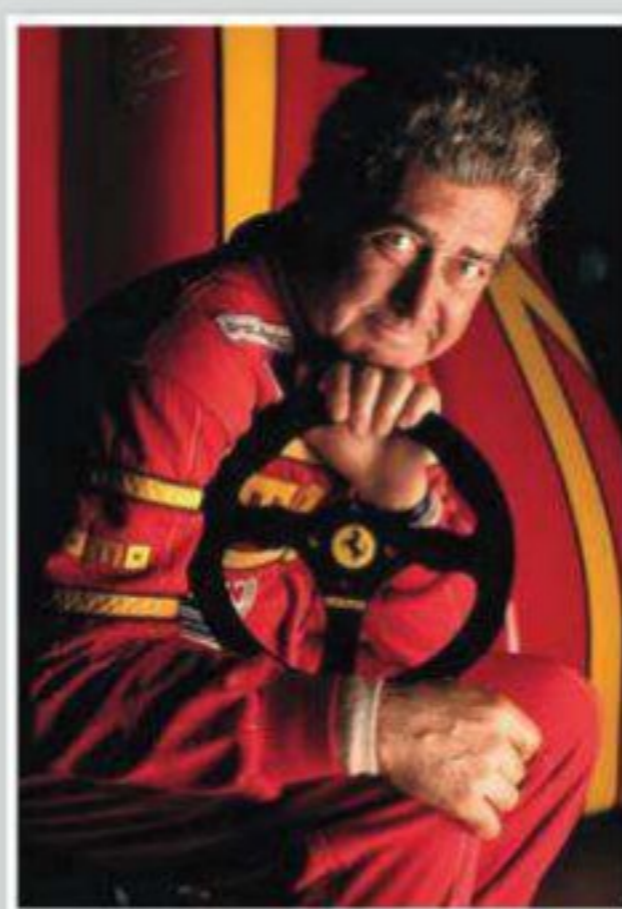
GIANPIERO MORETTI, WHO HAS died aged 71 after a long illness, was a regular in international sportscar racing for more than a quarter of a century in an array of machinery. Yet his legacy was set in the final car to carry the famous livery of the Momo steering-wheel company he founded in the 1960s, the Ferrari 333SP.

The 333SP gave the Italian his biggest triumphs as a driver, but it was, in itself, his biggest triumph. He helped persuade Ferrari to build the car that

ended a 20-year absence from the prototype ranks. The 333SP won titles on both sides of the Atlantic, and arguably saved US sportscar racing in the mid-90s.

Moretti was in the twilight of his career when he got his hands on his baby and notched up a series of IMSA World Sports Car wins in 1994 and '96. That was a prelude to a triumphant farewell season in which he won the US enduros at Daytona and Sebring.

Kevin Doran, who ran Moretti's cars from 1993, said:



"The 333SP gave him his biggest success, but without him there would have been no 333SP and no Doran Racing. He brought us into the major leagues."

Gary Watkins

DTM

BMW line-up sorted for return

BMW HAS COMPLETED ITS driver line-up for its DTM comeback by signing Dirk Werner to drive its sixth car.

Werner joins a squad led by reigning DTM champion Martin Tomczyk and race winner Bruno Spengler, who were poached from Audi and Mercedes respectively. The rest of BMW's roster is filled by three-time WTCC champion Andy Priaulx and Augusto Farfus, while GT

racer Joey Hand will combine the DTM with an American Le Mans Series campaign.

Priaulx, who carried out the early development work on the car with Farfus, said that the programme was going well.

"The car feels good," said Priaulx. "We're getting good feedback from the other drivers, but we're not going to see the real performance of these cars until the first race."



BMW now has all six DTM drivers

IN BRIEF

GT3 Nissan ready to go



RJN JOINS NISSAN RANKS

The British RJN Motorsport squad is the first customer of the Nissan GT-R GT3 car jointly developed by Nismo and JRM. It is expected to contest the Blancpain Endurance Series.

TRACY'S DAYTONA RETURN

Former Champ Car title winner Paul

Tracy is returning to the Daytona 24 Hours after an absence of four years. The 43-year-old will share Doran Racing's Dallara-Ford DPO1 with brothers Burt and Brian Frisselle and Jim Lowe.

STATUS SPORTSCAR MOVE

GP3 team Status GP is aiming to expand into sportscars for 2012. It has purchased a Lola B12/80 LMP2 chassis and is working on a deal to contest the European Le Mans Series.

TAYLOR JOINS GRAND-AM

Grand-Am regular Jordan Taylor has joined the Corvette Racing squad for the enduros at Sebring, Le Mans and Road Atlanta this season. Antonio Garcia has been confirmed as a full-time driver after undertaking endurance duties with the Chevrolet team over the past three years.

MERCS FOR ALL-INKL

The All-Inkl.com/Munnich Motorsport squad has confirmed its switch from Lamborghini to Mercedes machinery, as predicted in AUTOSPORT (December 15/22). The German team will run a pair of Mercedes-Benz SLS GT3s in this year's FIA GT1 World Championship.

TWO CARS FOR ROAL

ROAL BMW will run two cars in the 2012 WTCC, with Italian Superstars title winner Alberto Cerqui joining current driver Tom Coronel.

Coronel will return with ROAL



60 SECONDS WITH

KARUN CHANDHOK

JRM RACING



Indian Formula 1 driver Karun Chandhok speaks to AUTOSPORT about his upcoming FIA World Endurance Championship campaign in the JRM Racing HPD ARX-03a alongside David Brabham and Peter Dumbreck.

How did the drive come about?

It was a question of, if I couldn't race in F1, could I afford to spend another year just being a test and reserve driver. Doing Friday mornings was like Santa Claus giving you a present and then taking it back at lunchtime. I started to think that I needed to combine it with some kind of racing. It was clear that if it was sportscars, it had to be LMP1. James [Rumsey] from JRM got in touch at just the right time.

Will there be any F1 duties for you in 2012?

I'm talking to a couple of teams, including Caterham, and there's only one clash with the WEC. But I'm also going to be doing some GT races in Japan to get a bit more endurance experience.

What will it mean to become the first Indian driver to race at the Le Mans 24 Hours?

To be the one person to do Le Mans out of 1.2 billion will be pretty magic. Myself and Narain Karthikeyan have been making history every step of the way through our careers, although I am going to be a bit more careful going to the toilet [Karthikeyan was prevented from starting Le Mans in 2009 after dislocating his shoulder jumping over the pitwall].

What can you achieve against the manufacturers in 2011?

In a straight fight, we all know the answer. But I've watched enough sportscar races to know that if we have the perfect race and they have a bad run, we could sneak a podium.



Karun Chandhok was talking to AUTOSPORT's International editor-at-large **Gary Watkins**

Chandhok will share JRM's LMP1 HPD racer





WRC

PETTER BACK ON THE MONTE

Petter Solberg's return to the Monte Carlo Rally marked his first WRC event as a factory driver in three years, and his first as a Ford driver in 12 seasons.

WRC

WRC future unclear beyond Monte

Uncertainty over series' future tarnishes build-up to season-opener as the FIA remains silent. By DAVID EVANS

There is increasing anger within the World Rally Championship at what the manufacturers are seeing as a lack of direction from the sport's governing body, the FIA.

Despite an agreement between Eurosport and the FIA reportedly being agreed in principle last week, as the 2012 season began in France yesterday (Wednesday) no contract was in place for the filming of the WRC. The Automobile Club de Monaco, the organiser of the Monte Carlo Rally, has done its own deal

with Eurosport, but beyond the season opener, there has been no announcement of any deal.

Ford's director of European motorsport Gerard Quinn said: "I've heard all sorts: a one-year contract, a three-year TV deal, a three-year TV and promotion deal between the FIA and Eurosport. But these are just rumours, and the FIA has done nothing to dispel these rumours. Categorically, there has been no communication from the FIA since it issued a press release that Sunday [January 8, confirming North One Sport's contract to promote the WRC had been terminated].

"I'm nervous, given the assurance we were given [by the FIA when Ford committed to a two-year WRC programme late last year] and I would have hoped we would have been included in some of the discussions so that we would at least know what is going on."

Mini team principal Dave Wilcock echoed those sentiments, and added: "We're completely in the dark. It's a bit of a mess. We're unsure who's pulling this thing together. It's the FIA's job to get it sorted out, but at the moment we have no information. We are awaiting a response from the FIA about where we go from here."

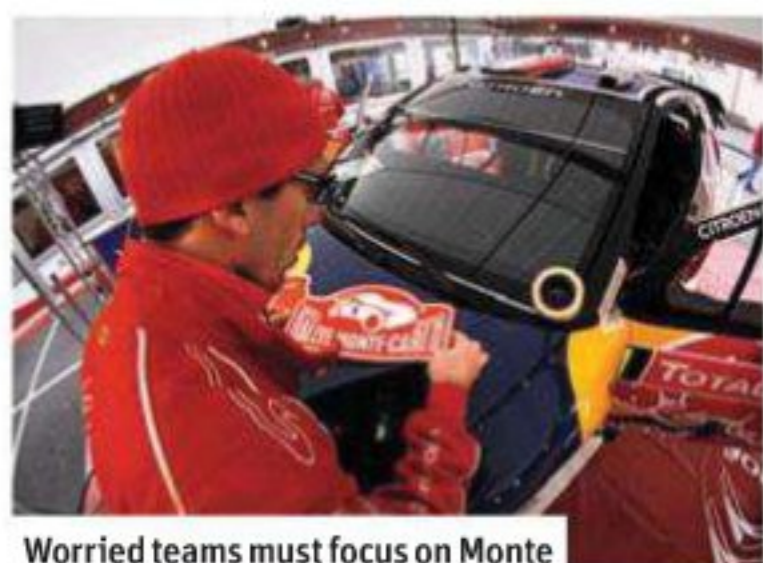
One senior team source, who didn't want to be named, said: "As we start Monte Carlo, the WRC has certainly gone backwards by a decade, if not more. We need clarity from the FIA; we need guidance."

The ACM is providing the television, tracking and timing systems for the opening round, but there were gaping holes in other areas of the WRC infrastructure, such as the lack of a support-series village. An SWRC team principal said: "When we signed up for the SWRC, we signed up for a package

deal which meant we had to turn up here, get the cars out and compete. None of that is in place – I spent two hours in a Vodafone shop yesterday trying to sort out Wi-Fi for the team. And now the boys are all hungry so I've got to make lunch. This is a crazy situation."

There was further speculation in Valence earlier this week that the deal with a Qatari investment bank could be under discussion again.

The FIA remains in negotiations for the future of the WRC and said nothing had changed from its statement of January 8. That statement read: "The FIA is fully confident that it will deliver a safe, successful and exciting 2012 season, adding that in the current context, and while there are still on-going discussions, it would not be appropriate for the Federation to discuss these matters publicly until a final solution has been reached."



Worried teams must focus on Monte

WRC

Sordo upbeat over Mini's chance of success

MINI DRIVER DANI SORDO STILL believes the team can win a round of the World Rally Championship this year, despite the squad's troubled off-season.

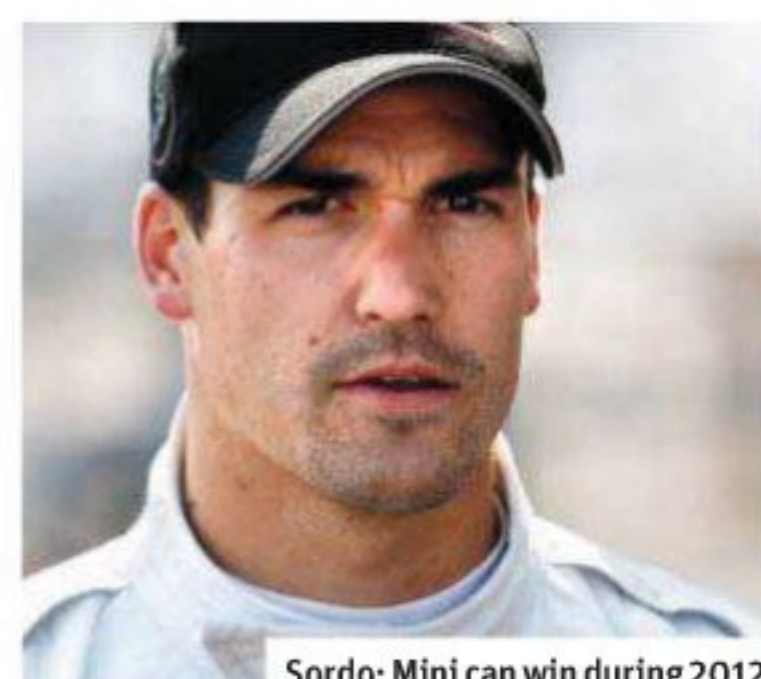
Following speculation of a seven-event programme for this year, Sordo is still expecting to compete on 11 or 12 WRC rounds and, with a new evolution of

the car coming in March, he says confidence is returning.

"We will have some more horsepower with the new car in March," said Sordo. "I think we can win this year. It's possible. I'm not going to stand here and say we have no chance – we were close last season. We had a good test for this event, I did around

150km last week and I'm happy with how the car feels.

"The feeling in the team has been quite quiet, but it's coming back now. I spoke with Kris [Meeke] after I found out he wasn't coming to Monte Carlo and told him I was sorry. It's tough, but we have to be positive."



Sordo: Mini can win during 2012

DAKAR

Peterhansel relieved at Dakar win

TEN-TIME DAKAR WINNER

Stephane Peterhansel has admitted he was beginning to think he might not make it to double figures – before he clinched his latest success in South America on Sunday.

Having won the African Dakar six times on a bike and three times in a Mitsubishi, Peterhansel hadn't even managed a podium on the Argentina-Chile events. And that played on the Frenchman's mind before the start.

"I was starting to doubt myself; to think I was growing too old for this, that I'd lost it or that I wasn't made for South America," he said. "In the end, everything turned out fine."

While Peterhansel's Mini All4 Racing entry ran without fault,



Peterhansel got his 10th victory

Peterhansel revealed a mascot from his earlier victories.

He added: "I didn't tell anyone, but I still have a blue bandana from motorcycling. I kept it in my pocket for the entire rally. It's the story of the comeback of the blue bandana."

All five Minis made the Lima finish in the top 10, but Giniel de Villiers' third-placed Toyota prevented a Mini podium lock-out. Robby Gordon took fifth, but may be excluded for the alleged use of a tyre-inflation system.

Gordon was not pleased, and said:

"This is the same system the French officials approved a year ago, and now they've changed their minds."

The American wasn't exactly magnanimous in defeat adding: "Minis are for girls."

With all five of the All4 Racings arriving at the Lima finish in the top 10 at the end of the 15-day event, Mini team principal Sven Quandt was delighted with the result.

"We knew how strong the All4 Racing was," said Quandt. "The car proved its class."

IN BRIEF



Atkinson makes WRC return

ATKINSON IN FOR SWEDEN

Former Subaru driver Chris Atkinson returns to the WRC for the first time since a one-off Citroen drive in 2009, when he contests Rally Sweden in a Subaru Impreza R4. The Karlstad event has 54 cars, including 20 World Rally Cars.

BRITS AIM FOR ACADEMY

British drivers Elfyn Evans and John MacCrone are hoping to tackle this year's WRC Academy. The pair is chasing finance to make the start of the Fiesta R2-based, six-round series won by Irishman Craig Breen last year. This year's Academy begins on Rally Portugal in April.

MIKKELSEN KEEPS WINNING

Skoda UK driver Andreas Mikkelsen began this season as he ended the last: winning. The Fabia-driving Norwegian beat countryman Mads Ostberg (Fiesta RRC) on the Mountain Rally in Norway by seven seconds last weekend.

PIRELLI COMMITS TO BRC

Pirelli has extended its deal to supply the British Rally Championship with control tyres

for a further two years, lengthening an agreement that began in 2007. Pirelli will also continue to back the Kielder-based third round of the series, marking the 21st anniversary of the Pirelli International Rally.

IOM GETS NEW DATE

The organisers of the Rally Isle of Man have confirmed a date (September 21-22) for the island's biggest four-wheeled motorsport event. Having been cancelled for only the second time since 1963 last year, a new board of directors has been formed for the classic event. The rally hopes to return to the British Rally calendar next season.

PORSCHE ENTRIES OPEN

Entries have opened for the Tuthill Porsche Challenge, which returns for a second season in 2012. Last year's title was won by Andrew Barnes, but Francois Delecour and Jimmy McRae were among the drivers taking part. The 911-based five-round series starts with the Bulldog Rally on March 24.

HUNT ANNOUNCES ATTACK

FIA Production 2WD WRC winner Harry Hunt will switch to a full programme of IRC rounds for this year. Beyond the 13 IRC events, the Citroen DS3 R3 driver will tackle a further five rallies spread between the French and Italian Championships in search of more experience of asphalt driving.

WRC

Proton keen to graduate to the WRC

PROTON IS BELIEVED TO BE ON THE verge of committing to a World Rally Car programme, following its success in last year's Asia-Pacific Rally Championship.

The Malaysian firm, whose cars are developed and built by British company MEM, has entered the SWRC this year, but is known to be keen to step further up the rallying ladder.

Proton team principal Chris Mellors refused to comment on the specifics of a new car, but said: "Proton is a young and ambitious manufacturer. At the moment we're focused on the defence of the APRC title and the SWRC entries, but we also have an eye on the future. Nothing is decided, but we have been in contact with the factory for input into a new car."

Proton began its 2012 season this week with P-G Andersson and Giando Basso contesting the Monte Carlo Rally.

Briton Alister McRae returns to the WRC for the first time since 2007 when he contests Rally Sweden for Proton next month.



APRC champions are keen on WRC

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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There's one man probably grateful for the demise of North One Sport: Kris Meeke.

The loss of the global promoter and its associated television distribution deals means the WRC will probably be harder to find than ever on the small screen this week, which will suit Meeke just fine. It means he doesn't have to sit and watch somebody else in his car.

It's sad to see the Mini team in Valence this week, going about the opening round of the WRC as though it were just any round of the championship. If ever there was a rally intrinsically linked to one of the British auto industry's most iconic names, it's this one.

Yet there Mini sits, in the shade of a Volkswagen's pile. In certain light, the names Meeke and Nagle can still be read on the side of the hospitality area, the de-stickering process refusing to fully register they've gone.

Forty-eight years ago, Paddy Hopkirk won this event, rocking the establishment and registering Mini as a force in the motorsport world. Returning to the scene as a factory outfit for the first time since those super-successful 1960s, Mini's presence in the Valence service park this week has failed to land anything like the value of the marketing potential – not least because Meeke's sitting at home in Ireland when he should be door-handling his Cooper through the Alps in the same way his countryman did.

Madness.

Then again, there's been quite a lot of that recently...



Mini should shout louder

BIG NUMBER



That's how many Monte Carlo Rally stage wins Sebastien Loeb has managed from the 104 he's started in eight events.

“This year will be the benchmark of where I am. I know what I have to do...”

A confident and content Paul di Resta tells *MARK GLENDENNING* that he's ready to build on his successful rookie F1 season with Force India

The interview hasn't even started, but already AUTOSPORT has managed to annoy Paul di Resta.

Demands for a piece of the Scot increased with each marker-laying performance in his rookie season with Force India last year, and now, at the end of two days of interviews, the prospect of spending another 10 minutes speaking on the record is looking worryingly like a bridge too far.

Nevertheless, he does his best not to look like he'd rather be almost anywhere else, and gets down to it. And there's quite a bit to talk about. Unequivocally 2011's rookie of the year, di Resta now has the chance to reinforce his talent and in-built self-belief with the benefit of a full season of F1 experience. At stake could be a future claim to a place in the F1 'establishment'.

“This year will be the benchmark of where I am,” he says. “The mindset right now is relaxed, and I'm feeling very positive about the year ahead. My life is very stable, and I know what makes the boxes tick on my account. I know what I have to do. And also how things work; how the schedule works. The stability of being with Force India again is another big help.”

Di Resta was a bit of an anomaly as F1 rookies go; arriving as the reigning DTM champion with four years as a factory Mercedes driver behind him. With that sort of experience already under his hat, it was no coincidence that even before the first race, he seemed to have a clearer idea than most newcomers about what he wanted to get from the season, and more crucially, how he was going to get it.

“I'm quite realistic in what we want to

achieve [as a team], and what I want to achieve as a person,” he says. “I'm a bit more mature than some of the other guys coming in, and have a bit more experience with how to deal with things, because I did four years in the DTM representing Mercedes. They made me grow as a person.”

That ready-made maturity manifested itself on several occasions throughout 2011, sometimes in the most unexpected of circumstances. In Monaco, for example, he was told by the team that he needed to pass Jaime Alguersuari's Toro Rosso in order to make his strategy play out. He accordingly chased down

“My life is very stable and the stability of being with the Force India team again is another big help”

the Spaniard and attempted a lunge at the hairpin, which resulted in contact between the two cars – a clash for which he readily accepted blame later. In that one incident, he'd managed to demonstrate his willingness to fight, while also having the confidence to admit to and learn from mistakes.

“The first thing my Dad taught me when I started going karting was, if you make a mistake, stick your hand up,” he explains. “Do not make excuses for yourself. Equally, if someone else makes a mistake, let them stick their hand up and accept it. You're all there to do the same job, but we're human and we make mistakes.”

That's all well and good when you're a veteran, but when you're just a handful of

races into your career and the paddock is still making its mind up about you, there must be a temptation to avoid undermining your own efforts to prove yourself.

“That's true,” he agrees. “But at the end of the day, you're not going to change it, are you? These things happen for reasons.”

For all the stability on his side of the garage, one change that di Resta will have to contend with this year is a new team-mate in the form of Nico Hulkenberg. Last year, he already had a solid benchmark in the form of four-year veteran Adrian Sutil, and his pace relative to that of the German was one of the main factors in securing di Resta's credentials as a bona fide prospect. Hulkenberg, by contrast, arguably has much in common with di Resta himself. Both are embarking upon their second season, both already know the team (Hulkenberg in his capacity as 2011 reserve driver), and both are considered to still have untapped potential to be teased out.

Perhaps the one thing that Hulkenberg will bring that Sutil didn't is the strong desire to prove a point after spending a season on the sidelines. A hungry team-mate is always a more dangerous proposition than a settled one, but while di Resta admits that he'll be adjusting his expectations this year, he insists that the basic job remains the same.

“I suppose you do set different targets,” he says, “but you are always pushing to try to beat anybody. That's always your team-mate, and equally, your other competitors.”

That said, he's keen to ensure that people don't have short memories when it comes to his new stablemate, whose own fledgling F1 career was a casualty of Williams's need for the backing brought for the 2011 season by ►



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RUN BY FANS FOR FANS

◀ Pastor Maldonado – whom Hulkenberg had thrashed in equal equipment when the pair were GP2 team-mates.

“Is Nico a different sort of challenge to Adrian? No, because he is very well respected as well,” di Resta says. “It’s equal territory, and we’re both out there to represent Force India. At the moment, we need to be working very strong together for this next six weeks. That may change when we get to Melbourne, and [the relationship] might take on a bit more of a competitive nature. But it’s important that we share as much information as we can to drive the team forward.”

After performing beyond expectations in 2011, the question of how far forward Force India can go this time around is one of the most interesting subplots for the new season. The Silverstone-based team threatened Renault for fifth last year, but di Resta is keeping his expectations on a tight leash.

“We’ve got to make a bit step if we want to take it to fifth,” he says. “At the same time, we know it is a big thing to maintain sixth as a constructor, because we punched above our weight last year. It was a credit to the team, because they had the driving passion to continue that progress to the end of the year.”

And what about the future for di Resta himself? He retains close ties with Mercedes and is highly-rated by McLaren’s Martin Whitmarsh, and makes no secret of where his long-term ambitions lie. But his road to getting there relies on the law of taking care of the small things, and having the bigger things take care of themselves.

“As far as having one of those teams in my long-term future, I’d like to think so,” he says. “But I have a contract with Force India until



Di Resta helped Force India to sixth in 2011

The Scot has ingratiated himself well in the team



the end of this year and I’m going to put my utmost into delivering for them. The future is open. And the future is different, maybe.

“I take things step by step. The focus now is the tests. After the tests, it will be the first race. After the first race, the next race. It’s not fair to look further ahead than that.”

A driver who plays the long game yet never looks further than the next weekend? On paper, it might seem contradictory. But di Resta has long had faith in his own judgement, and it hasn’t yet let him down. ❧

THE KIDS ARE ALL RIGHT

The battle between Force India’s relatively inexperienced rising stars will be one of the most fascinating sub-plots of the season. Here are some other pairings of highly-rated drivers with no more than two full campaigns under their collective belt.

DANIEL RICCIARDO AND JEAN-ERIC VERGNE SCUDERIA TORO ROSSO 2012

Yet to see how this one pans out, but whoever impresses the most will put themselves in contention for a Red Bull seat in the future.

LEWIS HAMILTON/HEIKKI KOVALAINEN McLAREN 2008

Having matched team-mate Fernando Alonso in 2007, Lewis Hamilton took the title a year later with five wins. Fellow sophomore team-mate Heikki Kovalainen won only once.

NICK HEIDFELD/KIMI RAIKKONEN SAUBER 2001

Despite a tough maiden F1 year with Prost, Heidfeld was still well-regarded after winning the 1999 F3000 title, but Kimi’s mega debut attracted McLaren...



RALF SCHUMACHER/GIANCARLO FISICHELLA JORDAN 1997

Fisichella had eight starts with Minardi on his CV, while Schumacher was a rookie. Both impressed in their first full seasons and went on to win grands prix.

Scheckter v Depailler, '74



Kovalainen v Hamilton, '08



Fisichella v Schumacher, '97



RUBENS BARRICHELLO/EDDIE IRVINE JORDAN 1993/4

Irvine joined rookie Barrichello at the end of the Brazilian’s maiden season as the pair laid the groundwork that would make both grand prix winners for Ferrari during long F1 careers.

JOHNNY HERBERT/MIKA HAKKINEN LOTUS

Herbert had only 10 starts under his belt when he joined rookie Hakkinen during '91. Points were scarce, but both went on to greater things in the future.

MARTIN BRUNDLE/STEFAN Bellof TYRRELL 1984/5

Brundle fought Ayrton Senna for the British F3 crown in '83 and Bellof was an F2 racewinner when Ken Tyrrell paired them. Both should arguably have gone on to win GPs...



Bellof joined Tyrrell in '84

JODY SCHECKTER/PATRICK DEPAILLER TYRRELL 1974

Had eight starts between them when they attempted to fill the void left by Stewart and Cevert. Scheckter impressed with two wins despite his wild-man image.

JIM CLARK/INNES IRELAND LOTUS 1960

Rookie Clark joined second-season driver Ireland mid-season. While Team Lotus had yet to break through as winners, both claimed top-three finishes.

JACK BRABHAM/BRUCE McLAREN COOPER 1958

Brabham had seven starts and McLaren was a rookie with Cooper in 1958. They took a podium each and won in 1959.



Brabham v McLaren, '59

GUEST EDITOR: DAVID COULTHARD

Saluting my old mentor JYS – a big influence on my life

Ex-F1 star David Coulthard describes what John Young Stewart means to him



Jackie Stewart means such a lot to me. As a young boy, in the room where I used to put my karting trophies, there were also a lot of my father's books, and they were either about world wars or motor racing. That's

where I learned who Jackie and Jim Clark were, and then we'd get *AUTOSPORT* and *Motoring News* too.

When I moved into car racing the world of Formula 1 still seemed so far removed, until I received a phone call at the end of the 1989 season at my dad's garage: "It's Jackie Stewart for you." I immediately assumed it was somebody winding me up, but it was Jackie, and it led to me driving for

the team he'd started with his son Paul for the next three years.

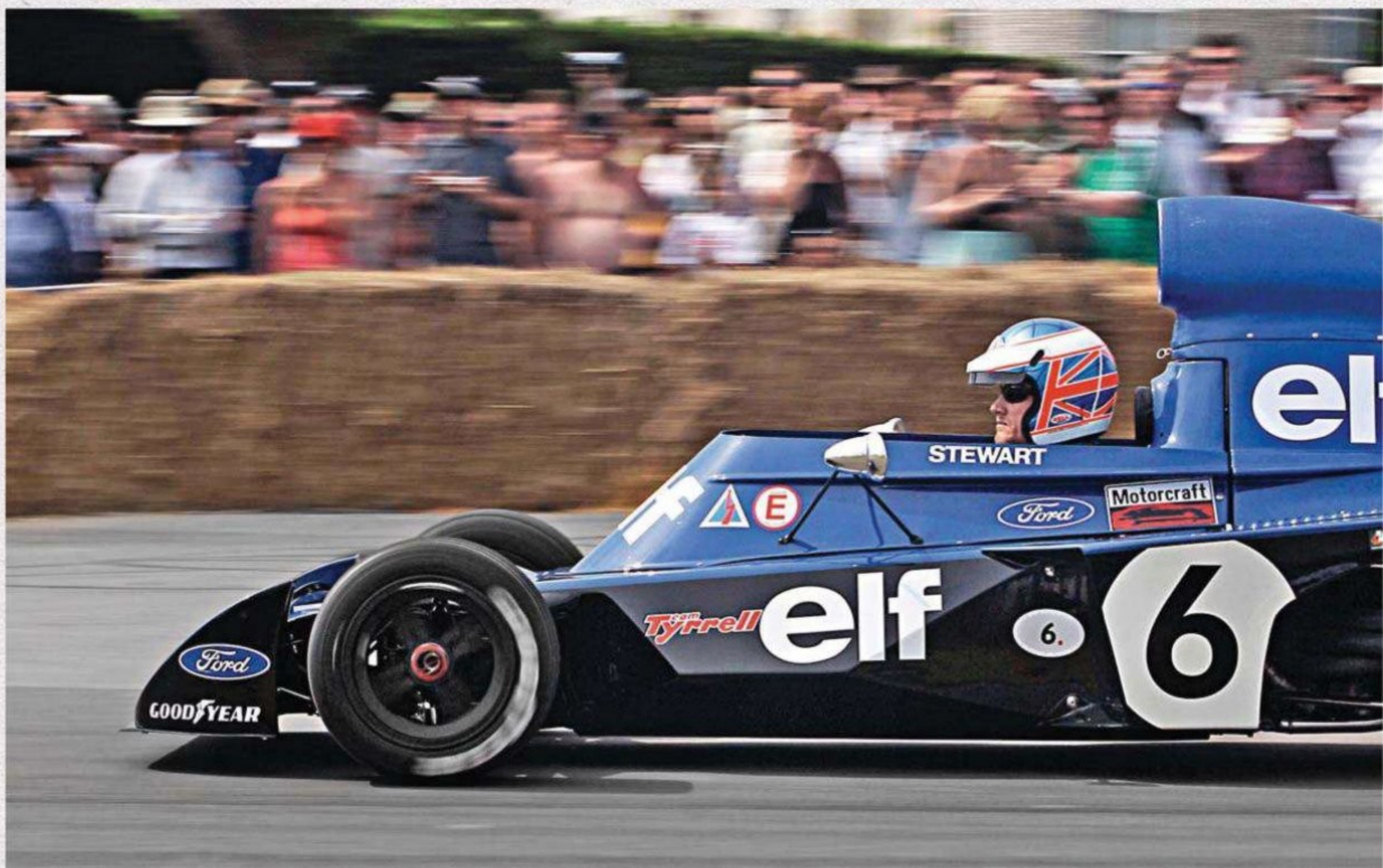
I can't say I know an incredible amount about the racing in Jackie's era, but I know he won 27 times from 99 grands prix, which is amazing, and I've heard all the incredible stories like his crash at Spa. He achieved so much on the racetrack in an era where it was simply dangerous to go racing at all.

He's one of those characters who people either like or they don't, but there's one thing he most certainly is: universally respected. He brought professionalism to everything he did – first on the track and then off it. I never wore jeans once when I was at Paul Stewart Racing from 1990 until '92, wouldn't have dared even go to the factory in them!

Who else but Jackie could have turned



DC drove for Stewart's Vauxhall Lotus, F3 and F3000 teams



that team into Stewart Grand Prix, which he sold to Ford to become Jaguar and then ultimately became Red Bull Racing? The amount of work and effort that Jackie put into that team, at that stage of his life in his fifties, was tremendous. He had teams in Vauxhall Lotus, Formula 3 and F3000 – nobody else was doing that at that time. He knew the business so well: if you're going to pay for a warehouse, make it a wee bit bigger and spread your costs across three formulas.

PSR won over a hundred races, and his staircase of talent included some future stars like Allan McNish, Dario Franchitti, Jan Magnussen, Juan Pablo Montoya, Helio Castroneves, Gil de Ferran and a whole bunch of other successful guys.

But perhaps the greatest debt we owe Jackie is for his safety work. Unquestionably, his efforts have saved drivers' lives and, once he believed in something, you just couldn't stop him. I always found that if Jackie phoned up asking for something, it was always easier to agree with his way of thinking. Like they say in *Star Trek*, 'resistance is futile'!

Today, you'd never get one driver to be brave enough to say, 'Hey, this is too dangerous' and for everyone to listen. His work in the early days was carried on by Max Mosley – someone else it was easy to have a pop at – and so much good was achieved.

Jackie can walk into that Red Bull garage today, and some of the people there worked

when it was Stewart GP, and he will know their names and what jobs they do. He has got a great memory for detail, and that's what helps make him such a great after-dinner speaker.

He's a doer. When he has the responsibility to get something done, it gets done. Whether it was the Grand Prix Mechanics Trust, whether it was fighting against Bernie Ecclestone to save the British Grand Prix, campaigning for safety – all of those things. He's always recognised the importance of the media, and not just to boost his own profile, but to keep waxing the wheels of his interests.

Before I retired from grand prix racing, I went to meet him at his apartment in London. It was at the beginning of the 2008 season and I admitted I was starting to have those feelings that perhaps I'd come a season too far. He was such a fantastic reality check, and wanted to make sure I wasn't about to make a decision I couldn't come back from. He advised me on a career in television, told me all about his time with ABC's *Wide World of Sports* in America, said it was a great thing to get into. I picked up his blueprint and ran with it, and have absolutely no regrets.

A bit like we appreciated last year when Martin Hines passed away – he was the most influential man in karting – I truly believe that Jackie has been the most influential figure in F1 for decades. ☼

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A trip to an alternative universe, one in which Stewart had been selected for Rome Olympics



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Jackie Stewart settles back for a chat with Emerson Fittipaldi, his old friend and rival



40 Racking up the wins

A look at the Scottish legend's major successes, from Formula 1 to Tasman and Can-Am



42 Great car: Matra MS80

The gorgeous little French number that propelled Stewart to his maiden world title



Next week



NIGEL MANSELL

Back-to-back Formula 1 and Indycar champion gets the AUTOSPORT Legend treatment



DC (in Jenson Button helmet) has a play at Goodwood Festival of Speed 2005 in Tyrrell 006, Stewart's '73 title winner

Shoot! Imagine F1 with no JYS...

When Jackie Stewart failed to make it to the Rome Olympics, it changed the face of motorsport



A young John Young Stewart – a hotshot then, not a hotshoe – was on target for the 1960 Rome Olympics until he flunked the trial. The rest is motorsport history.

But imagine – it's easy if you try – what would have happened had he won that trial and arrived, resplendent in team blazer, in the Eternal City with his double-barrel slung over an arm. Already a Scottish, British and European champion at just 21, he would have had nothing to lose. Getting there had been the hard part. With confidence soaring and eye well set, Dunbartonshire's young gun would have been tough to beat at the Lazio range – and in Tokyo four years later.

It's all clicking into place now – worryingly so for we petrolheads.

In Mexico City in 1968, having been

beaten in the Trap trial by Cumbrian vet John Braithwaite, the eventual gold medallist, the introduction of Skeet at the same Olympiad allowed Stewart a second chance that he duly grabbed.

And three golds became four from four when he repeated this feat in Munich in 1972.

Engaging and socially adept, "chatty" Stewart had already raised the profile of his niche sport to an unforeseen level when, just days after his most recent success, he spoke passionately, persuasively and memorably for its continued inclusion in the Games. This was in the aftermath of Munich police's botched shoot-out with Palestinian terrorists that claimed the lives of nine more Israeli athletes and coaches; two were

already dead, killed during the terrorists' initial raid in the Village. An emotional Stewart confirmed his retirement from competition and announced his candidature for the International Olympic Committee in the same breath.

There, as a trusted advisor to Lord Killanin, newly elected as the IOC's president, Stewart helped to steady the ship during the financial disaster of Montreal, a Moscow scarred by boiling Cold War rhetoric, and Los Angeles' uncontested bid. His subsequent presidency – he defeated Spain's Juan Antonio Samaranch in the 1980 election – was one of inclusive, methodical rebuilding until he stepped down in 2001 to avoid prejudicing any future London bid. He'd go on to front the BBC's 2012 coverage.

WHAT IF... STEWART BECAME AN OLYMPIC HERO?

By Paul Fearnley



Crackshot Stewart was an Olympic trialist for 1960 games

AN ALTERNATIVE REALITY

Imagine – and this is not so easy – motorsport without Jackie Stewart. A few inches either way at that trial and shooting might have clung to him, and motor racing today would have been very different. For no driver bar 'Chevalier' Rene de Knyff – the 'WG Grace' of the sport's formative years, and a marksman to boot – has had such a profound, prodigious and prolonged effect on his mental and physical environment.

Stewart's 27 grand prix victories would have to be redistributed for starters, along with his 17 poles, 15 fastest laps, 360 points and three drivers' world championships. Yet these are the blue-chips of the iceberg. His



Without JYS in the frame, legendary races like Monza '69 would have been very different

newfangled, antsy attitudes towards self-preservation, -worth and -promotion transformed the Formula 1 landscape and altered mindsets within. Prior to him, drivers were steerage. He changed that by blending quiet logic with loud-pedal bravery in fast, fragile cars to hole a complacent, full-steam-ahead establishment below the waterline. Thousands of his fellow pros since owe him a debt of thanks for their health and wealth.

A prominent team boss of the 1960s once told this writer that Stewart was his first prospective driver to talk pound notes before foot-pounds. It wasn't new for racing aces to be well paid, but Stewart took it to the next level. And this top man's top dollar undoubtedly trickled down.

Without him, the empowerment of drivers, though inevitable – waspish, super-smart Niki Lauda used a cudgel rather than pick up the baton – would have been set back by five years. Perhaps 10. Yet he wasn't grasping. His long-term relationship with Ken Tyrrell was as gentlemanly loyal as Stirling Moss's handshake with Rob Walker. His presidency of the Springfield Youth Club, a position he accepted after the premature death of his great friend Graham Hill in 1975, and his fervent promotion of the Grand Prix Mechanics' Trust, which he helped to found in 1987, must leaven uncharitable accusations of his being a Clydeside social climber.

Simply, Stewart is comfortable in the company of royalty and with East End teenagers. He was the sport's first superstar, its lightweight 'Muhammad Ali'. He crossed social boundaries, and the Atlantic – Americans loved his accent and insight. Although Bernie Ecclestone signed, sealed and delivered F1's global pre-eminence, it was Stewart's face on the stamp. His joining up with epochal sports agent Mark McCormack's International Management Group in 1969 – the first motorsport star to do so – was about investing in

his future celebrity rather than short-term gain, and that's why his contented, fulfilled career and contented, fulfilled 'retirement' are templates.

Stewart's was a journey that began with three wise moves. He could have accepted Cooper's snap offer of an F1 drive in 1964. Instead he preferred to learn his new craft – winning at the slowest possible speed – in a Tyrrell-run F3 Cooper. Lotus, too, made a gangbusters approach, but he chose to race for it in F2. And when he did, soon enough, graduate to F1 in 1965, he did so with more-conservative, better-grounded BRM rather than attempt the impossible: beating Jim Clark, his compatriot, mentor and friend – and Colin Chapman's chosen one – at Lotus. Such foundations, though the choices of an individual, became accepted as the stepping stones to F1. Stewart's star still guides those who bother to look up.

But motor racing is a selfish occupation. So who would have 'benefited' had Stewart stuck to his guns? Hill would have inherited four race wins, Ronnie Peterson three, Jean-Pierre Beltoise, Bruce McLaren, Jacky Ickx, Emerson Fittipaldi and Peter Revson two apiece, and Lorenzo Bandini, Jo Siffert, Jochen Rindt and Denny Hulme one each. Chris Amon, F1's unlucky mascot, would have missed out still – despite an extra four pole positions. Ickx would have topped the timesheets on three more occasions but for Stewart, Ronnie and Clay Regazzoni twice, and Hulme, Rindt, Siffert, Fittipaldi, Revson and Jody Scheckter once.

Francois Cevert, Tyrrell's beautiful, dutiful prince regent, stood the most to gain – in terms of statistics at least. He would have added six wins to his actual tally of one. But following in the wheeltracks of a master is easier than making your own way. No Stewart equals no grooming of a future world champion, equals maybe no team, for Ford's desire to keep him out of Ferrari's V12 clutches was Tyrrell's F1 catalyst. Despite the manifold talents of 'Uncle Ken', this ►



REVISED GP WINNERS

1965	
Italian GP	Graham Hill (BRM)
1966	
Monaco GP	Lorenzo Bandini (Ferrari)
1968	
Dutch GP	Jean-Pierre Beltoise (Matra)
German GP	Graham Hill (Lotus)
United States GP	Graham Hill (Lotus)
1969	
South African GP	Graham Hill (Lotus)
Spanish GP	Bruce McLaren (McLaren)
Dutch GP	Jo Siffert (Lotus)
French GP	Jean-Pierre Beltoise (Matra)
British GP	Jacky Ickx (Brabham)
Italian GP	Jochen Rindt (Lotus)
1970	
Spanish GP	Bruce McLaren (McLaren)
1971	
Spanish GP	Jacky Ickx (Ferrari)
Monaco GP	Ronnie Peterson (March)
French GP	Francois Cevert (Tyrrell)
British GP	Ronnie Peterson (March)
German GP	Francois Cevert (Tyrrell)
Canadian GP	Ronnie Peterson (March)
1972	
Argentinian GP	Denny Hulme (McLaren)
French GP	Emerson Fittipaldi (Lotus)
Canadian GP	Peter Revson (McLaren)
American GP	Francois Cevert (Tyrrell)
1973	
South African GP	Peter Revson (McLaren)
Belgian GP	Francois Cevert (Tyrrell)
Monaco GP	Emerson Fittipaldi (Lotus)
Dutch GP	Francois Cevert (Tyrrell)
German GP	Francois Cevert (Tyrrell)



process would have been much more convoluted without having access to the world's best driver. And say he had made it without Jackie, to be then shorn of 17 wins (Beltoise salvaged a couple too) and to be denied eight one-two finishes and two constructors' world titles – one of them with Matra in 1969 – would have been extremely injurious. Are you thinking what I'm thinking? No six-wheeler. Yikes!

Lotus would have snapped up seven of those Stewart/Tyrrell victories – and beaten Brabham to the 1969 constructors' award by dint of dropped scores. McLaren would have benefited to the tune of five, March three, and Brabham and Ferrari one. Of Stewart's brace of GP wins for BRM, team-mate Hill would have grabbed one back, while Ferrari annexed the other.

There would have been heaps of detail changes too. Warwick Banks could have become British F3 champion in 1964 with Tyrrell's Cooper outfit. An impressive all-rounder – he also won that year's European Touring Car title in a Mini Cooper – might BRM have taken a punt on him? Probably not. It's more likely that Rindt, the other sensation of that season's junior formulae, would have got the gig, leaving an opportunity for Banks at Cooper... Warwick never would make it to F1.

Switzerland's Silvio Moser would have won the 1964 Monaco F3 race, Ferrari's John Surtees would have been victorious at Silverstone's 1965 International Trophy, and Hill would have been crowned the 1966 Tasman champion. Mel Kenyon, 'King of the Midgets', would have been that season's Rookie of the Year at Indy. Porsche would have beaten Ferrari to the 1967 world sports car championship – Stewart shared a 330P/4 with Amon at Brands and claimed a crucial second on his only outing for the Scuderia. And Amon and Ferrari would have won the 1968 Oulton Park Gold Cup too.

The Stewart Effect was building, rippling with a burgeoning strength. His absence,

even from that stellar 1965, would not have changed the destination of a world championship until '69. Then, instead of a Stewart/Matra runaway, form man Ickx would have led consistent McLaren by a single point with two rounds remaining. Whereupon mechanical failures prevented the New Zealander from starting either race.

Rindt would have kept his posthumous title of 1970, although Ferrari's Ickx – if he'd felt able to leave Brabham, that is – would have been two points closer to a title that he so dearly didn't want. And Lotus would still have taken the constructor honours.

The champions would have remained unchanged in 1972 as well: Fittipaldi and Lotus, on top, with McLaren replacing Tyrrell as runners-up.

Lotus would have prevailed the following year also, with McLaren again promoted above Tyrrell to second – albeit this time by a much smaller margin than '72. It's impossible to compute precisely how many points a second Stewart-free Tyrrell might have scored, but whoever Ken placed in a car that was by common consent a tricky handler, he would not have been as good or as clinically efficient as JYS. Stewart won his valedictory title that year aboard not the best car. And but for Jackie's measured brilliance, Fittipaldi would have been two parts of the way to a championship hat-trick.

The crux of Stewart's absence, however, would have occurred in 1971. Remove his six-win championship cruise from this equation and you're left with perhaps the most naive title fight in history: Cevert versus Peterson, the Swede in a March. Each with two wins under their belts, their scramble for the line at Monza would have been crucial. Peter Gethin's BRM beat them both, but Superswede's second place by nine-hundredths would have given him an edge promptly rammed home by a victory in Canada. Cevert's win in the final round at Watkins Glen – for which he required no help, real or imagined – would have been too late, while Peterson's third place there would

“Without Jackie, who would have played Hill's straight man at the Sports Personality of the Year?”

have meant March pipped Ferrari in the constructors' race. At which point its 711's raised nose might have become *de rigueur* 19 years before Tyrrell – had it survived that long – reintroduced it.

Cevert would have been in title contention again in 1973, the Frenchman trailing Fittipaldi by just four points prior to the season's American finale. At which point reality bit. And bites.

His team-mate's gruesome fatal accident during practice at the Glen brought Stewart's career to a tragic end one race earlier than he had so meticulously planned. It also served to remind everybody – no one



Ronnie Peterson versus Francois Cevert would have taken on a new meaning



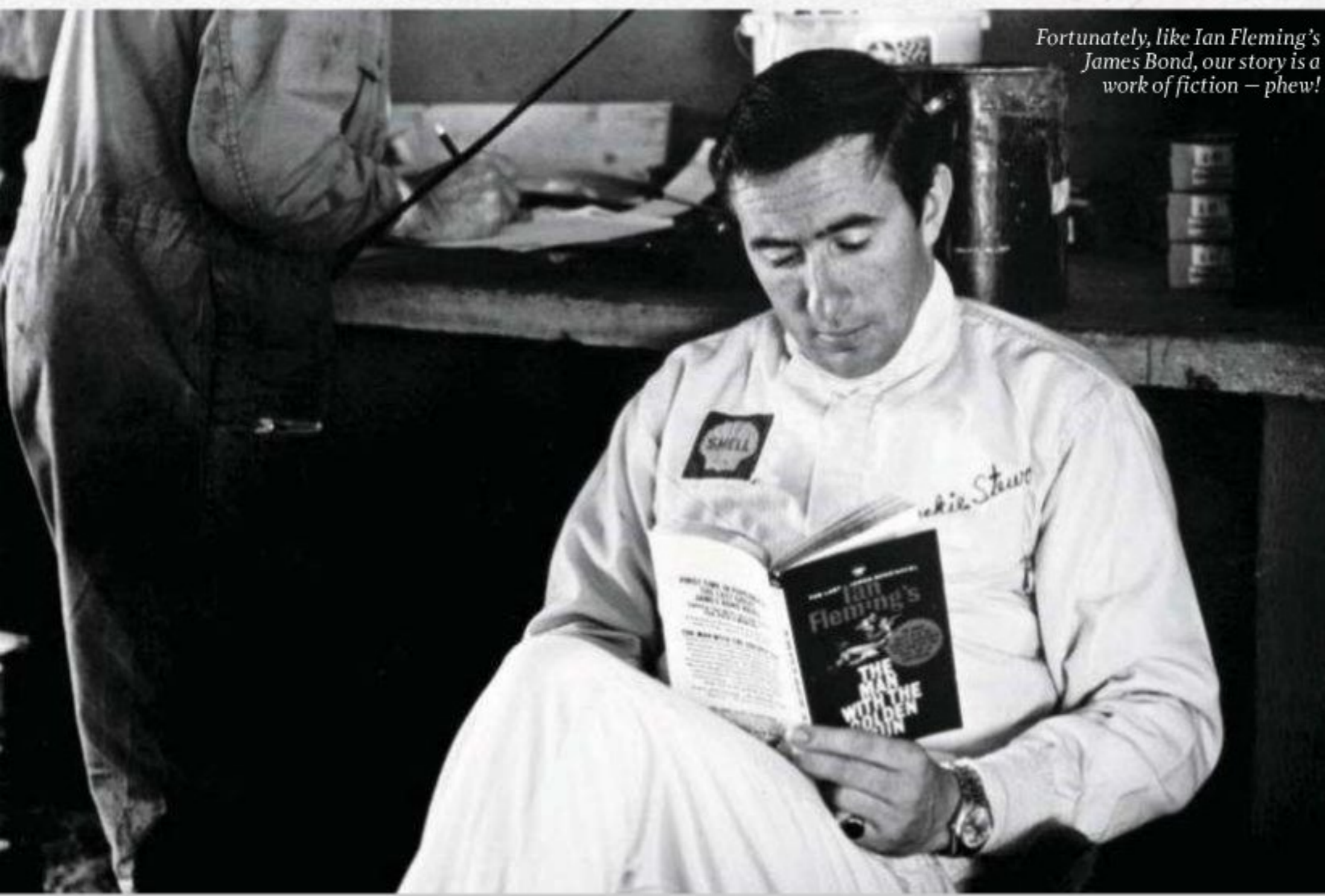
No Jackie Stewart, most likely no Tyrrell six-wheeler project



"Y'know Helen, I would've loved to race a car around here..."



Olympic chief JYS meets a young Ayrton Senna



Fortunately, like Ian Fleming's James Bond, our story is a work of fiction – phew!

more so than Stewart – that the sport remained extremely dangerous, and that much more safety work was required.

Stewart had had too long to reflect on such matters as he sat trapped in a bath of petrol in his BRM, bent like a banana, at Spa in 1966. His subsequent safety campaign was relentless. It was the only way to get things done: electronic master switches and the recommendation of fire-resistant clothing and full-face helmets (1968); double fire extinguisher systems ('69); circuit inspections, double crash barriers and pitwalls ('70); headrests, rear lights and mandatory six-point harnesses ('72); medicals and fire-resistant crash structures ('73). And it didn't end there. He was no I'm-all-right-Jackie. Circuit safety walls ('74); standards for fire-resistant clothing ('75); standards for helmets ('77); front rollover bars and superlicences ('78); larger cockpit openings ('79); permanent medical centres ('80); and crash tests ('85).

Stewart wasn't alone – and the FIA eventually did its duty by taking the lead – but even Ickx, a bemused and forthright opponent at the time, will admit now that he'd probably be dead but for Stewart's 'whining'. He's not alone.

Ickx's beloved old Spa would have had a stay of execution but for Stewart, while Lauda's probable demise at the old Nurburgring in 1976 would have put the tin lid on that track come what may. But Stewart was absolutely right: their F1 time ran out.

His certainly hadn't. Having guided David Coulthard, Gil de Ferran, Dario Franchitti, Allan McNish, Helio Castroneves and Juan Pablo Montoya along the path to stardom via Paul Stewart Racing – that's 20 GP, seven Indy 500 and two Le Mans wins that might otherwise have gone awry – he co-created Stewart Grand Prix with son Paul. Three years later it scored a pole position and a victory and finished fourth in the constructors' standings.

No Stewart Racing equals no Jaguar Racing – Ford bought out the Stewarts before 2000 – equals no Red Bull, more likely no Toro Rosso, and perhaps, therefore, no Sebastian Vettel. Hapless Prost GP would have registered a victory, however – Jarno Trulli at the 1999 European GP – and that same season, at Magny-Cours, Jean Alesi would have slashed by nine years Sauber's wait for its maiden pole.

Without Jackie, who would have played Hill's straight man at the BBC Sports Personality of the Year? And who would have won that award in 1973? (An okay tennis player called Roger Taylor.) And which other interviewer would have dared – or had earned the right – to press Ayrton Senna over his questionable track tactics? TV gold. And which other BRDC president would have had the guts to battle Ecclestone – some would say unwisely – to the point of the British GP being briefly left off the 2005 provisional schedule?

Despite its bangs and bullets – OK, cartridges – shooting would have been the quieter, safer option. Be glad that John Young Stewart didn't take it. ☼

'Jackie was tough - always there at the end of the race'

Emerson Fittipaldi and Jackie Stewart battled out motor racing's biggest prize four decades ago. So we thought it was time to reunite them to look back



PICS: SUTTON-IMAGES, DUNBAR/LAT. LAT. ARCHIVE

Beautiful. Stewart leads Fittipaldi in the 1972 Austrian Grand Prix



In the early 1970s, Jackie Stewart and Emerson Fittipaldi were on top of the world, winning two world championships apiece. When AUTOSPORT reunited the pair during the 2011 Brazilian Grand Prix weekend, it was almost four decades on from when they occupied first and second positions at Interlagos.

"Unfortunately we were second and first," quips Stewart, wincing at the memory of his defeat back in 1973. The pair have the air of old friends and rivals, with the shared experience of one of Formula 1's great eras clearly creating a bond that remains as strong now as it was in the '70s.

Being Brazilian, Fittipaldi is a little late for their meeting – par for the course in the country. Stewart, scrupulously punctual as ever, doesn't seem too surprised. When Fittipaldi arrives, having fought his way through the heavy Sao Paulo traffic, Stewart doesn't miss the opportunity for some gentle ribbing when asked how the pair first met...

Jackie Stewart: When I first came to Brazil, I came with Ford Motor Company on a world tour because I'd won the championship in 1969. I stayed in Copacabana hotel in Rio de Janeiro, and one of the purposes of that visit was to present Emerson with a trophy. The function was scheduled to start at eight o'clock in the evening. Helen Stewart and Jackie Stewart were there at eight o'clock in the evening because we were staying in the same hotel. So we were standing around waiting. Ten o'clock this guy shows up!

Emerson Fittipaldi: Maybe I was on eastern time?

JYS: His delusions of grandeur started very early! So I duly presented him with

"I was taking my gloves off and moving across the track. Suddenly I felt a bang. It was Emerson!"

his award and then the son of a bitch got good at driving.

EF: In the 1960s, I was crazy about grand prix racing. We had very little contact with Formula 1 in Brazil. There was no TV, so it was all through magazines and newspapers. My dream was to go to Formula 1 and when I met Jackie for the first time it was amazing.

JYS: You could have fooled me!

AUTOSPORT: Did Jackie offer you any advice?

JYS: Yes! Go back to Sao Paulo, live there permanently...

EF: And stay racing go-karts! But for me to meet Jackie was incredible. The story goes back to Chico Landi, who was the first Brazilian grand prix driver. He went to Europe in 1949 and my father made the first radio broadcast about him. Since when I was four years old, I had the dream to be a grand prix driver. When I met Jackie it was, 'Wow, it's Jackie Stewart'.

JYS: I think that wore off quite quickly!

AS: When you came in Jackie, the top guys were Jimmy Clark and Jack Brabham. You were the new generation with Jochen Rindt and Jacky Ickx. Then you hadn't been there five minutes when this next generation with Emerson came in...

JYS: In the late 1960s and early 1970s we had a huge collection of really talented race drivers. The Ford Cosworth DFV was so good that we were [nearly] all using the same engine so there wasn't a power advantage for anybody.

EF: It was incredibly competitive.

JYS: The fights that myself and Emerson had together were fantastic. That Brazilian Grand Prix you mentioned at the start, it was here at Interlagos on an even better version of the circuit than we have now. It was hugely rough and the first corner was ▶



Two men with some catching-up to do



Stewart: 'He just had to bring up what happened after Monaco '73...'

◀ a big challenge. The Tyrrell was never very good over the bumps and I was a poor second to you that day – I can't remember much but it was too much [13.5 seconds].

AS: What do you remember of the 1973 Brazilian Grand Prix, Emerson?

EF: There was a tremendous amount of pressure on me coming to Brazil as world champion for the first time. But I was motivated by it – it was a positive pressure. When you're racing at home, you have friends, family, sponsors, the public. Jackie was always respected by the public. From the beginning, if you look at the crowd, they loved the Brazilians to win but they had great respect for Jackie because of his history and his background and the way that he presented himself. He's still respected today.

AS: You had some great races together, in 1972 and '73 in particular. How did you regard each other as racing rivals?

EF: I had a very long career and raced against many great champions. Jackie was one of those guys who was very tough but who you knew was going to respect to the limit, the

space that belonged to you on the track. I never had any problem with being behind him trying to pass or vice versa. We knew each other well and respected each other. Except at the Monaco Grand Prix in 1973. He didn't respect me after that race.

JYS: Ah, yes. Completely my fault.

EF: He won the race and for the last five laps I was right on his gearbox. But I couldn't pass him. After the chequered flag I came

alongside him to congratulate him coming out of the tunnel and he just pushed me against the barrier. We touched wheels and I had two wheels up in the air. I almost went upside down. He tried to kill me after the grand prix!

JYS: I didn't know he was there. I never felt so bad after winning a race! I had quite a big lead, but then he got on the job and kept chopping away. This son of a bitch catches me up and there are some great photographs



A guilt-ridden Stewart had turfed Fittipaldi off road during '73 Monaco cool-down lap



Stewart would not start 1973 US GP, which would have been his 100th



Fittipaldi had the standard-setting '70s sideburns...



...although Stewart put in a valiant effort to match them

of the two of us. This was in my last year, so it was the last chance I would have to race there. To win the race was a big deal and I should have been very happy. Coming out of the tunnel, I was taking my gloves off one at a time and the car was moving across the track. Suddenly I felt – bang! – and his car is up there and I'm seeing the underside of it! I realised what had happened. I had not seen Emerson at all. It was entirely my fault.

EF: It was the only contact we had in all of those years of racing. The dangerous time was after the race!

JYS: If you think of what has happened recently, with all the contact we've seen between drivers, that simply didn't happen. If you raced with Jim Clark, with Jochen Rindt, with Francois Cevert, with Emerson and all of the top racing drivers, there was never a situation where you saw that type of behaviour. Partially because there was no run-off area, partially because the accidents then were so severe, the life expectancy was low, so you had respect. There were some drivers that I won't mention who weren't so easy to pass. But I think that was because they were so busy doing their own thing that they didn't see anybody.

EF: They put us in a critical position sometimes.

JYS: But there was never any weaving and change of direction. It was really clean in that respect. And it's not us looking back with rose-tinted glasses. If you see the film that is available, that's not there.

AS: Emerson, you raced on in F1 for a long time after Jackie. Was it still like that at the end of your career?

EF: It was still like that. After 1980 which was my last season in F1 there was still that respect between the drivers. What Jackie says about the risk factor is very important. We had a lot of respect outside the car as well.

JYS: And the GPDA [Grand Prix Drivers' Association] was very powerful. We had meetings every grand prix and if someone was misbehaving they were told in front of everyone. It wasn't a question of running over to his pit or garage; you got together and somebody said, 'This is ridiculous'. It was a different culture.

EF: The GPDA was very effective because the risk was huge. We had meetings in

Geneva, always talking about how to improve the tracks. We made a union.

JYS: It was very strong and the integrity of it was right – it had to be done. Today, if somebody moves over on somebody else, they just run over the run-off area. Sometimes, they don't even get passed. Now, they can take liberties which they could not take in our day. There was a different respect between drivers.

AS: Emerson, when you learned that Jackie was retiring, what did you feel? Relief?

EF: I was relieved because he was one of the greatest champions I'd ever raced against. But at the same time I knew that the sport

“Jackie started at a tough time for grand prix racing. If you look at the 1960s, the risk was even higher”

was going to miss Jackie. I never told Jackie this, but at Watkins Glen [when Stewart's team-mate, Francois Cevert, had his fatal crash in 1973] I thought it was your car. Did I ever tell you the story?

JYS: No.

EF: I knew Jackie was going to stop and when I saw the yellow flag, knowing that section was quick, I stopped and just saw the wing of the Tyrrell. I went over the fence to help and it was just a disaster. In Francois, we lost a great friend.

JYS: The violence of the accident...

EF: It was shocking. I thought it was terrible for Jackie to have all of his career and then this happen to him in his last race. But it was Francois.

AS: You had very different perspectives on retirement. When you stopped, Jackie, you stopped for good, but Emerson came back to have a long career in Indycars. Why were your approaches so different?

EF: Jackie started at a very tough time for grand prix racing. Tougher than when I started in 1970. If you look at the 1960s, the risk was even higher. We knew at one point there were 21 established drivers and on average three would die. When you arrive at the racetrack, you don't think it will happen to you. But many times I was leaving Switzerland to go to a grand prix and asking if it was the last time I saw my house.

JYS: The number of funerals, memorial services and families you were looking after was ridiculous. I was lucky, though, because I nearly retired in 1971. I had mononucleosis when I was doing Can-Am and F1 and ▶



Track break-up at Zolder caused chaotic 1973 Belgian GP



Stewart acted as mentor to Francois Cevert



Driving through Williamson flames 'could never happen today'

◀◀ touring cars and GT cars. Then I got over it by the end of October and thought I'd do another year. Then I had the ulcer that haemorrhaged in 1972 and I nearly gave up. Then I got fixed and thought I'd do another year. By April 1973 I had made up my mind that, whether I won the world championship or not, I was going to retire. Me going through that crisis of 'do I race or do I retire?' was good – unlike Michael Schumacher, who never went through that; he just retired and retired too early. In my case, I had nearly retired twice so the third time was with the right frame of mind that I was categorically not going to do it. But I also had the benefit that I had decided in April but didn't tell Helen or anybody. I told Ken [Tyrrell] and [Ford boss] Walter Hayes. I knew it was my last race everywhere, which was nice, so there was no desire to go back

and I was lucky enough to go out as world champion. That was an even sweeter way to do it, so why come back? They tried to get me back a couple of times, but no.

EF: The day that Francois passed away in the crash, I went back to the pits. I was so crazy, so emotional with everything that happened. We lost Jochen in my fourth grand prix and I knew that the sport could not go on like this. I was revolting against the sport. Why should this happen? The only place at Watkins Glen where there was nobody was right in the middle of the car park. I told Colin [Chapman, Lotus chief] I'd come back later and I was by myself thinking, for the first time ever, should I retire? I really considered retiring that day. Then, I remember they called the drivers for practice. I was there, shocked, and they said,

'Grand prix drivers, you are back on track in half an hour.' So I did. But I nearly retired. Jackie went through this much more than I did in the 1960s. But each driver has his own way of thinking about retirement.

JYS: How old were you then?

EF: In 1973, I was 26.

JYS: I was 34.

AS: Jackie, what did you think when you saw Emerson still racing on in America in Indycars into his late forties? Did you think he was mad still to be doing it?

JYS: No. I know the bug and I was so lucky that I didn't have any withdrawal symptoms. I still love the sport to this day, but I never wanted to drive afterwards. I had done a contract with Ford Motor Company for five years before I announced my retirement, so I knew I had five years. I did the same with Goodyear, I did the same with ABC Wide World of Sports and Elf. I had four really good contracts for five years. So my life was consumed and I was still going to grands prix. I got all of the good times without the hassles. Had I not done that, maybe life would have been different. It was a lovely separation, but I didn't lose the sport.

EF: When I stopped in 1980, it was the full ground-effect car, which I hated. It was extreme, with skirts and no suspension. Every time you got to a fast corner, you could go quicker and it would take it. You didn't know the limit. The finesse of driving was lost. I was against those rules. It was too much.

AS: What were those three years of retirement like?

EF: I came back to Brazil and then I started racing in other categories. We had twin-engine superkarts that were very fast and I was still enjoying racing those. Then I got the chance to drive in the Miami Grand Prix. I'd never been to downtown Miami even though I'd flown through there so many times. Now I love Miami. I was then invited to drive Indianapolis. When I was about 10 years old I saw a lot of documentary movies about Indianapolis and I was very curious about it. So I kept asking people about it. I asked Jochen about it, and he hated it. You either love it or you hate it.

JYS: It wasn't that out of the box in the 1960s. We all did it. I actually quite enjoyed it. It wasn't something that was considered a stupid thing to do. The other point was that it wasn't F1, which was a closed shop, so you could go back to do Indy with a top team and be competitive, like Emerson was.

AS: You had two fights together for the championship – 1972 and 1973. You can make an argument that if Jackie hadn't been ill in 1972 and Emerson hadn't had his crash at Zandvoort in

'73, you might have 'swapped' those championship victories...

JYS: You play it as you get it. You go out to drive and win. I wasn't so driven to have to get the championship in order to retire in 1973 and the competition was stiff.

EF: I remember how hard Jackie was driving at Interlagos in 1973. You didn't qualify well because the car wasn't easy to drive.

JYS: It was a short wheelbase and terrible over the bumps.

EF: Jackie finished second and showed how hard he was going for the championship.

JYS: Second was a good result for me here.

EF: It wasn't a car that he should have finished second in.

JYS: Derek Gardner [Tyrrell designer] liked short wheelbase. It was a good car, but difficult to drive. And we all had the

Cosworth engine, which was reliable [it took every race win in 1973].

EF: Jackie was tough. Always. He was always there at the end of the race.

AS: Emerson, you destroyed your favourite car at Zandvoort?

EF: That was my worst crash in F1 because the front-left wheel broke coming onto the straight and I went off. Then I was stuck in the car and from the dashboard forward there was nothing. It was Graham Hill and Jo Ramirez [then working for Tyrrell] that helped me out. It took half an hour.

JYS: That was a bad race. Were you still in it when the [fatal] Williamson accident happened?

EF: Yes.

JYS: That could never happen today. We were driving through smoke and flames.

The reminiscences of these two great champions are cut short by their successors on the current F1 grid firing up ahead of practice at Interlagos. But you could listen to them for hours, the respect between the pair impossible to mistake.

And you get the feeling that, if they were 40 years younger, they'd like nothing more than to be heading out on track themselves to renew a great rivalry. ☼

"I was lucky I didn't have any withdrawal symptoms. I still love the sport, but I never wanted to drive"



The two maestros chatted – until it came time to watch 2011 Brazilian GP practice

STEWART V FITTIPALDI

Jackie Stewart and Emerson Fittipaldi shared a grid 40 times in world championship races from 1970-73. They shared the podium in almost a quarter of them.

1971 FRENCH GRAND PRIX

1st Stewart, 3rd Fittipaldi



1971 BRITISH GRAND PRIX

1st Stewart, 3rd Fittipaldi

1972 FRENCH GRAND PRIX

1st Stewart, 2nd Fittipaldi



1972 BRITISH GRAND PRIX

1st Fittipaldi, 2nd Stewart

1973 ARGENTINIAN GRAND PRIX

1st Fittipaldi, 3rd Stewart

1973 BRAZILIAN GRAND PRIX

1st Fittipaldi, 2nd Stewart

1973 SOUTH AFRICAN GRAND PRIX

1st Stewart, 3rd Fittipaldi



1973 BELGIAN GRAND PRIX

1st Stewart, 3rd Fittipaldi

1973 MONACO GRAND PRIX

1st Stewart, 2nd Fittipaldi

When Stewart was king of the racing cavaliers

For nine years Jackie Stewart was one of the top drivers in international motorsport. Here are his major successes from around the globe

WORLD CHAMPIONSHIP GPs

STARTS 99; **WINS** 27

1965 Italian GP (BRM P261)
1966 Monaco GP (BRM P261)
1968 Dutch GP (Matra MS10)
1968 German GP (Matra MS10)
1968 United States GP (Matra MS10)
1969 South African GP (Matra MS10)
1969 Spanish GP (Matra MS80)
1969 Dutch GP (Matra MS80)
1969 French GP (Matra MS80)
1969 British GP (Matra MS80)
1969 Italian GP (Matra MS80)
1970 Spanish GP (March 701)
1971 Spanish GP (Tyrrell 003)
1971 Monaco GP (Tyrrell 003)
1971 French GP (Tyrrell 003)
1971 British GP (Tyrrell 003)
1971 German GP (Tyrrell 003)
1971 Canadian GP (Tyrrell 003)
1972 Argentinian GP (Tyrrell 003)
1972 French GP (Tyrrell 003)
1972 Canadian GP (Tyrrell 005)
1972 United States GP (Tyrrell 005)
1973 South African GP (Tyrrell 006)
1973 Belgian GP (Tyrrell 006)
1973 Monaco GP (Tyrrell 006)
1973 Dutch GP (Tyrrell 006)
1973 German GP (Tyrrell 006)

OTHER MAJOR SUCCESSES

TASMAN TITLES 1 (1966)

TASMAN WINS

1966 Wigram (BRM P261)
1966 Teretonga (BRM P261)
1966 Sandown Park (BRM P261)
1966 Longford (BRM P261)
1967 Pukekohe (BRM P261)
1967 Warwick Farm (BRM P261)

CAN-AM CHALLENGE WINS

1971 St Jovite (Lola T260)
1971 Mid-Ohio (Lola T260)

NON-CHAMPIONSHIP F1 WINS

1965 International Trophy (BRM P261)
1968 Gold Cup (Matra MS10)
1969 Race of Champions (Matra MS80)
1970 Race of Champions (March 701)
1973 International Trophy (Tyrrell 006)

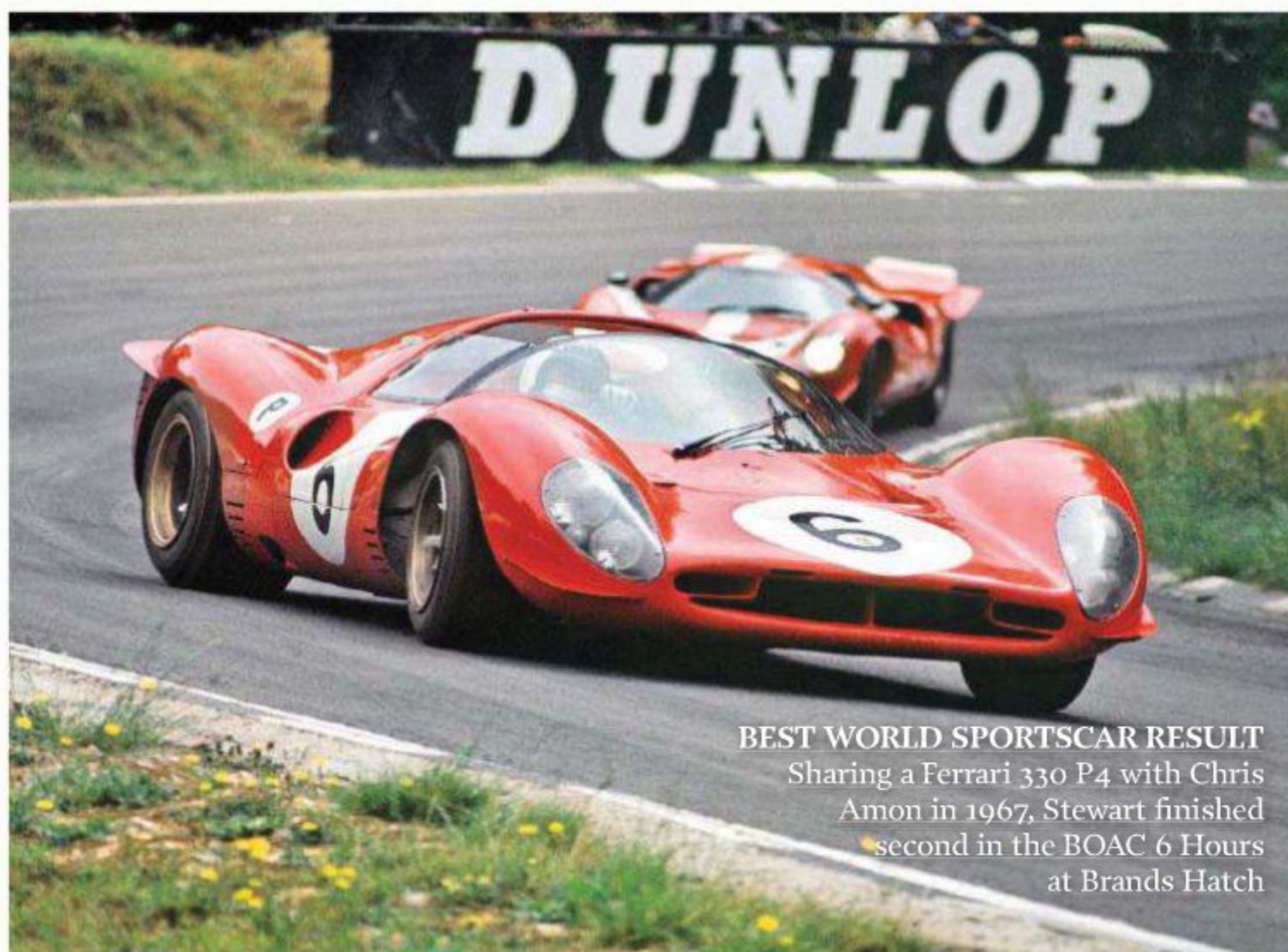
1968 FRENCH F2 CHAMPION

1964 **EXPRESS & STAR BRITISH F3 CHAMPION AND MONACO F3 WINNER**

PODIUMS 43
POLES 17
FASTEST LAPS 15
POINTS 360



Getting his Matra tweaked up on the way to Zandvoort victory in 1969



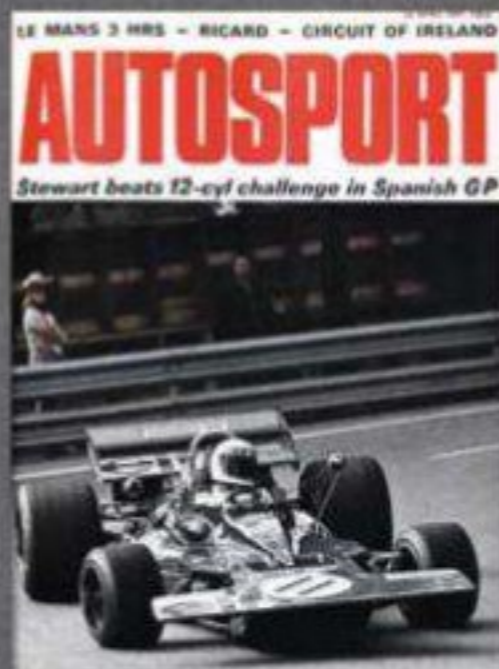
BEST WORLD SPORTSCAR RESULT

Sharing a Ferrari 330 P4 with Chris Amon in 1967, Stewart finished second in the BOAC 6 Hours at Brands Hatch

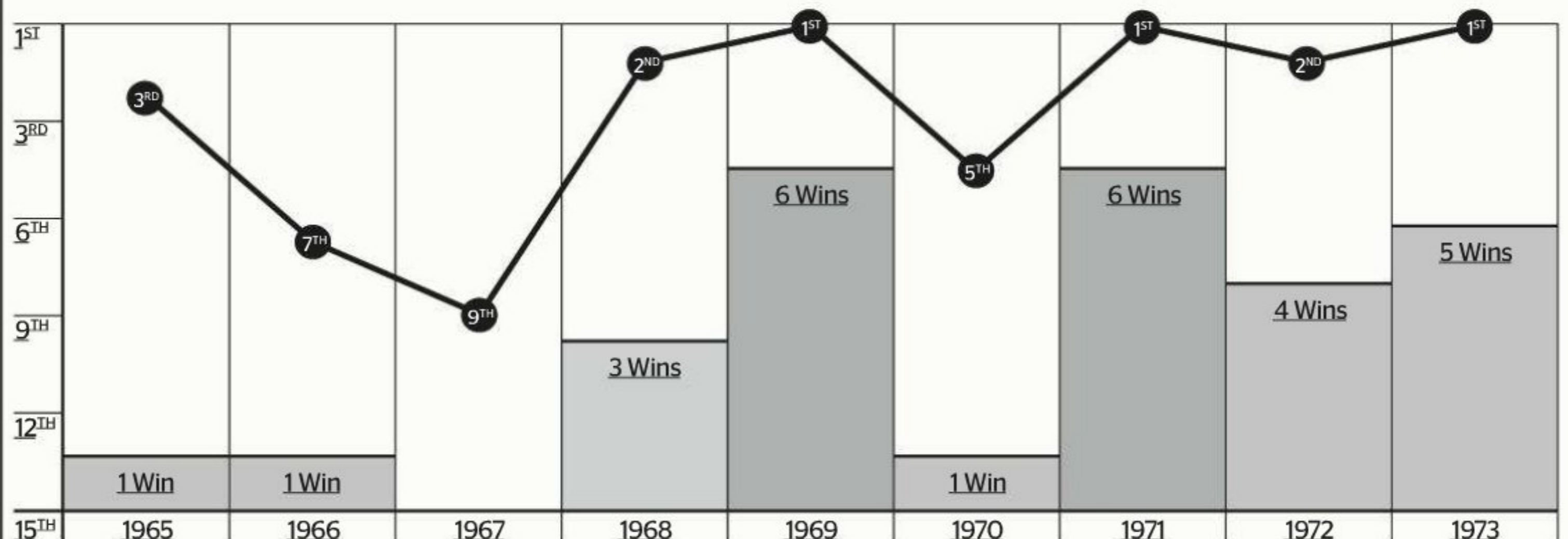


INDY 500 RECORD

Stewart started two Indy 500s, in 1966 and '67. He led the former (above), only for his Lola to suffer a scavenge-pump failure to leave him classified sixth



STEWART'S RECORD IN THE F1 WORLD CHAMPIONSHIP



Great Car: Matra MS80

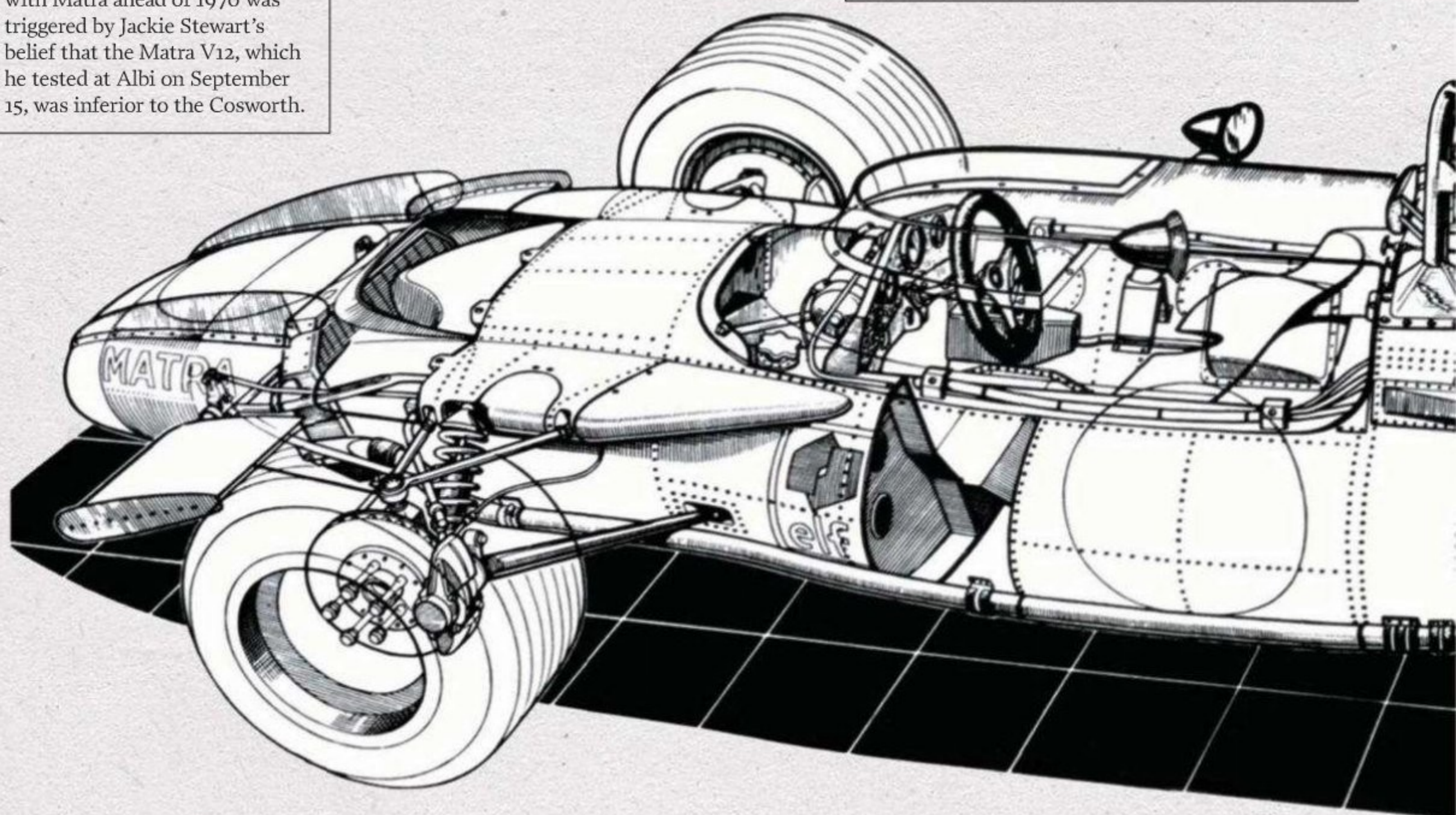
Jackie Stewart has described the Matra MS80 as the best car he ever drove in Formula 1. While not a groundbreaking machine, it was a well-conceived car that excelled at a time of unprecedented technical upheaval in Formula 1

ENGINE

Matra's own team sat out 1969 to concentrate on sportscars and the development of its V12 powerplant. Tyrrell, running under the Matra International banner, continued with the Cosworth DFV, which was putting out around 430bhp at 10,000rpm in '69. Tyrrell's split with Matra ahead of 1970 was triggered by Jackie Stewart's belief that the Matra V12, which he tested at Albi on September 15, was inferior to the Cosworth.

MONOCOQUE

The Matra design team under Gerard Ducarouge conceived the monocoque with a view to capitalising on the suspension-mounted wing pylons that were *de rigueur* at the start of 1969. When such wings were outlawed in the wake of a series of crashes – the controversy peaked at the Spanish Grand Prix, which Stewart won – Matra was one of the teams most disadvantaged by having to adopt wings mounted on the bodywork.



BRITISH CHAMPION

Little remembered is that Stewart was crowned the first British F1 champion in 1969 using the MS80. He won two of the four rounds – the Brands Hatch Race of Champions and the British Grand Prix – and finished third in the International Trophy in the MS10. He was ninth after a battery-terminal problem in the Oulton Park Gold Cup.

DEVELOPMENT

While Matra entrant Tyrrell was famed for making car tweaks between races at a rapid rate, the MS80's development programme was stymied by extensive testing of the MS84 – a four-wheel-drive version of the MS80 built around a spaceframe, rather than monocoque, version of the chassis and doomed to failure. Even so, the bodywork was modified to make it less bulbous for

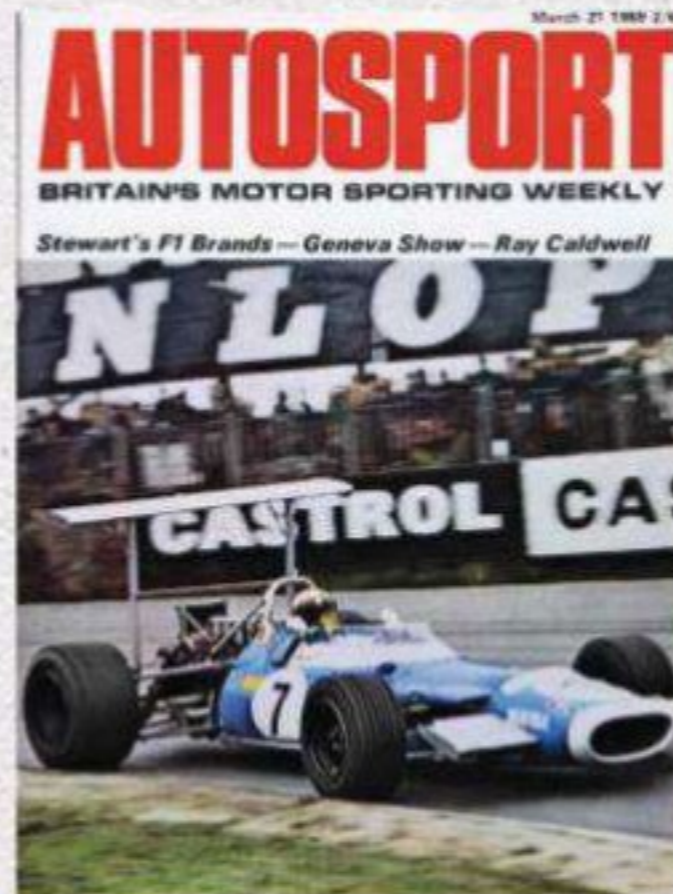
high-speed tracks such as Monza, while early-season development focused on the suspension-mounted wings. The MS84 was taken to the majority of world championship races in 1969, and although Jean-Pierre Beltoise raced it at Silverstone and Johnny Servoz-Gavin contested the last three races in it, Stewart never did more than test the unwieldy machine.

DOMINANT ON DEBUT

The Matra MS80 wasn't raced at Kyalami — scene of the opening world championship race of the 1969 season — although Stewart did run it in practice. But it made a victorious debut in the Race of Champions at Brands Hatch in March, and Stewart went on to win on its first world championship appearance in Spain, backed up by Jean-Pierre Beltoise's third place.

SUSPENSION

The MS80's suspension set-up was pretty conventional. At the front, the rocker-arm system used on the MS10 was replaced with coil-spring/damper units, which contributed to the car being extremely well-poised over the bumps.



Stewart's Race of Champs win made our front cover

MATRA MS80 1969 STATISTICS

(WORLD CHAMPIONSHIP ONLY)

RACES ENTERED:	10
WINS:	5
POLES:	2
FASTEST LAPS:	5
TITLES:	1969 DRIVERS' AND CONSTRUCTORS'



Stewart claimed victory in 1969 British GP at Silverstone

STEWART ALSO STARRED IN...



COOPER T72

Stewart won 11 F3 races in 1964 with the T72 and claimed the main British title.



BRM P261

Finished a fine third in his debut world championship season (1965) in this car, winning at Monza.



LOLA T260

Bagged two wins and two poles in the Can-Am Challenge for Carl Haas in '71.



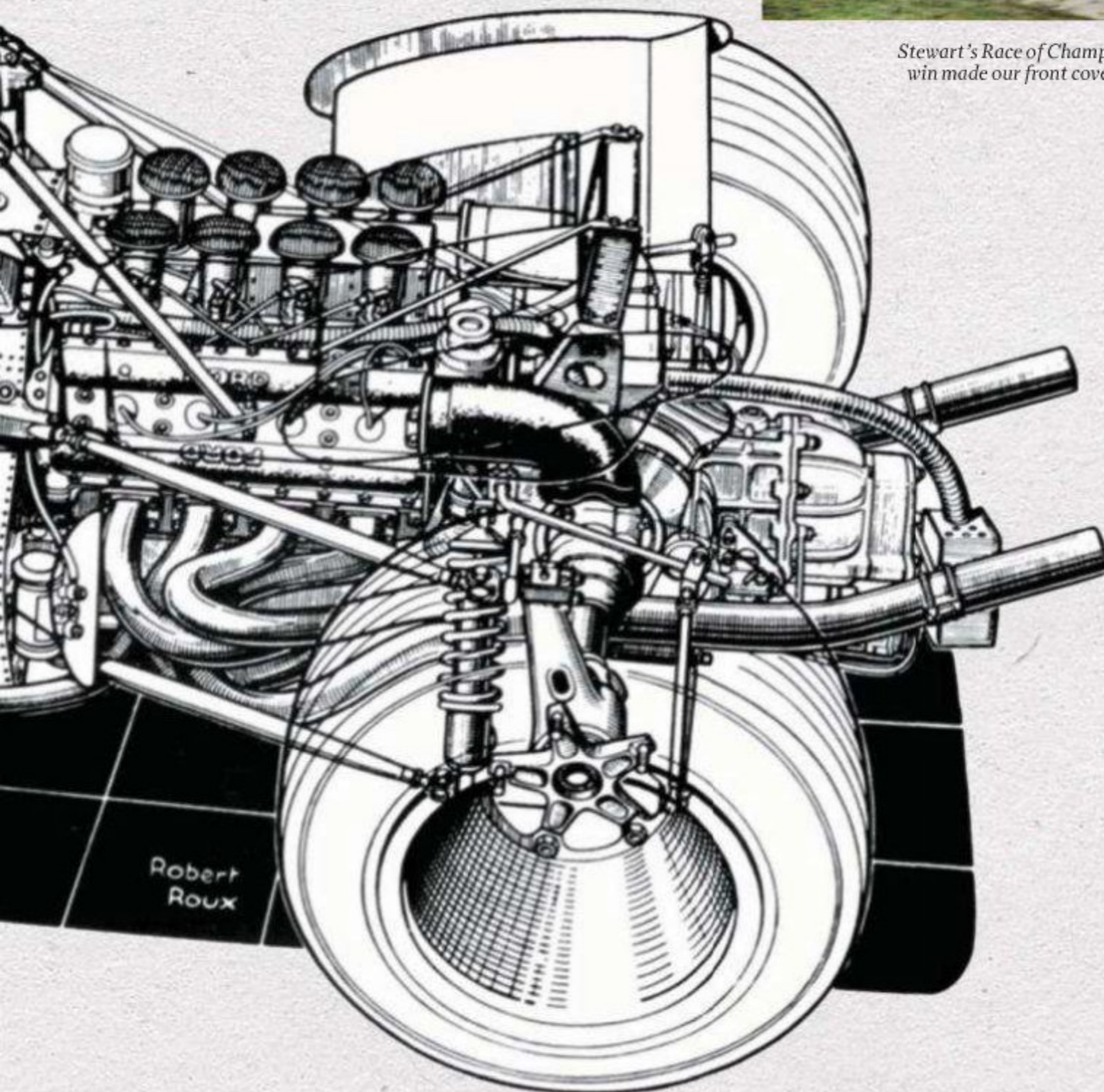
TYRRELL 003

Took 1971 world championship in the 003, adding a seventh win in it at the start of 1972.



TYRRELL 006

Stewart's final grand prix car yielded five championship race wins and a third world title in 1973.



FUEL TANKS

Although such designs were soon to be outlawed, Matra opted for a structural fuel tank that added to the car's stiffness.

DAKAR RALLY JANUARY 1-15

Peterhansel takes Dakar success for Mini



Peterhansel leapt to 10th Dakar win

FRENCHMAN STEPHANE

Peterhansel emphasised why he is the most successful competitor in the 34-year history of the Dakar Rally by steering his Mini All4 Racing to an emphatic win in the 2012 event after 13 gruelling special stages in a two-week route of 8391km through Argentina, Chile and southern Peru.

His X-raid team boss Sven Quandt sent a small army of Minis to the Dakar, and the German team was the clear favourite to claim its first victory in 10 years of trying to win the world's toughest rally.

Quandt's BMWs had won stages and led outright in the past, but this was the Trebur-based team's best chance to take victory. Finally, the skills of Peterhansel and

navigational expertise of co-driver Jean-Paul Cottret made it happen – a 10th win for Peterhansel (four in a car and six on a bike) and a fourth for Cottret.

"I think we clearly demonstrated the Mini's outstanding potential and reliability," said Quandt.

The Hummers of Robby Gordon and Nasser Al-Attiyah made sure that the X-raid team was never able to rest. The American cars were faster than the Minis over open desert terrain and the duo set five fastest stage times.

Gordon pushed Peterhansel to the limit through Chile, but a string of alternator-belt failures brought about Al-Attiyah's retirement in the Atacama desert between Antofagasta and Iquique. Gordon rolled,

punctured and suffered his own mechanical woes – the American was running under appeal against exclusion for apparently contravening a tyre-deflation-system regulation.

Peterhansel won three of the 13 specials and eventually claimed his first Dakar win since 2007 by the margin of 41m56s from Spanish team-mate 'Nani' Roma in a second Mini All4 Racing. Roma lost time in a series of sand dunes in Peru and was never able to match Peterhansel, despite posting three fastest stage times.

South African Giniel de Villiers was the revelation of the event in the new Toyota Hilux. Unproven before the Dakar, save for a test in the Namibian desert, the Japanese car took an unlikely podium finish.

FIA World Cup winner Leonid Novitskiy finished fourth in a third Mini, and Gordon brought the only surviving Hummer home in fifth under appeal.

Japan's Jun Mitsuhashi (Toyota) led the T2 showroom class for long periods before slipping behind Spain's Xavier Foj on the run into Lima. Frenchman Ronan Chabot won the two-wheel-drive

category in his SMG Buggy and finished 13th.

● Neil Perkins

RESULTS

1 Stephane Peterhansel/Jean-Paul Cottret (Mini), 14h54m46s;
2 Nani Roma/Michel Perin (Mini), +41m56s; 3 Giniel de Villiers/Dirk von Zitzewitz (Toyota Hilux); 4 Leonid Novitskiy/Andreas Schulz (Mini); 5 Robby Gordon/Johnny Campbell (Hummer H3); 6 Lucio Alvarez/Bernardo Graue (Toyota).



De Villiers took fine third in new Toyota

Castrol EDGE
Rankings

CURRENT
STANDINGS

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 31,442 |
| 2 | Mark Webber | <> | 21,777 |
| 3 | Jenson Button | <> | 19,745 |
| 4 | Lewis Hamilton | <> | 19,305 |
| 5 | Fernando Alonso | <> | 18,663 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Stephane Peterhansel's 10th Dakar crown secured a rise of 337 places to an all-time high of 587th in the Castrol EDGE Rankings. 2011 winner Nasser Al-Attiyah moved the other way, dropping 269 spots to 528th after retiring during the second week.

To see the full list, visit castrolriverrankings.com

INTERNATIONAL RACES & RESULTS

DUBAI 24 HOURS
Dubai Autodrome

QUICK RESULTS

→ **Winners** Sean Edwards/Thomas Jager/Khaled Al-Qubaisi/Jeroen Bleekemolen
→ **Pole** Rob Barff

RACE RATING

★★★★☆

Event is gaining in stature, and final podium spot fight went right down to the wire

REPORTS

WORLD OF SPORT

DUBAI 24 HOURS (UAE), JANUARY 13-14

Podium clean sweep for Mercedes in Dubai enduro

THE MERCEDES-BENZ SLS AMG GT3 made its twice-round-the-clock race debut in last year's Dubai 24 Hours. This maiden endurance outing ended with a podium finish as the best of the gullwing-doored sportscars came home third.

This year four SLS AMGs were entered, and it was the Abu Dhabi Black Falcon example of Brit Sean Edwards, sharing with Jeroen Bleekemolen, Thomas Jager and Khaled Al-Qubaisi, that came through to win.

The seventh running of the event showed that it has quickly developed from a predominantly club-racing affair to the curtain raiser of the international motor racing season, with teams and drivers from 38 countries having entered.

Rob Barff qualified the Ferrari 458 of the UAH Motorsports/FF Corse team on pole with Niki Cadei ending up second with the AF Corse Ferrari. Both teams never shone in the

race and didn't make it to the finish, the former due to gearbox failure and the latter following a collision.

In the race, Heico Motorsport's pair of SLS AMGs and Black Falcon's singleton SLS quickly came to the fore, as did the BMW Z4 of last year's winning team Schubert Motorsport.

Eventually, the Black Falcon entry turned out to be a little bit more fuel-efficient, especially with Edwards and Bleekemolen behind the wheel, and won with a new record distance of 628 laps. It needed one less pitstop than the Heico Merc — driven by DTM legend Bernd Schneider, Maximilian Buhk, Christiaan Frankenhout, Max Nilsson and ex-GP2 racer Andreas Zuber.

The second Heico car, with Schneider, Kenneth Heyer, Andreas Simonsen and Rodolfo Gonzalez, completed the clean sweep of the podium for Mercedes-Benz, just eight



Mercedes dominated in Dubai with a 1-2-3

seconds ahead of the Schubert BMW.

The maiden 24-hour race for the Nissan GT-R ended early due to a head-gasket failure, a belated result of a collision in traffic.

British squad Optimum Motorsport scored a fine class win in the GT4 category with the Ginetta G50 driven by Lee Mowle,

Joe Osborne, Gary Simms and George Murrells.

● Rene de Boer

RESULTS

1 Sean Edwards/Jeroen Bleekemolen/Thomas Jager/Khaled Al-Qubaisi (Mercedes SLS AMG GT3), 628 laps in 24h01m11.043s; **2** Bernd Schneider/Andi Zuber/Max Nilsson/Max Buhk/Christiaan

Frankenhout (Mercedes), -2 laps; **3** Schneider/Kenneth Heyer/Andreas Simonsen/Rodolfo Gonzalez (Mercedes); **4** Jorg Muller/Edward Sandstrom/Claudia Hurtgen/Faisal Bin Laden/Abdulaziz Al-Faisal (BMW Z4 GT3); **5** Martin Ragginger/Sven Dolenc/Andrina Gugger/Daniel Allemann/Marco Zolin (Porsche 997 GT3-R); **6** Mark Ineichen/Rolf Ineichen/Adrian Amstutz/Marcel Matter (Porsche).

Hill took his first TRS victory



TOYOTA RACING SERIES TERETONGA (NZ), JANUARY 14-15, RD 1/5

New Zealand wins for Hill and van Asseldonk

JOSH HILL AND HANNES van Asseldonk took the wins as New Zealand's Toyota Racing Series kicked off at Teretonga last weekend. Such was the chaos created by the weather, however, that Kiwis Damon Leitch and

Nick Cassidy topped the weekend overall despite not scoring a victory.

Treacherous conditions plus overeagerness by many drivers caused a plethora of crashes, safety car periods and red flags. "The weather was so bad I think we only

got 11 flying laps over the qualifying session and the three races," said Cassidy.

Austrian Lucas Auer — nephew of former F1 racer Gerhard Berger — qualified fastest in a session hit by five red flags. Britons Jordan King and Hill (in his second TRS season) were second and fourth, sandwiching Ferrari Driver Academy member Raffaele Marciello.

Auer and Marciello were both out on the first lap of race one. Hill led from the restart, survived a nasty moment when he got squeezed between King and van Asseldonk, and carried on to his first TRS victory. The other two went off after the contact. Leitch was thus second from Jono Lester.

Lester and Auer crashed out of the feature event, for the Spirit of a Nation Cup, leaving van Asseldonk to fight King for the lead.

When the race was stopped early van Asseldonk was at the front, followed by Cassidy, after King retired.

The final race was also stopped early after crashes, van Asseldonk and Leitch stuck in the gravel but gaining first and third places respectively because results were taken back a lap.

● Bernard Carpinter

RESULTS

Race 1 **1** Josh Hill, 15 laps in 30m46.013s; **2** Damon Leitch, +0.861s; **3** Jono Lester; **4** Nathanael Berthon; **5** Dmitry Suranovich; **6** Felix Serralles. **Race 2** **1** Hannes van Asseldonk, 15 laps in 20m59.626s; **2** Nick Cassidy, +0.467s; **3** Bruno Bonifacio; **4** Leitch; **5** Raffaele Marciello; **6** Shahaan Engineer. **Race 3** **1** van Asseldonk, 5 laps in 7m54.600s; **2** Cassidy, +0.435s; **3** Leitch; **4** Serralles; **5** Victor Sendin; **6** Hill. **Points** **1** Leitch, 181; **2** Cassidy, 173; **3** van Asseldonk, 150; **4** Hill, 146; **5** Serralles, 141; **6** Bonifacio, 138.

IN BRIEF

Bargwanna won in NZ



NEW ZEALAND V8s

Australian V8 Supercar driver Jason Bargwanna won round three at Teretonga with a win, a third and a second. He pipped series leader and fellow Ford Falcon driver Angus Fogg, who had two wins and a fifth.

ANDROS TROPHY

Alain Prost remains tied on points with Jean-Philippe Dayraut at the top of the table after his runner-up spot on day two at Lans-en-Vercors cancelled out his Mini rival's day-one win. Day two went to Prost's Dacia team-mate Evens Stievenart.

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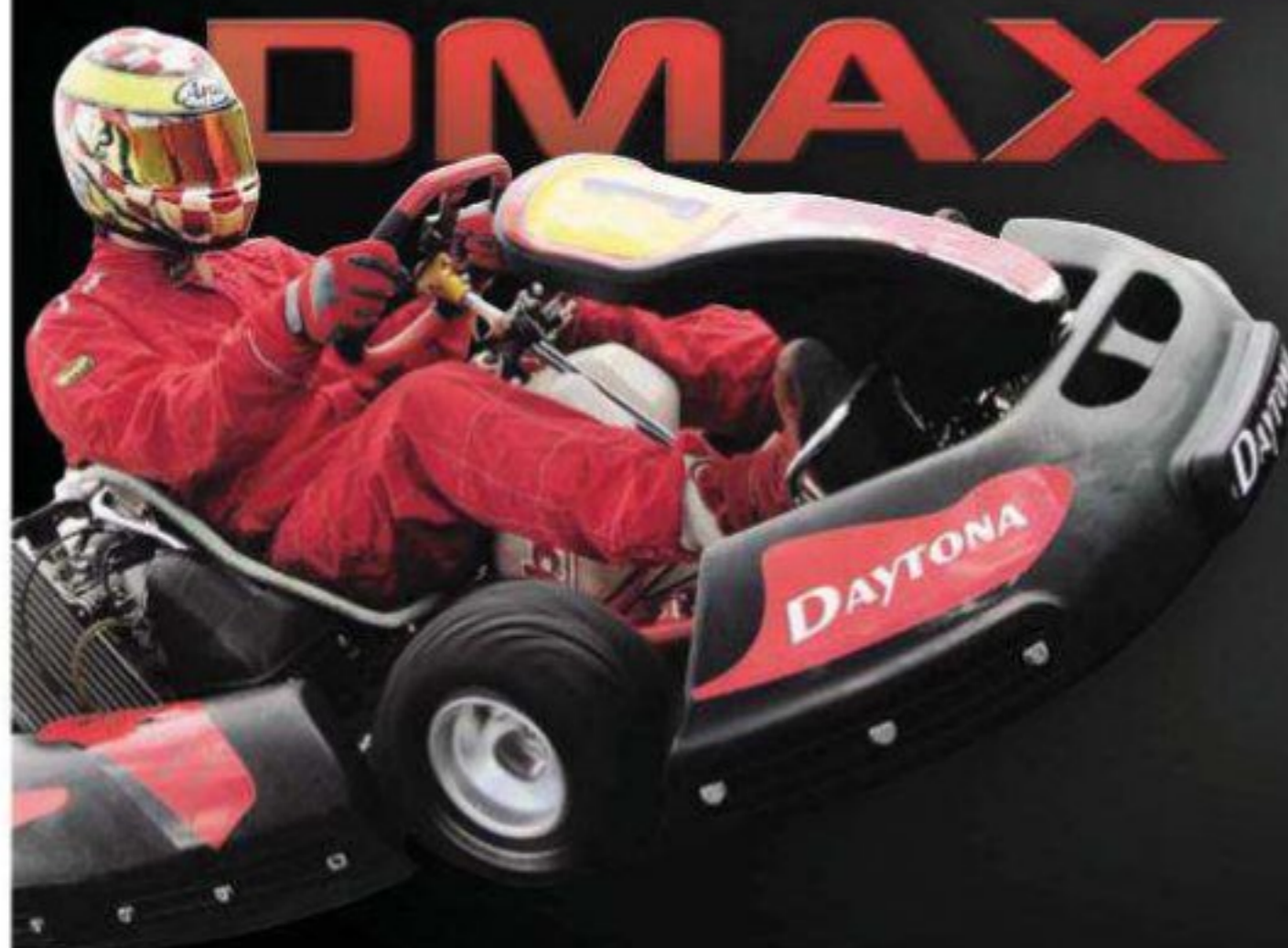
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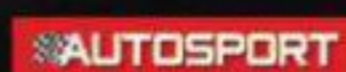
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4	20th May	Lydd, Kent	Clubman
5	17th June	Whilton Mill, Northants	National Circuit
6	8th July	Daytona Milton Keynes	International Extra
7	19th August	PF International, Lincs	Extended Circuit
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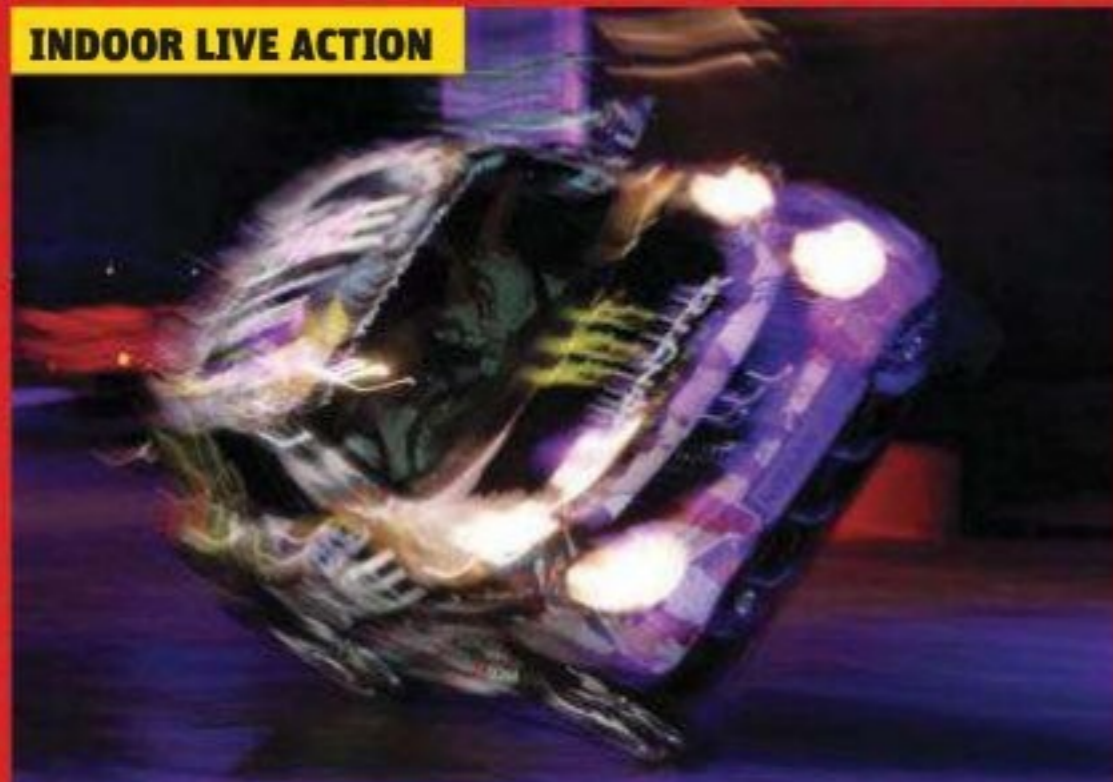
“There was almost too much to see and do in one day”

SUPERCAR DREAM RACERS



LOTUS F1 AND GT CARS

INDOOR LIVE ACTION



HISTORIC RACERS

The crowds were out in force as once again AUTOSPORT International kicked off the season in style.

Star guests appeared on the AUTOSPORT stage, some truly stunning cars filled the stands, and the eager fans packed the gaps in between.

As ever there was almost too much to see and do in just a single day, especially if you took time out to experience the assault on your senses that is the Live Action Arena.

Regardless of whether single-seaters, sportscars, touring cars or rallying takes your fancy (all of them, surely?!) there was plenty there to get the pulse racing, and almost certainly something unusual that you'd never seen before.

From rare books and models to some outrageous aftermarket car parts, there were also plenty of things to prise open the wallet!

Though not for the general public, AUTOSPORT Engineering continues to go from strength-to-strength, with a hugely impressive collection of exhibitors displaying their wares.

So, a fantastic start to 2012. Here's hoping the actual racing is as good.

Andrew van de Burgt, editor-in-chief



DC AND DI RESTA ON STAGE



BTCC BOYS CAN'T HELP THEMSELVES



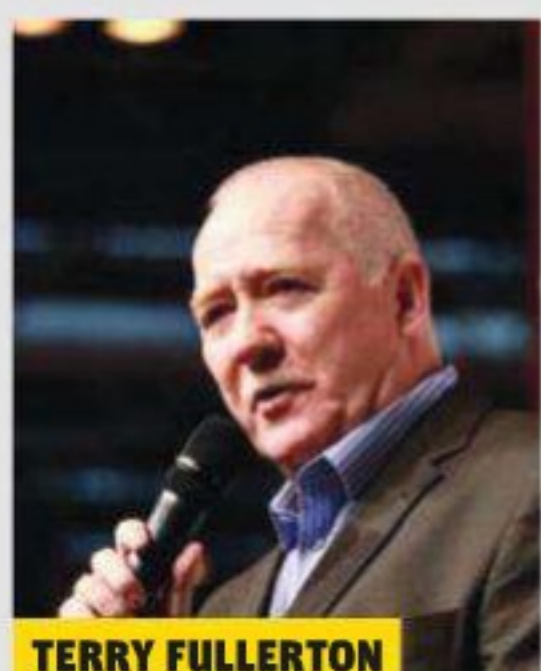
HUMPHREY RANG EJ



Henry Hope-Frost
Stage compere



KRISTENSEN AND McNISH



TERRY FULLERTON

“Picking a favourite: impossible”

The question crops up every year: ‘who was your best guest?’ And it’s a query to which I always give a convoluted answer. After four days up on the AUTOSPORT stage – this year 98 guests made an appearance – I’ve uploaded plenty of reflections, recollections, anecdotes and laughs from the myriad of motorsport personalities on my annual hit list.

And that makes picking a favourite impossible.

Highlights from the 2012 crop – right up there with the best of them – included BBC F1 frontman Jake Humphrey and his uncanny

impersonation of crazy-shirted pundit Eddie Jordan. And when Jake, seated alongside fellow Beeb man and former F1 winner David Coulthard, called EJ on his mobile the huge crowd was treated to mic-enhanced speakerphone madness from Eddie. Watch it on autosport.com’s YouTube channel if you missed it.

Sticking with F1, it was great to chat to 2011 rookie of the year Paul di Resta, Britain’s latest GP racer upbeat ahead of his second season with Force India. New BBC lead commentator (about time!) Ben Edwards also joined me – to real

enthusiasm and warmth from fans.

It’s always a pleasure to gas with Le Mans heroes Allan McNish and Tom Kristensen – this time joined by the lovely Leena Gade, a senior Audi Sport engineer. She had the measure of Nishy and TK, too.

British Touring Car top names Matt Neal, Jason Plato and Gordon Shedden (132 wins between them) were fun – and somehow managed not to have each other off.

Best under-the-radar name who had us enthralled? A karting king and former team-mate to Ayrton Senna. No, 20 minutes with Terry Fullerton was not nearly enough...

THE GUESTS: Andy Barnes, David Barzilai, James Beckett, Rob Bell, Emil Bernstorff, Martin Birrane, Tom Blomqvist, David Brabham, David Coulthard, Anthony Davidson, Christian Dick, Paul di Resta, Mark Donnelly, Paul Drayson, Peter Dumbreck, Andrew Edwards, Ben Edwards, Elfyn Evans, Alana France, Terry Fullerton, Leena Gade, Mark Gallagher, Phillip Gillespie, Alan Gow, Andy Green, Nicky Grist, Tony Harris, Nathan Harrison, Jack Harvey, Tim Harvey, Paul Hembery, David Higgins, Anders Hildebrand, Christian Horner, Rob Huff, Jake Humphrey, Jonny Kane, David Kennedy, Andrew Kirkaldy, Jamie Knight, Tom Kristensen, Conor La Grue, Stuart Loudon, Alex Lynn, John MacCrone, Scott Malvern, Dave Marsh, Allan McNish, Massimo Meli, Adam Morgan, James Morgan, Johnny Mowlem, James Nash, Felipe Nasr, Matt Neal, Tom Neathway, Steve Nichols, Mike Norton, Richard Ollerenshaw, Gary Paffett, Jolyon Palmer, Jonathan Palmer, Manish Pandey, Piers Phillips, Jason Plato, Andy Priaulx, Gerard Quinn, Robert Reid, Steve Rider, Sam Roach, Chris Routledge, Oliver Rowland, Tony Schulp, Gordon Shedden, Alexander Sims, Brian Sims, Guy Smith, Aaron Steele, Tony Stephens, Dean Stoneman, Mike Stripe, John Surtees, Pat Symonds, Linden Thornton, Lawrence Tomlinson, Darren Turner, Don Wales, James Walker, Derek Warwick, John Watson, Oliver Webb, Josh Webster, Garrie Whittaker, Lewis Williamson, Malcolm Wilson, James Wozencroft, Nick Yelloly, Dino Zamparelli

Name checking at the NEC

Just some of the motorsport stars who faced an on-stage grilling from AUTOSPORT's very own Henry Hope-Frost

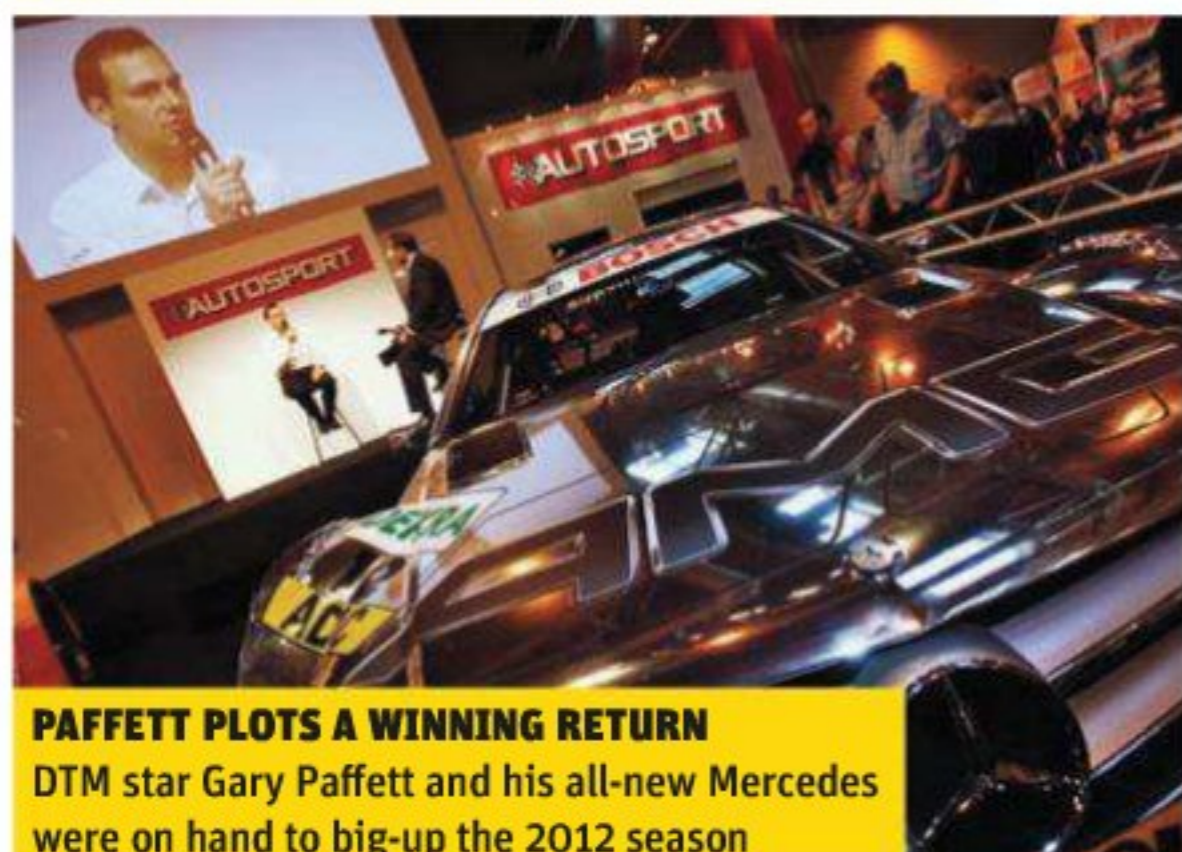


RED BULL'S CHRISTIAN HORNER



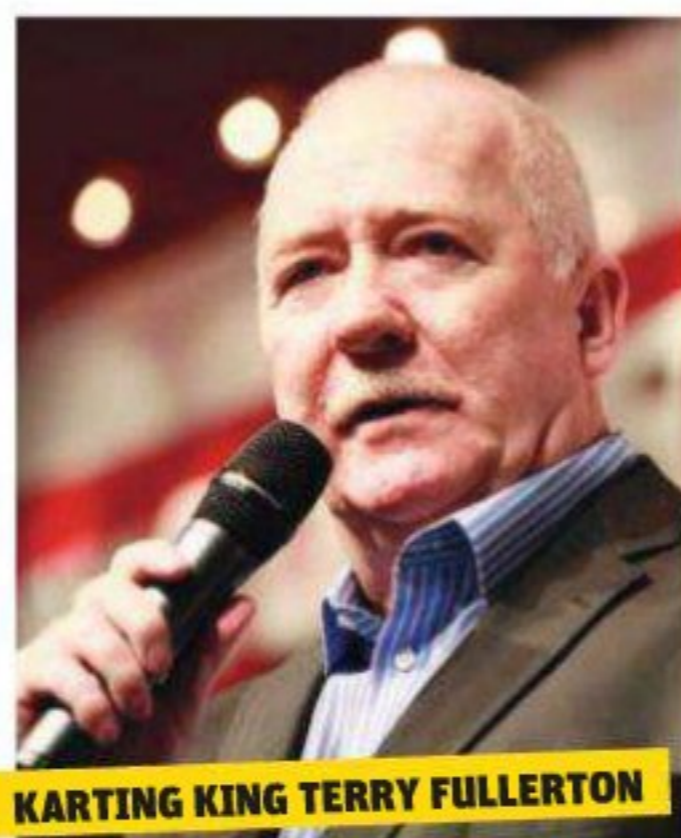
HEAR NO EVIL

BBC F1 frontman Jake Humphrey refuses to listen as colleague and pundit David Coulthard attempts an impression of the missing Eddie Jordan

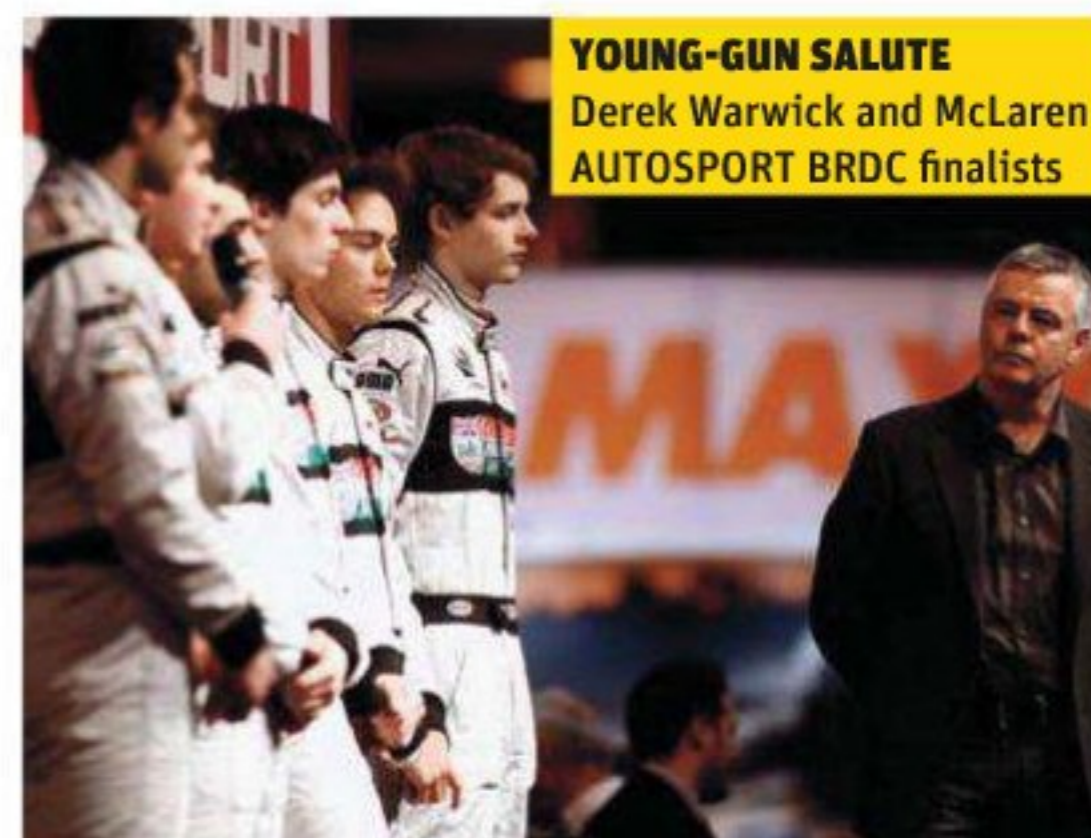


PAFFETT PLOTS A WINNING RETURN

DTM star Gary Paffett and his all-new Mercedes were on hand to big-up the 2012 season



KARTING KING TERRY FULLERTON



YOUNG-GUN SALUTE

Derek Warwick and McLaren AUTOSPORT BRDC finalists

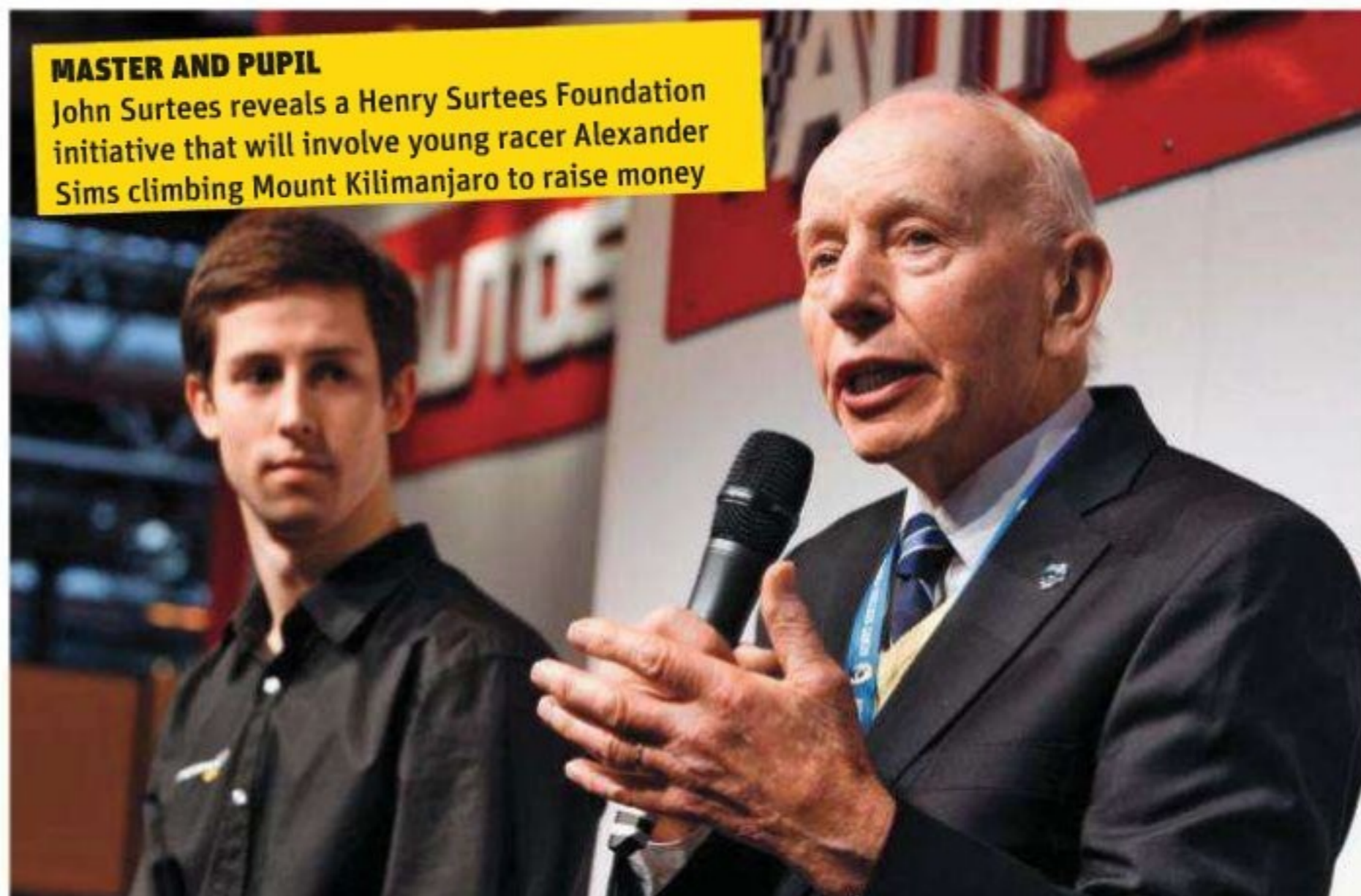


AUDI DRIVERS LISTEN TO LEENA

Le Mans-winning Audi Sport engineer Leena Gade tries to keep drivers Tom Kristensen and Allan McNish quiet during their session

MASTER AND PUPIL

John Surtees reveals a Henry Surtees Foundation initiative that will involve young racer Alexander Sims climbing Mount Kilimanjaro to raise money

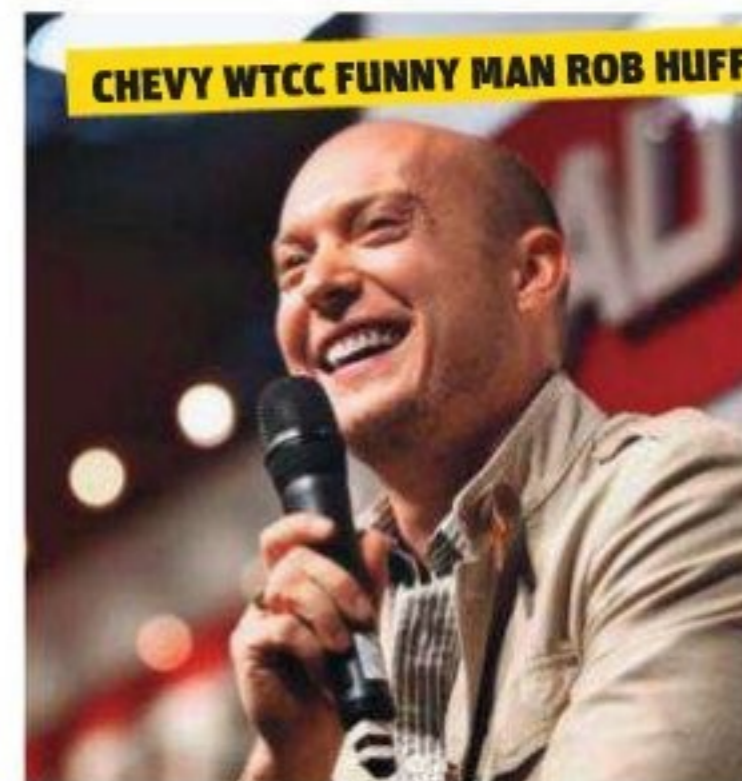


MAY THE FORCE INDIA BE WITH HIM

Britain's latest grand prix star Paul d Resta made several appearances on the main stage to reflect on 2011 and look ahead to year two



BROADCAST LEGEND STEVE RIDER

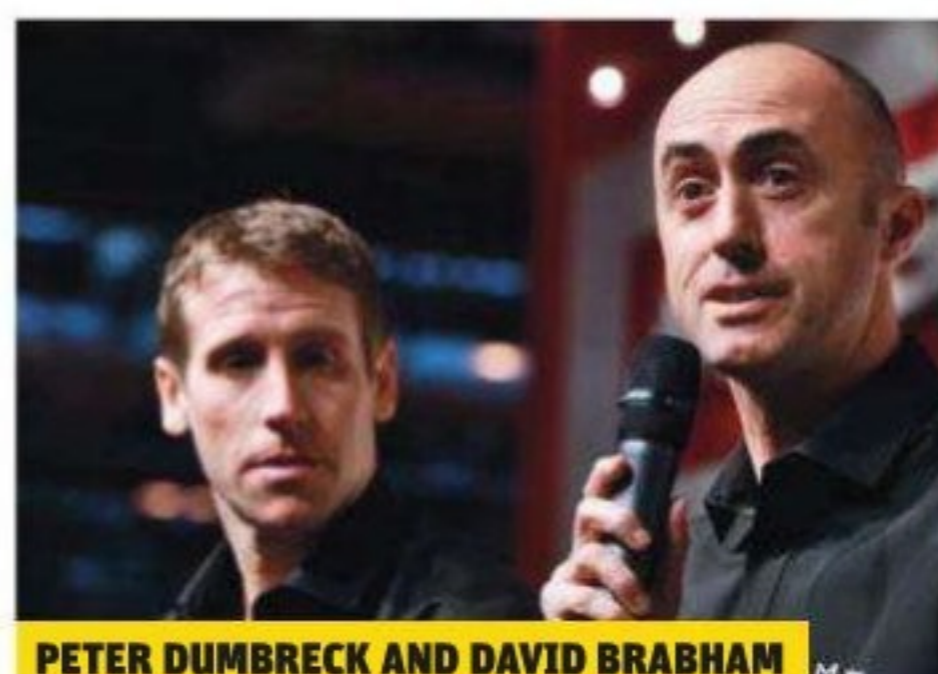


CHEVY WTCC FUNNY MAN ROB HUFF



BEST OF FRIENDS OR WORST OF FOES?

British Touring Car top-names Matt Neal, Jason Plato and Gordon Shedden (132 race wins between them!) managed to remain friendly



PETER DUMBRECK AND DAVID BRABHAM



DEAN STONEMAN

RAMPING IT UP

Most people ride a bike to get around on two wheels. But Terry Grant uses a Nissan Juke

Lights, cameras, Live Action!



After a winter of inactivity, it was great to hear the roar of engines and screech of tyres for the first time in 2012 at the Live Action Arena. And what a diverse bunch of cars, bikes and, er, vans it was!

Hosted by BTCC superstar Jason Plato and ITV4's Louise Goodman, the show got underway with a light-hearted three-part battle-of-the-sexes driving contest before the serious stuff got underway. A display of Time Attack cars and a Formula Jedi race kicked off proceedings, before some amazing jumping skills from a couple of UK FMX motocross daredevils – culminating in one of them performing a backflip that left the 4700-strong grandstand

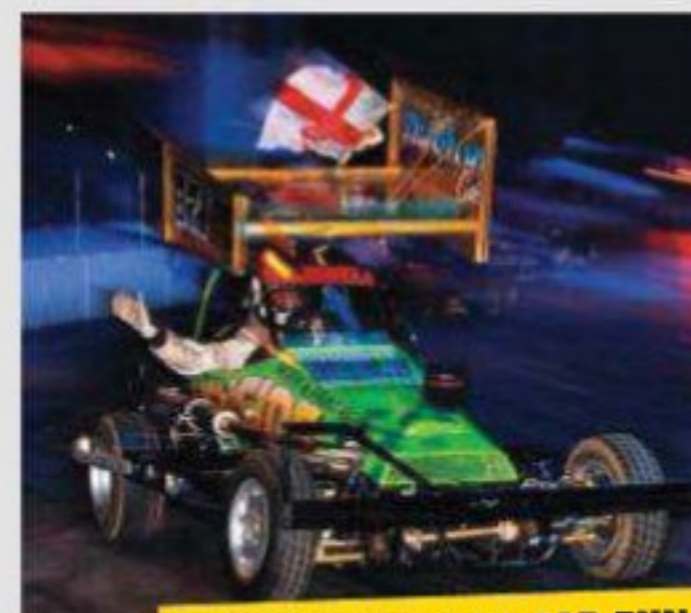
crowd whooping in admiration.

The Drift machinery, which included Boyzone's Shane Lynch as a driver, proved well-suited to the slippery surface before Terry Grant took centre stage for a new record for driving on two-wheels – with no less than seven people aboard his Nissan Juke.

McLaren AUTOSPORT BRDC Award winner Oliver Rowland arrived in a Formula 2 single-seater, flanked by fellow finalists in Caterhams, before Captain Tony Harris explained the worthy cause behind the Race2Recovery Dakar Rally project, as his Wildcat jumped and slid around the arena.

Races for autograss, rallycross (Julian Godfrey's Ford Focus catching fire on Sunday morning) and madcap England-versus-Scotland BriSCA F2 race action contrasted with pitstop practice for the United Autosports McLaren MP4-12C piloted by Tim Mullen. With the emphasis on fun, the show concluded with van bangers – perhaps the only time in recorded history that an ice-cream van has been used as a pace car.

DRIFTING ON BY



BRISCA F2 STOCK-CAR FUN

WILDCAT STRIKES



FLIPPING HECK!

FMX acrobats drew gasps from 4700-strong Live Action crowd

Team UK's NEC Webb site

The annual charity kart race at AUTOSPORT International is the time of the weekend when there's the biggest number of racing drivers in the smallest space. As is so often the case when professional racers get together for a bit of fun on the racetrack, plenty of chaos ensued when the lights went out at the start of this year's event.

The race was back in its spiritual home this year, taking place on a special extended version of the regular kart track that was in use all weekend in the Live Action Arena.

Two most monstrous pile-ups resulted in red flags as karts were pulled apart and barriers put back together, and early race leader Alexander Sims was

relieved to have been out of the firing line when he saw just how manic it was.

The battle for victory in the Racing4Charity-organised race, which this year was supporting Race2Recovery, is usually a tight affair. But that was not the case this year as the Team UK squad won by nearly a lap from a team assembled by AUTOSPORT sister

publication *Motorsport News*. The victory owed much to long stints at the end from Oliver Webb and Alex Lynn, after good work from Jon Lancaster, Will Buller and Jack Monkhouse.

Naturally there was dismay elsewhere, as the Sam Bird/Duncan Tappy-led Loose Cannons squad finished outside of the top two for the first time, in fifth.

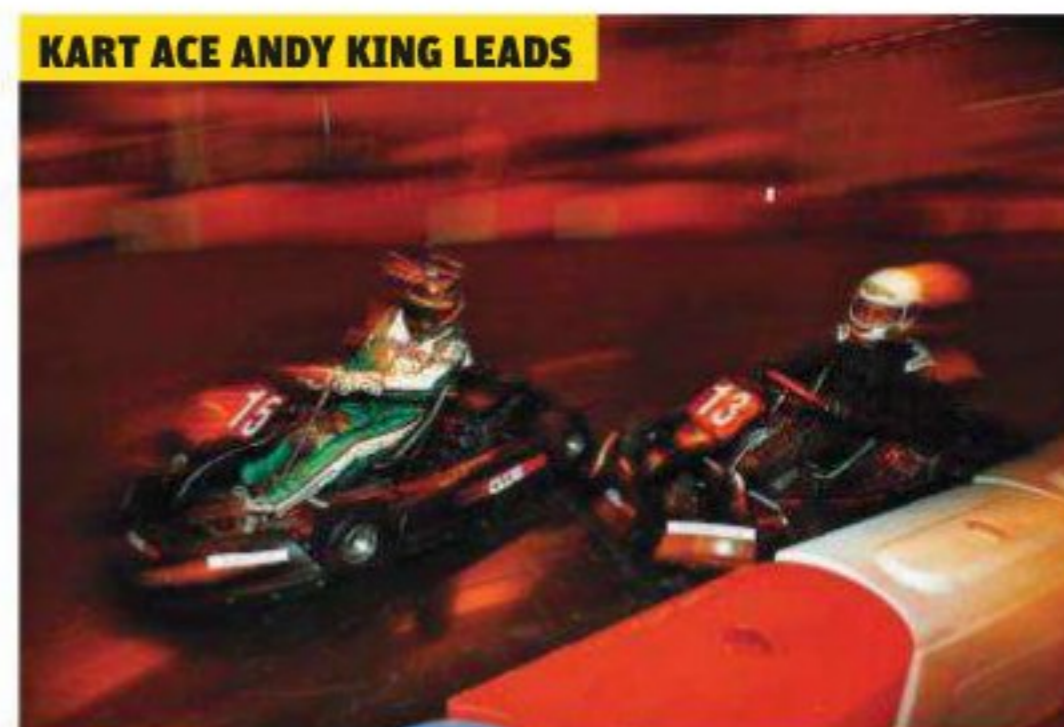
LYNN SNEAKS UP THE INSIDE...



...TO WIN WITH WEBB & CO



KART ACE ANDY KING LEADS



NATIONAL EXPRESSION

The vibrant diversity of the UK's national motorsport scene was showcased brilliantly at AUTOSPORT International, where constructors and clubs came out in force to launch their 2012 seasons.

Established marques such as Porsche, Caterham and Ginetta all put on impressive displays, with Porsche's latest 918 RSR hybrid model in particular drawing the eye, while the visit of Dutch Supercar maker Praga highlighted the pull of British racing abroad.

Club-racing organisers such as the British Automobile Racing Club, British Racing and Sports Car Club, and MotorSport Vision

Racing all stood tall behind large displays – showcasing, with an air of confidence, some of the categories they will be running this year.

The Historic Sports Car Club's 60 years of Formula 3 display delivered as promised, with a range of cars from early 1950s 500cc Cooper and Kieft right up to the latest Dallara F312, on show and serving to highlight how far the category has come in its celebrated six decades.

A reunion of star names that helped shape this history proved a strong draw, with plenty hanging around long after the scheduled photocall to sign autographs and pictures, and reminisce about the days

that shaped their early careers.

Sticking with a historic theme, the McLaren M10B in which the late Peter Gethin claimed 1969 and 1970 British Formula 5000 titles led a similarly sumptuous offering

from the Silverstone Classic – easily Britain's best-attended race meeting outside the British GP and Goodwood, serving to further demonstrate the inescapable pull of the past in modern-day motorsport.



F3: FROM BERNIE'S COOPER AND ON

Made to make your mouth water

SENNA TRIBUTE TAKES PRIDE OF PLACE

Five of the F1 machines made famous by triple world champion Ayrton Senna were on display, including the low-line 1988 McLaren MP4/4



FROM LITTLE ACORNS...

Senna's 1979 DAP-Parilla kart



GROUP C GREAT

One of Peugeot's 905 V10 Le Mans screamers was a popular sight

GULLWING COMMANDER

Mercedes brought a GT3-spec SLS AMG racer for fans to ogle





A CAR TO STIR THE BLOODHOUND

The Bloodhound SSC, in which land-speed record holder Andy Green will attempt to reach 1000mph, was a star attraction

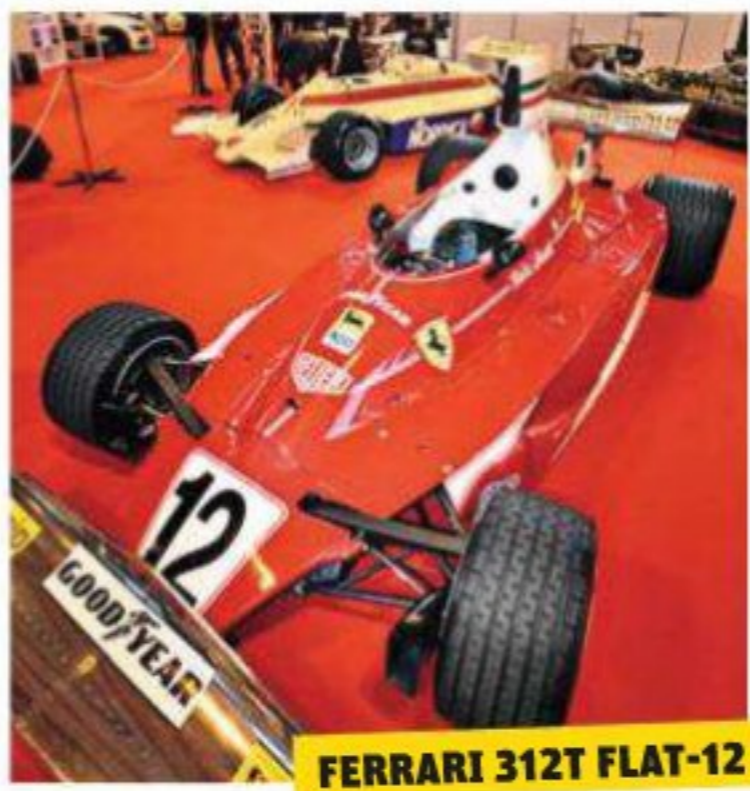


LOTUS STREETS AHEAD

The Lotus 99T used by Senna to win the 1987 Monaco GP

WRAPS OFF 2012 FIESTA

Ford's Gerard Quinn and M-Sport boss Malcolm Wilson unveiled the all-new Fiesta WRC livery



FERRARI 312T FLAT-12



F1 GRID LINES UP INDOORS

Nine of the 12 grand prix teams brought cars to the show to help recreate a grid – now a tradition on our sister magazine F1 Racing's stand



DALLARA DELIGHT

The new F312 Formula 3 racer from Dallara made first public appearance



A RALLY GOOD SHOW

Motorsport News showed off a mega line-up of WRC cars



Future proof?

Can low-carbon racing inspire a new generation of motorsport fans? **ANDREW VAN DE BURGT** joined the debate

When I became AUTOSPORT editor back in 2005, one of the first decisions I took was to plan an issue analysing what role environmentally-friendly technology would play in the future of motor racing. It went out with the cover message 'Why F1 must go green'. Reaction was mixed, and one leading F1 team boss called to tell me that I didn't know what I was talking about.

Unbeknown to me, at around the same time the MIA, the body that represents Britain's thriving motorsport industry, was holding a conference at Birmingham's NEC where exactly the same points were being debated. It's had many a name change over the past six years, but the Low Carbon Racing conference, as it's now known, continues to go from strength to strength.

Held the day before AUTOSPORT International opens its doors to the trade, this year's conference attracted an impressive list of speakers, including Williams founder Patrick Head, Audi engine wizard Ulrich Baretzky and racer/entrepreneur Lord Drayson, who used the event to take the wraps off the Lola-Drayson 12/69EV, which showcases the battery technology he hopes will earn him the tender

to supply cars and drivetrains for the FIA's new-for-2013 all-electric Formula E series.

What a long way the event has come since that opening year, when the main topic of conversation was the impact that diesel technology would play in motor racing!

This year's debate mainly focused on the role low-carbon technology can play in attracting a younger, more-diverse audience. The ageing demographic of motorsport fans is cause for all concerned, AUTOSPORT included. But, while interesting opinions were put forward (for instance, the electronic technology required will open the sport up to high-tech sponsors, who in turn will be more adept at exploiting digital and social media to broaden the reach of the product), there was little or no acknowledgment that most motorsport fans (according to my own highly-unscientific research after the conference) had their interest sparked by their parents way before their teenage years.

How motor racing can become more family-friendly is key in securing the new blood it needs to survive, whether those cars are powered by fossil fuels, electricity, or simply by dreams.



Congratulations to the winners of British Grand Prix tickets:

Daniel & Joshua Loveday, Shropshire (presented by David Coulthard)
Michael Eyres, Rayleigh (presented by Paul di Resta)
Kerryanne Sewell, Guildford (presented by Christian Horner)
Kara Ebrey, Derby (presented by Anthony Davidson)
Louis Wyatt, Leamington Spa (presented by Paul di Resta)
Callum White (presented by David Coulthard)

ENGINEERING AN ADVANTAGE



AUTOSPORT Engineering defied the economic downturn and enjoyed one of its most successful exhibitions, as companies from as far afield as Argentina, Australia and Japan arrived at what is regarded as the epicentre of the motorsport R&D world.

Tony Tobias, the exhibition's head of business development, was in buoyant mood following the show's final day. "We were very concerned about how the economic woes would affect the show, but in every aspect it exceeded expectations," he says.

Tobias's zeal is backed up by the figures. It is estimated that over £850 million worth of

A PEER INTO THE FUTURE

Lord Drayson's new Formula E project. The series will race on an eight-round calendar of street circuits. The winner of the tender will be announced on March 9



business was completed at last year's show, and this year attendance was up. Roughly 230 companies exhibited, while more than 25,000 visitors were accounted for by the engineering element of the show.

Among the main innovators was Zircotec, a modest Oxford company that is nevertheless the world leader in composite-coating technology. Its products are used by almost all the F1 grid, and were fundamental to the 'blown-diffuser' concept so prevalent in the past two seasons.

Then there was BF1 Systems, which presented a full data system for karts – measuring

everything from tyre pressures to engine torque and driver heart rate – and Xtrac, which displayed the gearbox that will drive IndyCar for the next five years.

"I've had so much positive feedback," Tobias concludes. "Already several companies have rebooked for next year. It's a strange climate, but in many ways it has been the best show ever."

AUTOSPORT
INTERNATIONAL
Engineering Show

McLaren man gives Watkins Lecture



Organised by the Motor Sport Safety Fund, the Watkins Lecture was delivered by McLaren MD Jonathan Neale, to an audience including Sid himself

McLaren managing director Jonathan Neale was the star of the show at the 15th annual Watkins Lecture, presented by the Motor Sport Safety Fund, at AUTOSPORT International. But he was almost upstaged by the man who gave the lecture its name. Professor Sid Watkins had been unable to attend 12 months earlier having been, in his own words, "on the wrong end of an oxygen cylinder for about three months", but to everyone's delight he confirmed that he is "a lot better than I was a year ago".

With Maurice Hamilton in the interviewer's chair, as always combining keen knowledge of the sport with his easy Irish charm, Neale covered a huge amount of ground. From his role, to McLaren's desire to step up its performance, to the relationship between Lewis Hamilton and Jenson Button, to inter-team politics and the Sky TV deal, no topic was off limits.

Inevitably the new car was

top of the agenda, with Neale making clear the scale of the task faced at this time of year.

"What we're trying to do now is create a new car that is 11,500 parts with a time to market, taking an automotive mindset, of two and a half to three months," explained Neale. "The car we launch on February 1 will have around five per cent of the parts that we had on the car we tested in Abu Dhabi in November."

When the MP4-27 breaks cover on February 1, keep those 10,925 new parts in mind as a totem of the incredible amount of work that goes into grand prix machinery.



NEALE (LEFT) AT HELM

ORECA: all things to all men

As a team, this French company has an illustrious history of success. But its influence on the sport is far wider ranging than that. By *GARY WATKINS*



Don't think of ORECA as a race team. It is a team, of course – a successful one that has been chosen to help mastermind

Toyota's return to the Le Mans 24 Hours this year. But it's much more than that: it's the French equivalent of perhaps Lola, Cosworth, Demon Tweeks and TOCA all rolled into one. That's not bad for an organisation that founder Hugues de Chaunac thought would only be around for a couple of years when he started out in the early 1970s.

The French company, whose acronym correctly stands for ORganisation Exploitation Competition Automobile, has come a long way since its establishment ahead of the 1973 season. Back then, it was just a

race team, one that started after de Chaunac (pictured below), who had acted as a kind of unofficial team manager for a friend the previous year, received an approach to run an F3 team for the Motul oil company.

It was in the junior single-seater formulae that the ORECA legend was born, courtesy of a run of titles in Formula 2 and Formula 3, but the company started to diversify in 1981 with a rally and short sportscar programme with the BMW M1. That process continued apace when the team moved its headquarters from Magny-Cours to Paul Ricard in 1987.

Running programmes for manufacturers, first in the rally-raid arena with Lada and then Mazda in sportscars, became ORECA's staple business. It also started the French

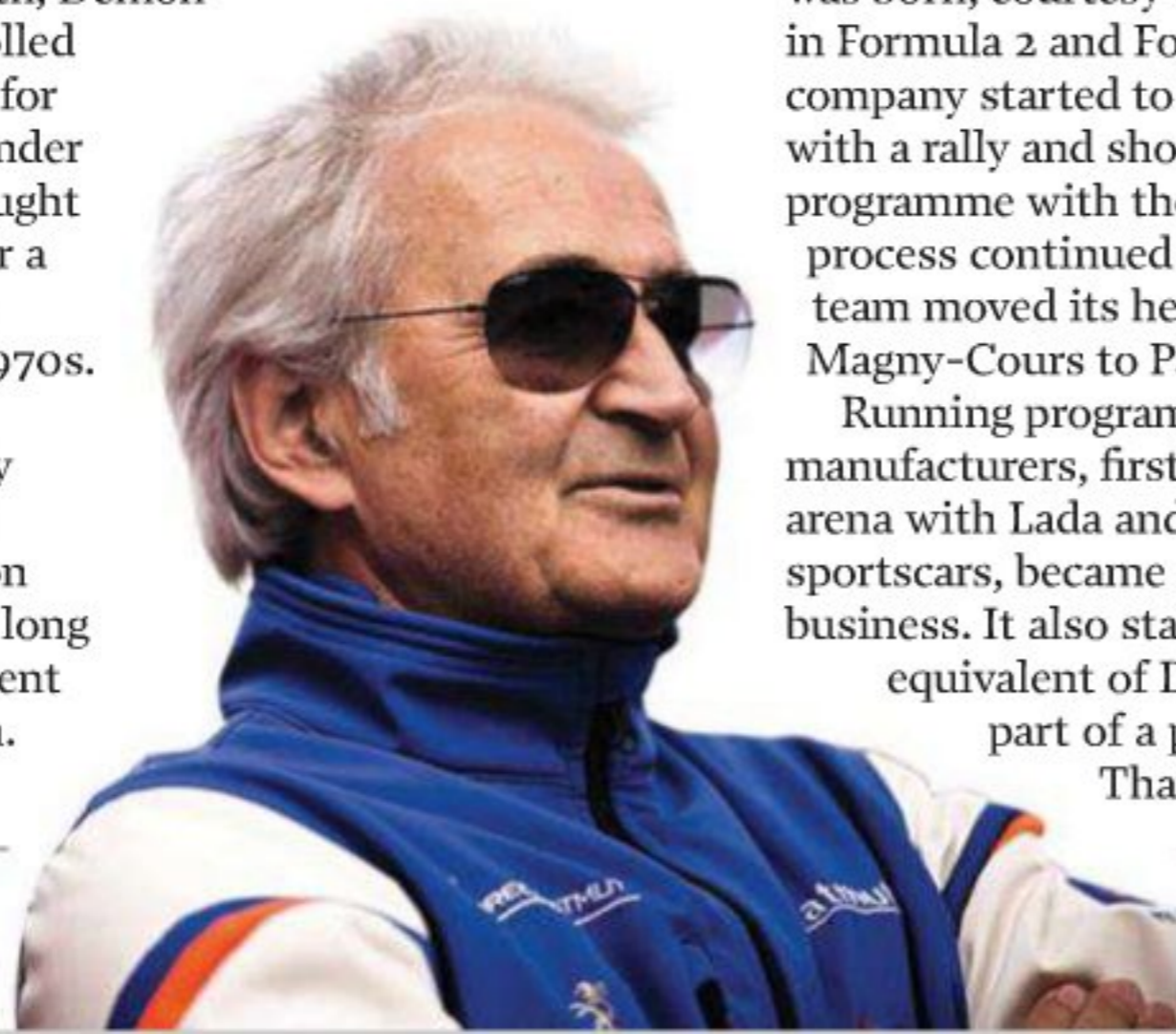
equivalent of Demon Tweeks as part of a planned expansion. That growth is still

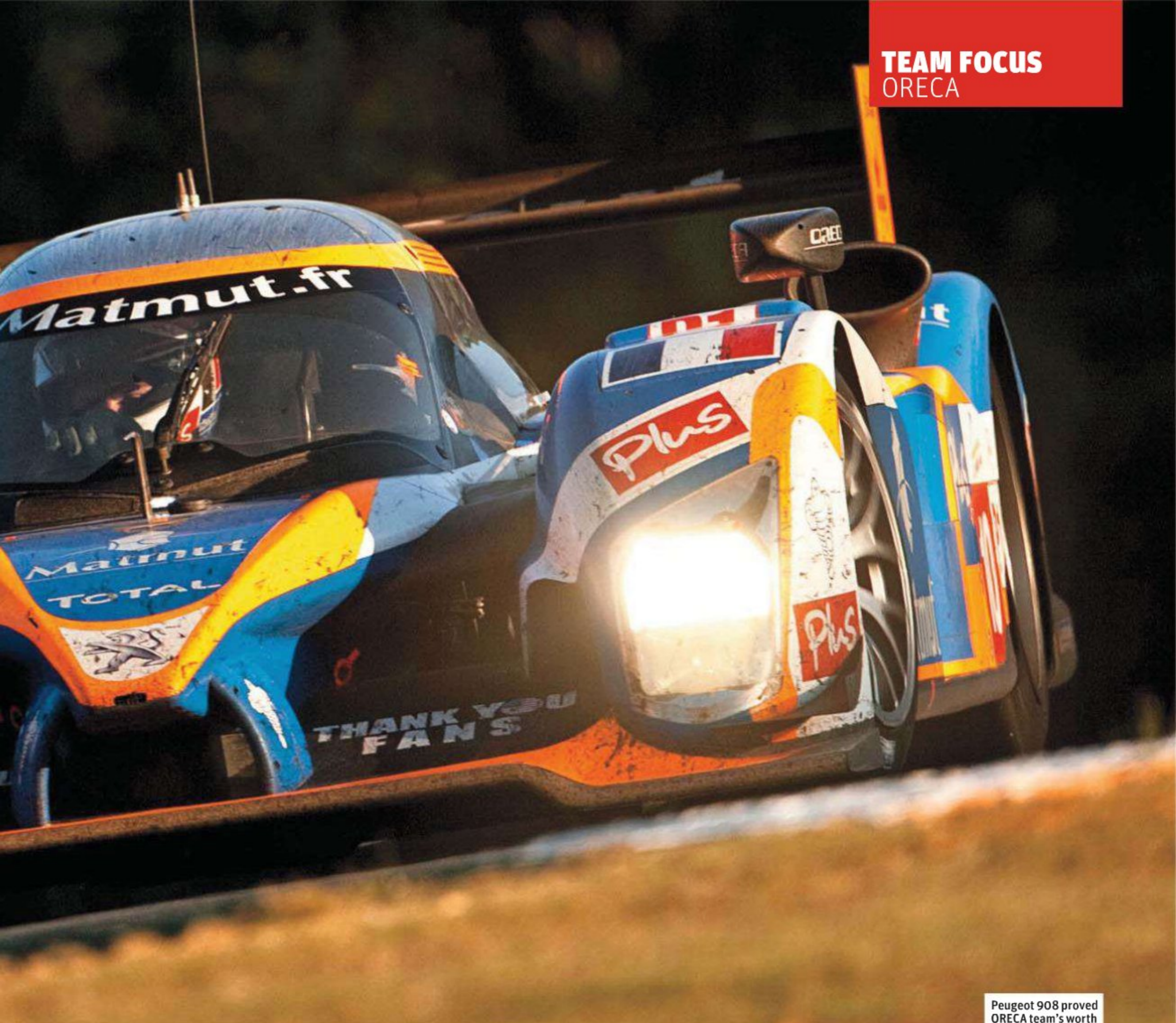
underway today. In 2004, ORECA took over the SNBE-Snobeck engine company at Magny-Cours and at the end of '08 bought Courage Competition, becoming a constructor of proprietary racing cars. Last year, ORECA took over as promoter of the premier racing package in France, now known as the GT Tour.

Its emergence as a successful constructor is arguably the biggest development within the company over the past decade. ORECA has now sold 10 of its 03 LMP2 designs and approximately 20 of its Formula Le Mans or LMPC one-make FLM09s.

That makes it sound like ORECA is already a successful constructor, but de Chaunac insists that the company is still preparing to become one, claiming this side of the business has yet to move beyond break-even.

"It is a not a short-term business," he insists. "We are at the moment in





Peugeot 908 proved ORECA team's worth



And it was only going to last two years...

an investment period. We have to build our customer service department and prepare for the future."

De Chaunac doesn't know what the future holds for ORECA as a constructor. He has already talked about producing an IndyCar bodykit for the new Dallara DW12 in 2013, but he concedes that the proposed \$70,000 (£45,000) ceiling on the sale price wouldn't make it a viable business venture.

"It would be an interesting technical exercise and a good way to showcase our expertise," says de Chaunac, who also hints that ORECA could one day join the IndyCar Series as a team.

"I love racing in the US and I've been to the Indy 500 to watch," he continues. "IndyCar is something we could do; we could run our own team."

He also says that he'd love to do a Formula 3 car, perhaps not surprising given ORECA's domination of the

category in France in the 1980s. But he reckons such a move is unlikely any time soon given that the category remains in a state of flux.

"I'd love to do an F3 because it is part of ORECA's heritage and we would be up against a very good competitor in Dallara," he says. "If it was still a big market like in the old days, I'm sure we would do it."

ORECA will continue to build LMP sports-racers and is already looking how and when to replace its existing P2 contender, perhaps before the existing rules cycle comes to an end in 2015. There's also a striking P1 coupe on the CAD machine in ORECA's design office that appears unlikely to see the light of day.

Part of the motivation for purchasing Courage was for ORECA to get its hands on an LMP1 design. This was revamped into a race winner in 2009 under the auspices of technical ►

◀ director David Flourey, who then set about designing a replacement. ORECA's arrangement to run a semi-works Peugeot 908 HDi in 2010 was part of a wider deal for the coupe, known as the 02, to use the French manufacturer's second-generation sportscar turbodiesel engine in 2011.

That plan was shelved when the necessary finance couldn't be found, resulting in another year with the original 908 and victory in the Sebring 12 Hours. De Chaunac credits this triumph for Toyota's decision to call in ORECA to help run its petrol-electric LMP1 hybrid in 2011 and beyond.

"The Sebring win opened the door for us," he says. "We proved that we are again a top endurance team."

De Chaunac regards the choice of ORECA as a partner for Toyota as perhaps the ultimate accolade for his team: "Toyota Motorsport GmbH is a big organisation coming from F1. They have huge facilities and technical knowhow, but they have chosen to work with us. They could have done it themselves, but they have brought us in for our experience. I'm proud of that."

ORECA will be fully integrated into the Toyota squad and, when AUTOSPORT visited the company's Ricard HQ just before Christmas, a dozen of its mechanics were at TMG in Cologne helping to put the first car together. De Chaunac says that come Le Mans in June, outsiders will not know who is employed by TMG and who is employed by ORECA. Which begs the question: will anyone remember the French organisation's part should the Japanese manufacturer win Le Mans?

The ORECA name will appear nowhere on Toyota's entry. De Chaunac doesn't have a problem with that, even though it's a case of *deja vu* for the Frenchman: ORECA played a key role in Mazda's 1991 Le Mans triumph, something that is often overlooked because the name above the door was Mazdaspeed. "People don't remember that ORECA was behind SEAT's success in the World Touring Car title [with Yvan Muller in 2008]," he says. "That's normal; it's part of the job."

"If we stay by ourselves, we have no chance to win; you have to be with a manufacturer," he says. "I would prefer to be challenging for victory with Toyota than racing for sixth place as ORECA."

Toyota stepped away from F1 in 2009, but the expansion of the grid for the following season held no interest for de Chaunac. "Too much politics," he laments.

ORECA did, of course, have a brief sojourn in F1 way back in 1978 when de Chaunac and French constructor Tico Martini were partners in the ORECA team. Politics got in the



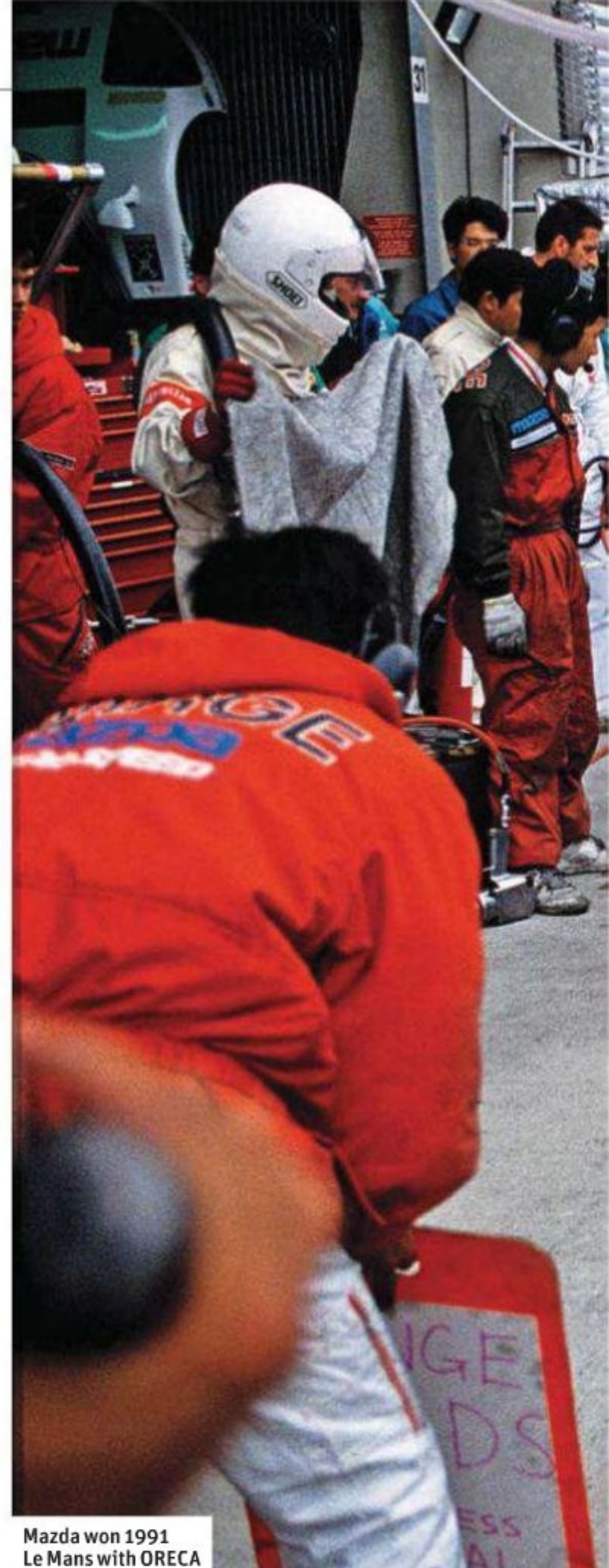
Prost wins 1979 Monaco F3 race



New Le Mans deal with Toyota for 2012



Signatech claimed ILMC title with ORECA



Mazda won 1991 Le Mans with ORECA

"F1 was a mistake. We went to eight races with 12 people and a budget in today's terms of €750k"

way then. Some will remember the sight of the Martini-Cosworth MK23 parked at the back of the Brands Hatch paddock at the 1978 British Grand Prix, never to turn a wheel because it was refused an entry.

F1 was the logical move for ORECA after its successful assaults on the European Formula 2 Championship with Jacques Laffite and then Rene Arnoux in 1975 and '77 respectively.

"At that moment we were the team in the limelight in F2, so it was normal that we should try to do F1," de Chaunac explains. "But it was a mistake: we didn't have the budget or the experience. We went to eight races with 12 people and a budget in today's terms of €750,000 [£625,000]."

De Chaunac has dabbled in F1 since. He was a weekend team manager at AGS in 1989 and acted as a

consultant to old friend Alain Prost in the run-up to the four-time world champion's takeover of Ligier ahead of the 1997 season. The chance was there for de Chaunac to continue, but he turned it down.

"Alain said I must stop ORECA, and I understood why he said it," explains de Chaunac, "but I wasn't prepared to do that."

The diversity of life at ORECA is clearly something that motivates de Chaunac. It's perhaps even the company mantra.

"I tell each of the managers of the different divisions of ORECA that they must have a minimum of three projects," he explains. "If we have a problem with one, there are two more to fall back on."

De Chaunac, who at 65 has no plans to retire, insists that ORECA's expansion isn't over.

"I own ORECA, but I don't have a plane, a boat or a castle," he says. "We don't make big profits because we are always investing in the future. My job is to have the ideas and my company has to make them happen." ❧



"By ourselves, we have no chance to win Le Mans; you have to be with a manufacturer"

Six things you may not know about ORECA



Events division ran 24-hour Audi race

1 De Chaunac gave up a career as a maths teacher in a private school to start ORECA. "I decided to stop teaching," he says, "but I was only going to run a team for two years."

2 ORECA builds and maintains the Renault engines in the GP3 Dallara one-make chassis out of its Magny-Cours engine division.

3 The team's first venture into sportscar racing came at Le Mans in 1977 when it ran a factory Renault-Alpine A442. "I was called by [Renault Sport boss] Gerard Larrousse three weeks before the race asking us to do it," says de Chaunac. "We collected the car, drove to Le Mans and ran it with 10 people."

4 ORECA's events division ran a 24-hour race for 22 identical Audi A1s at Paul Ricard last year. Loyal Audi customers were given the chance to take part after qualifying through a series of shorter events.

5 ORECA left its long-time base at Magny-Cours for Paul Ricard after the local government decided in 1986 to build a new factory for the Ligier F1 team at the circuit. "In the morning there was a front-page story about Ligier coming to Magny-Cours," says de Chaunac. "In the afternoon I told the paper I was going to leave Magny-Cours."

6 One of de Chaunac's sons, Sebastien, was a stalwart of the world tennis tour, who most famously knocked former champion Michael Chang out of the French Open in 2002.

ORECA'S ROLL OF HONOUR

1975	European F2 champion Jacques Laffite (Martini-BMW)	1999	FIA GT champions Olivier Beretta/Karl Wendlinger (Chrysler Viper)
1977	European F2 champion Rene Arnoux (Martini-Renault)		American Le Mans Series champion (GTS) Olivier Beretta (Chrysler Viper)
1978	French F3 champion Alain Prost (Martini-Renault)		Le Mans 24 Hours winners (GTS) Olivier Beretta/Karl Wendlinger/Dominique Dupuy (Chrysler Viper)
1979	European F3 champion Alain Prost (Martini-Renault)	2000	Daytona 24 Hours winners Olivier Beretta/Karl Wendlinger/Dominique Dupuy (Chrysler Viper)
1983	French F3 champion Michel Ferte (Martini-Alfa Romeo)		American Le Mans Series champion (GTS) Olivier Beretta (Chrysler Viper)
1984	French F3 champion Olivier Grouillard (Martini-Alfa)		Le Mans 24 Hours winners (GTS) Olivier Beretta/Karl Wendlinger/Dominique Dupuy (Chrysler Viper)
1985	French F3 champion Pierre-Henri Raphanel (Martini-Alfa)	2002	French Rally champion (Super 1600) Brice Tirabassi (Citroen Saxo)
	German Rally champion Kalle Grundel (Peugeot)	2003	Junior World Rally champion Brice Tirabassi (Renault Clio)
1986	French F3 champion Yannick Dalmas (Martini-VW)		French Rally champion (S1600) Simon Jean-Joseph (Renault Clio)
1987	French F3 champion Jean Alesi (Martini/Dallara-Alfa)		European Rally champion (S1600) Simon Jean-Joseph (Renault Clio)
1988	French F3 champion Erik Comas (Dallara-Alfa)	2007	Le Mans Series champions (GT1) Stephane Ortelli/Soheil Ayari (Saleen)
	French Rallycross champion Guy Frequelin (Peugeot)	2008	World Touring Car champion Yvan Muller (SEAT Leon)
1989	French F3 champion Jean-Marc Gounon (Dallara-Alfa)	2010	Le Mans Series champion Stephane Sarrazin (Peugeot)
	French Rallycross champion Guy Frequelin (Peugeot)	2011	Sebring 12 Hours winners Nicolas Lapierre/Loic Duval/Olivier Panis (Peugeot)
1991	Le Mans 24 Hours winners Johnny Herbert/Bertrand Gachot/Volker Weidler (Mazda)		Intercontinental Le Mans Cup champion (LMP2) Signatech (ORECA-Nissan)
1995	French Supertourisme champion Yvan Muller (BMW)		
1995/96	Andros Trophy champion Yvan Muller (BMW)		
1996/97	Andros Trophy champion Yvan Muller (BMW)		
1997	FIA GT champion (GT2) Justin Bell (Chrysler Viper)		
1998	FIA GT champions (GT2) Olivier Beretta/Pedro Lamy (Chrysler Viper)		
	Le Mans 24 Hours winners (GT2) Justin Bell/David Donohue/Luca Badoer (Chrysler Viper)		

JK rolling

Formula BMW Europe might be dead, but there's still an F1-supporting series for the cars that's run with European expertise. *MARCUS SIMMONS* headed east for a look

Hands up those of you who, while watching England's footballers stumble their way through an abject World Cup performance, have endured your dad or grandad bemoaning that "we taught the world to play the game".

Your folks could say the same, at least in an Asian context, about motorsport. Malaysia-based Motorsport Asia, which runs the region's Asian Festival of Speed (AFOS), is headed by Londoner David Sonenscher, and many of the foundations of MA's flagship single-seater category – the JK Racing Asia Series – were laid down by a disparate bunch of pioneers from the British Isles in the mid-1990s.

Most of them are still there today. When Formula Asia – which would morph into Asian Formula 2000, then Formula BMW Asia/Pacific and finally the JKRAS – started in 1994, its initial champion was Sonenscher, who had headed east after realising he would never raise the budget to graduate from Formula Vauxhall Lotus to Formula 3.

One of the leading teams is Eurasia Motorsport, fronted by ex-racer Mark Goddard, with Piers Hunnisett and Martin Quick as partners. While Hunnisett was the initial test pilot and driver coach for the Ford-powered Argo chassis that the series used from 1994-2002, Goddard and Quick ran



PICS: ASIAN FESTIVAL OF SPEED

Asian teams from the early days.

And then there's Meritus, the team run by long-aspiring GP2 entrant Peter Thompson. He ran Formula Asia's first home-grown champion in the form of Narain Karthikeyan in 1996, and his squad is still going strong producing talent – and a host of title winners.

Sonenscher was installed as championship boss in 1996 by the company that had taken over the reins from founder Yoong Yin Fah, whose son Alex finished runner-up in the '95 series (behind another Brit, Brian Saunders) on his way to Formula 1 with Minardi. When that company pulled out, Sonenscher took over outright, mopped up the region's Ferrari Challenge and Touring Car championships and established AFOS.

"The big change came in 2003," recalls Sonenscher. "We got the new Formula BMW and also I managed to get Porsche on board with the Carrera Cup. But it started to fragment because Porsche wanted to race at different places to BMW. We used to have seven AFOS events a year with all categories, but now it's just two or three."

And therein lies the calling card for the JKRAS, renamed in deference to backing from the Indian tyre giant after BMW withdrew support globally from its junior series at the end of 2010. Away from the bread-and-butter Sepang and Sentul events, the single-



Nabil Jeffri is a MOFAZ protege

Boss Sonenscher (right) with Chandhok



"We decided to carry on with the BMWs anyway. The teams feel they're a great training tool"

seater boys enjoyed support slots for three grands prix in 2011: Malaysia, Singapore and India. All this for a budget significantly lower than, say, Formula Renault in Europe.

"Singapore was a game-changer

for us," enthuses Sonenscher. "Most companies in Asia have head offices there, and it was like a light going on as far as them realising motorsport can be used as a promotional tool. This could be the start of something special because the market is going to take off."

The grand prix supports were a strong enticement for Italian team EuroInternational, which has a pedigree stretching back through Indycar and IMSA involvement and had huge success in Formula BMW in Europe and North America. Also in the JKRAS field are the Petronas-backed MOFAZ squad run by the Fauzy family, which finds and brings on Malaysian young guns, and the Canadian-based Atlantic Racing Team of Swiss enthusiast Ingo Strackerjan.

Together with Eurasia, Meritus and the organisers, these teams saw no reason to ditch the Formula BMW cars. "I'd decided we'd carry on with them anyway," says Sonenscher. "When we found JK, that enabled us to pay for the F1 events [and also brought a new control tyre]. The cars are still good and we'll carry on for a minimum two more years with them. The teams feel they're a great training tool."

Yoong, Karthikeyan and Karun Chandhok – who retains close links with the series – launched themselves towards F1 from the old Argo machinery (which Sonenscher obtained the rights to, having chassis built under his own name for a Chinese series that ran early last decade). And now the series' BMW era has produced another driver in the elite: Daniel Ricciardo. "He joined us very late in the day," says Goddard of the Australian's time at Eurasia. "He did no testing and took three events to get up to speed, but we still show our drivers his data. He clearly showed F1 potential, as did others like Earl Bamber and Richard Bradley."

Who'll be next? Check the panel (below left) for 2011's top boys, who were chased by some promising home-grown talent run by teams that are staffed by leading industry professionals (for instance, ex-F1 man Greg Wheeler is chief engineer at Eurasia). The teams are very keen to see more hotshoes from outside Asia, and a projected 2012 summer visit to Europe to race at Spa and Paul Ricard can't hurt in this regard – nor can TV coverage in more than 100 countries.

And, with a crack organisational team of hired guns gathered from England by Sonenscher (including FRenault UK technical men Allen Collen and Keith Auld, ex-First Time Racing man Mike Curtis as technical director and former SEAT Cupra Cup overseer Mark Turner as series coordinator), it's a little slice of Blighty thousands of miles from home – teaching this part of the world how to go motor racing. ☼



Turn 1 at Sepang: Afq Yazid leads Lucas Auer

COMETH THE AUER

Lucas Auer and Afq Ikhwan Yazid are two young men with ambitions to make a splash in Europe.

Austrian Auer, run by EuroInternational, pipped Meritus-run Malaysian Yazid to the 2011 JK title. The nephew of F1 great Gerhard Berger, Auer moved east after emerging from the German karting scene. "The biggest reason was that the Mygale Formula BMW is a great car to learn," he explains. "That's why I'm here, and then I can meet up again with all my old karting rivals in Formula 3 and GP3."

Indeed, Auer will graduate to the German F3 Cup this year – after his GP2 prize test for winning the JK title.

The amiable Yazid, whose career to date has been backed by Malaysian state oil company Petronas, has great speed and car control and has been plotting a move to Formula Renault – in the UK or the Eurocup.

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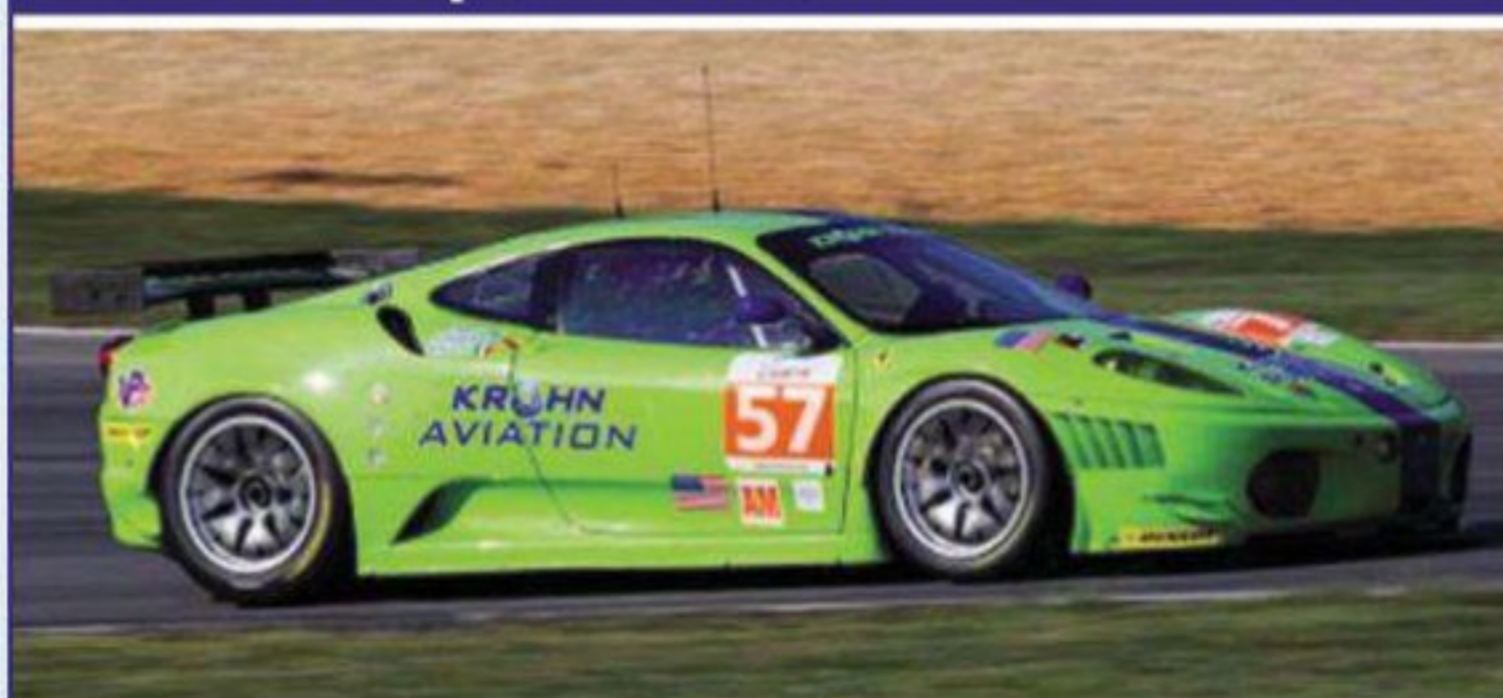
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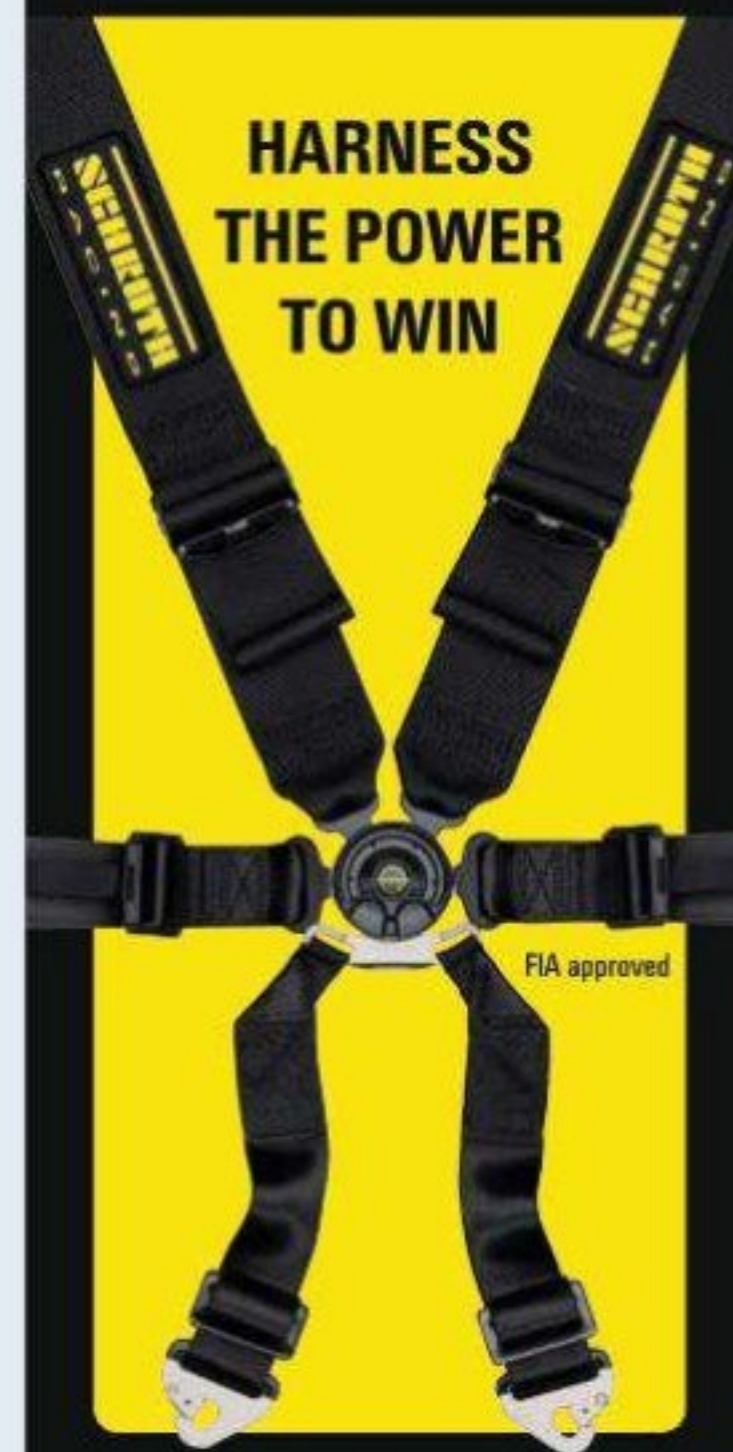
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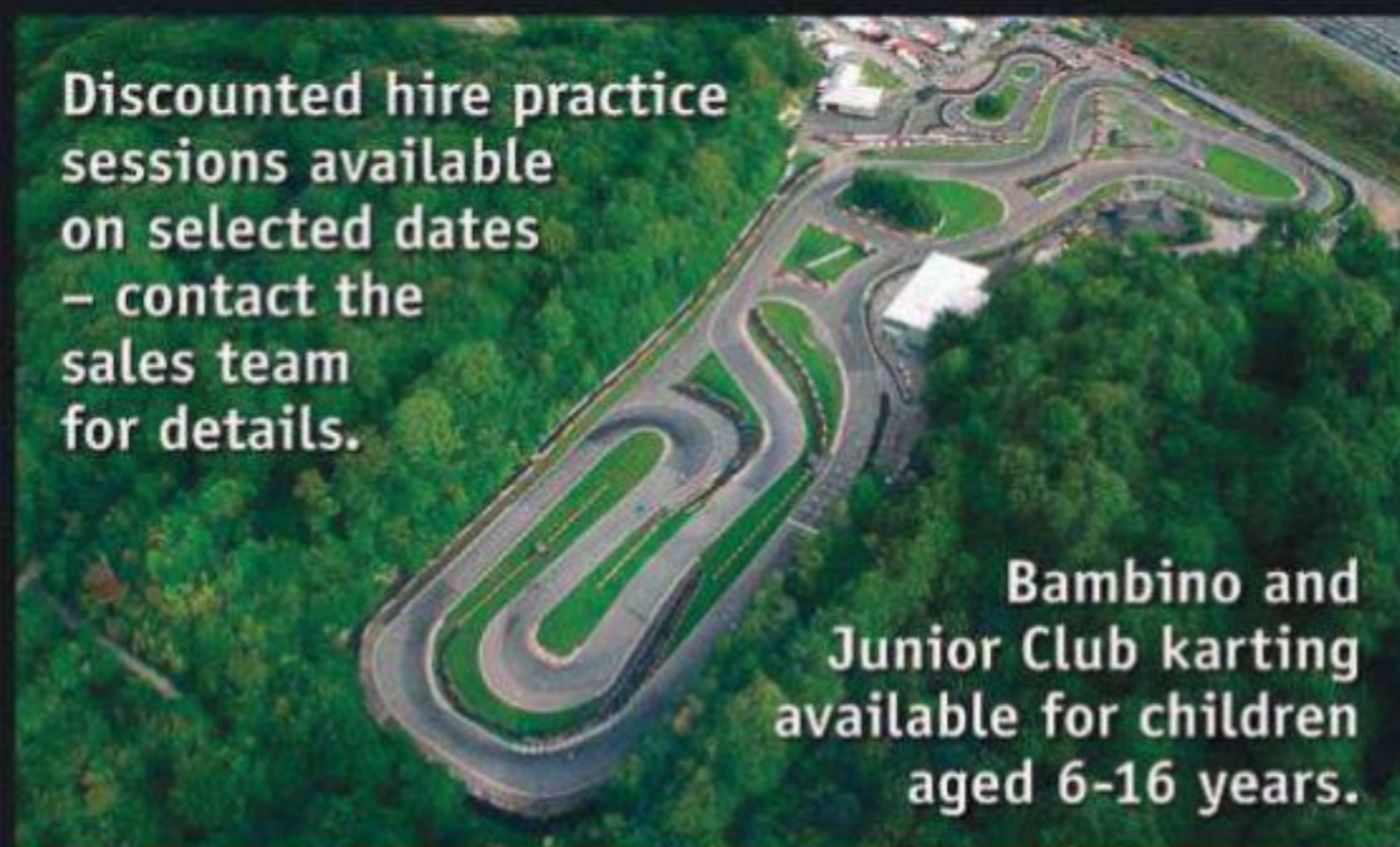
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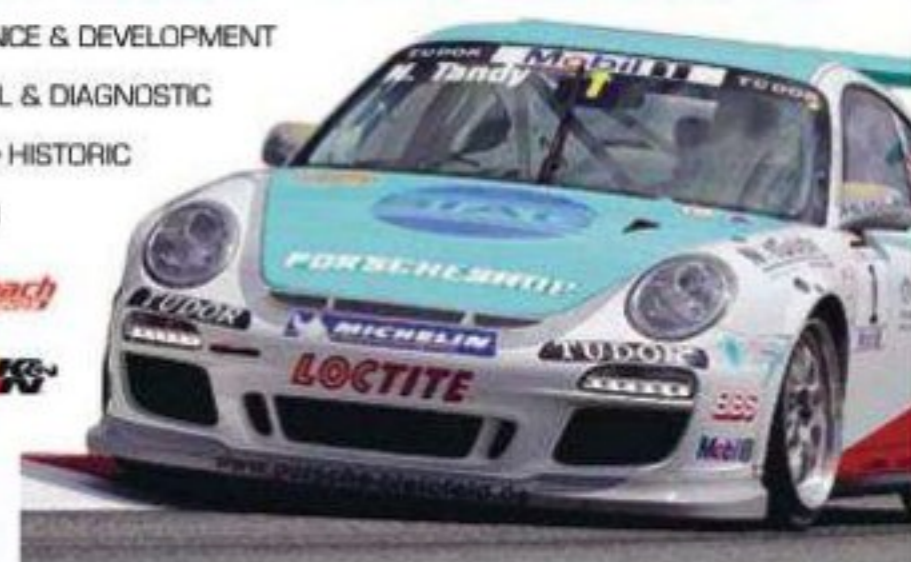
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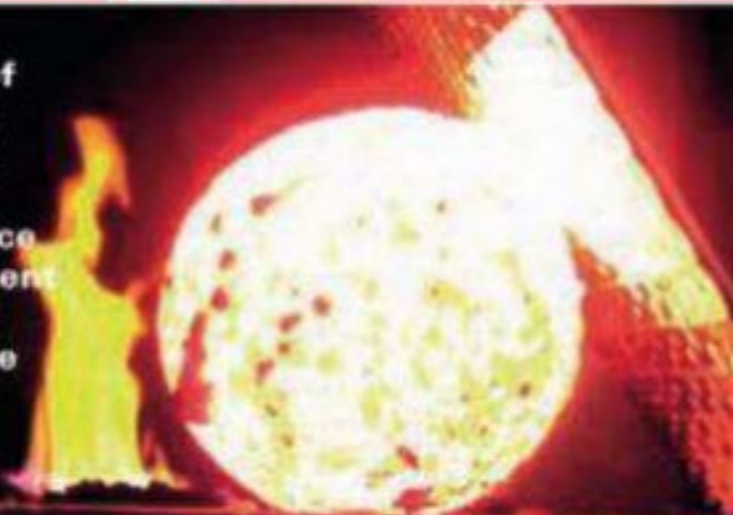


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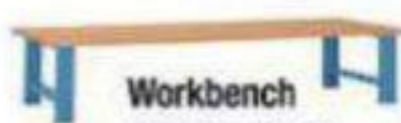


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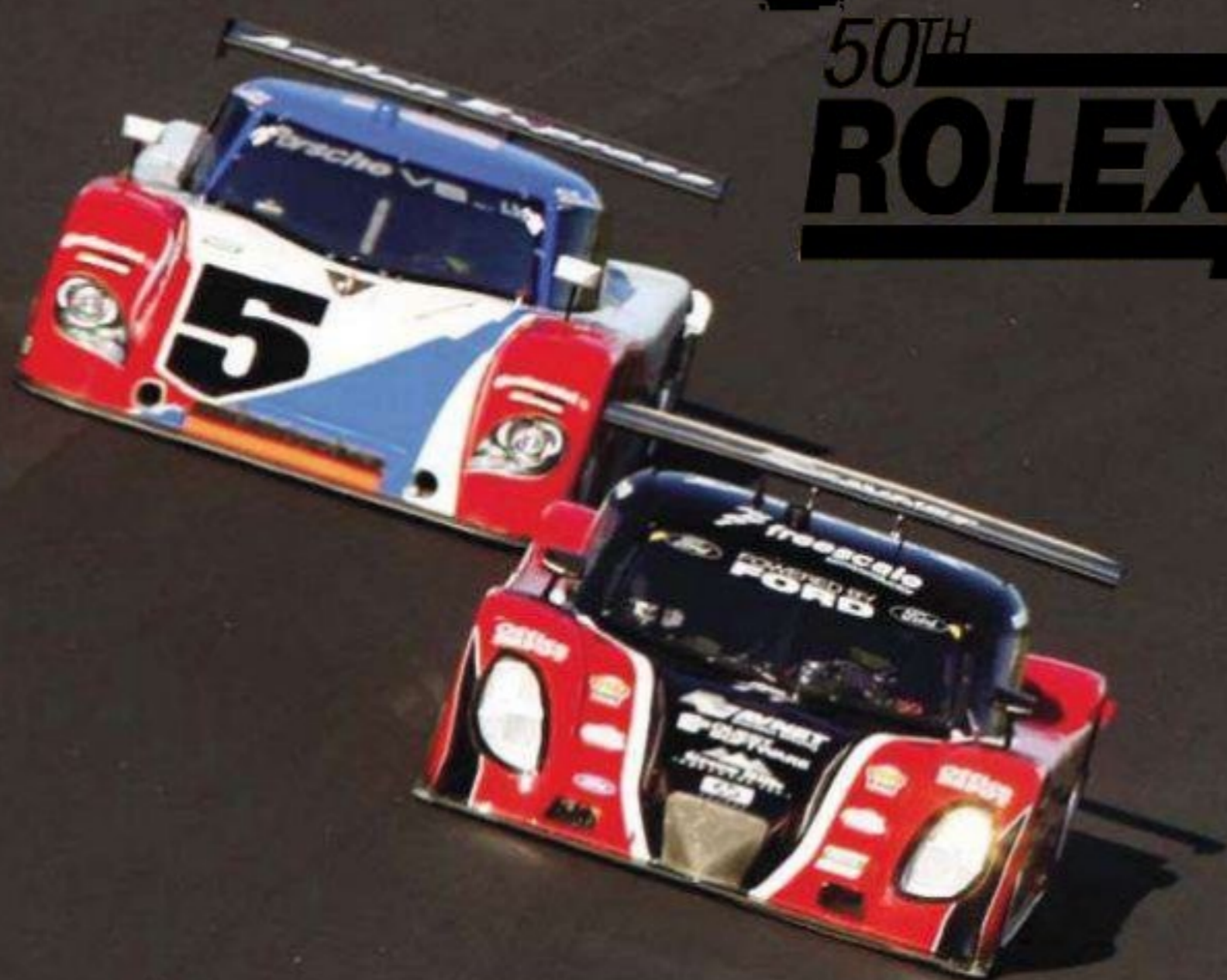
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CSCC will focus on single-day meetings

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



NOW IS NOT AN EASY TIME TO GO

motor racing; the cost of fuel, food, and parts – pretty much everything for that matter – keep on rising, while incomes remain static, or fall.

UK race organisers are caught between a rock and a hard place here: on the one hand they recognise the need to keep entry fees as low as possible, in order to keep their members racing, while on the other clubs are also feeling the squeeze from the rising costs of running race meetings.

Some clubs are planning to hold fewer events and pack programmes to the brim in an effort to maximise the track time their members are paying for. But, as the BARC's Ian Watson explains, this approach will leave organisers little room for manoeuvre if things start to go wrong on raceday.

It's all very well trying to entice competitors by freezing prices and trimming the fat from timetables, but those clubs risk a backlash if delays and accidents lead to races being shortened or cancelled. After all, plenty of competitors already feel entry fees are too high and are likely to react badly if they see their money going to waste.

Unless the economic situation improves, it appears as though clubs are only delaying the inevitable here. As long as circuit owners are investing, they will claim they have a right to put up prices, and no meeting can happen without officials, marshals and medics.

Ultimately, competitors are going to have to take a hit if costs continue to rise. It's a bitter pill to take in these increasingly difficult financial times, but one it seems they will have to swallow eventually – whether they like it or not.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

Clubs fight rising race costs

Tighter timetables in response to financial pressures could put races at risk

» **COMPETITORS WILL** face increased risks of cancellations from race stoppages and delays this season as organising clubs look to cram timetables in response to rising costs.

The 750 Motor Club and Classic Sports Car Club have both reduced the number of racedays they will run this year. The 750MC has cut back from 11 to eight race meetings (plus the Birkett Relay), while the CSCC has decided to focus on single-day events for 2012.

New 750MC competitions secretary Giles Groombridge said the club had decided to focus on its core categories, rather than run extra races for guests.

"Circuit hire has risen year on year, considerably in excess of inflation," he told AUTOSPORT. "There's the argument that there has been a lot of investment in

circuits, so some price rises are justified, but there is a general feeling that the levels of increase in the last few years are making it quite hard for independent clubs to make race meetings financially viable, without passing an amount of that on to customers.

"Track hire is critical because it's the largest component of a race meeting. When your ethos is to provide low-cost, affordable racing, in these chastened financial times it's very difficult."

The CSCC has decided to reduce its operating risk by running fewer two-day meetings in 2012. CSCC competitions director Hugo Holder said: "To be fair, a lot of circuits have been very reasonable. It's not so much the circuit hire, the problem is the extras: the ambulances, doctors, and track sweepers – that's where we've seen a huge increase. "We're looking at reducing our costs in any way possible. We're going to have more one-day meetings, but rammed full. It allows us to turn people away."

The British Automobile Racing Club's Ian Watson said fewer meetings with fuller timetables would create new issues.

"The BARC is running four to five fewer meetings than last year but with the same content," he said. "So there's no wriggle room. We've amalgamated some grids, but it means our race meetings are

going to be extremely tight. The drivers' representatives understand, but hope our reputation for not losing races won't be called into question."

British Racing and Sports Car Club competitions director Drew Furlong said the BRSCC would actually run more meetings than last year, but conceded that price rises have forced clubs to make track time stretch as far as possible.

Furlong said: "You're OK if it all goes well, but it's down to logistics. It's so time-critical with clean-ups between races. The cost is anywhere between £130 and £200 per minute for track time, so if you lose a minute in race control that's £150 out the window."

The Castle Combe Racing Club has also pared back its programme for 2012, opting to run 100 races over seven events – down from eight meetings in 2011.

CCRC founder Adrian Fawdington said: "Last year was abysmal, but we've addressed the reasons and are sold out for 2012. With unprecedented demand, some of the days are choc-a-block. It's a big challenge operationally, and marshals will run straight through without a lunch break, but we'll get it together."

MotorSport Vision Racing is expecting the busiest season since its inception in 2006, after confirming it will run an expanded calendar of 34 events in 2012.



750MC priority is 'core' series such as 750 Formula

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MARK ROBINSON



Malvern is eyeing GT racing...



...after enjoying McLaren run

GT

Malvern looks to GT racing switch

Formula Ford champion turns his back on single-seaters owing to F2 budget issues



BRITISH FORMULA

Ford champion Scott Malvern is set to turn his back on single-seaters for a switch to GT racing.

Malvern dominated British Formula Ford in a Jamun Racing Mygale last season and was a finalist in the McLaren AUTOSPORT BRDC Award for the second consecutive year. He had been hoping to graduate to Formula 2, but a deal now looks unlikely.

"F2 is probably the best value-for-money championship there is and I'm struggling to raise a budget for that," said the 22-year-old. "I want to make my career in motorsport and I don't think it will be in single-seaters."

Malvern now hopes to follow

Alexander Sims, who was signed by McLaren for its GT project earlier this month, into sportscar racing.

"Even Sims, with all his success, is struggling to move on to the next single-seater step," added Malvern. "GT3 is probably my best option, in Britain or Europe, and I'm looking wherever I can for opportunities."

Having driven McLaren's MP4-12C during the Award tests, Malvern believes he can do well in the category. "Of the three cars at the tests I was most comfortable in the McLaren," he added. "I think I should be able to jump in and be reasonably quick straight away."

"I'll have to take some budget, but I'm looking at the long term. I believe it's a good path for me to go down."

SCOTT MALVERN CV

- 2011** British Formula Ford champion and Formula Ford Festival winner with Jamun Racing Mygale
- 2010** British Formula Ford runner-up with Cliff Dempsey Racing Ray
- 2009** National and Midland South FF1600 champion with CDR Ray

British Endurance

Lotus GT drive for Byford

FORMER BRITISH TOURING CAR

Championship driver Martin Byford will race a new Lotus Evora in the British Endurance Championship this season with Team Bullrun.

Byford has been involved with the squad, which took Richard Adams and David Green to the overall and Class 2 Production titles in 2010, for several years. He will now join the duo for an assault on the GT category.

Although the Evora has appeared at the Silverstone 24 Hours, the Bullrun example is the first to be targeted at the BEC. It is likely to run in Class 3.

Ex-Renault Clio Cup champion Byford said: "We've got quite a good history so hopefully that will bode well for the



Byford will race Team Bullrun Lotus Evora GT4

championship, but with Britcar you're never sure what will turn up."

Group Lotus MD Claudio Berro added: "We are delighted that Bullrun share our view that the Evora could be a serious championship contender this year. It's great to see a British team, with a British car, competing for a British title."

The car is currently in build and Bullrun hopes to take delivery in the second half of February.

Global Rallycross

Scott gets Saab for Global assault

BRITISH RALLYCROSS RUNNER-UP

Andy Scott will contest the US-based Global Rallycross championship this season in a Saab 93 Supercar.

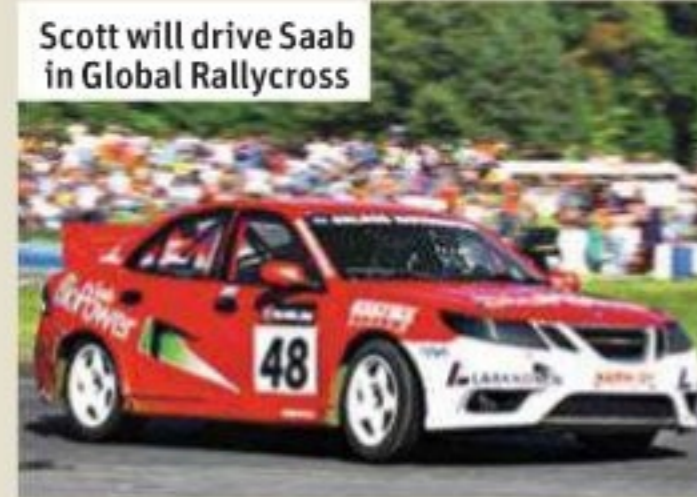
Scott, 54, has linked up with former Saab works World Rally driver Per Eklund to run a pair of cars in the series, under the Scott-Eklund Racing banner. Eklund drove Scott's Peugeot 306 in last November's British Rallycross GP.

Scott said: "It's an honour to be teaming up with one of the legends of our sport. Per's years of experience racing all over the world will be invaluable to the team and the Saab 93 has a proven pedigree, especially in Per's hands. Being part of a new series in the USA, which is sure to

grow on a global scale, is exciting."

Britain's Liam Doran will also switch to Global Rallycross, from the European series. Doran, a winner in the 2011 X Games, will drive a Citroen C4 and contest Pikes Peak hillclimb in his father Pat's Ford RS200. European champion Sverre Isachsen is also weighing up a Global move.

Scott will drive Saab in Global Rallycross



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Ex-Mini men Crocker (left) and Covey

Renault Clio Cup

Mini aces to take on Clio winners

RENAULT CLIO CUP RACE WINNERS

James Colburn and Jack Goff will return to the series in 2012, but will have to fight off incoming Mini champions Ant Whorton-Eales and Vic Covey Jr.

Club-class Mini Challenge champ Whorton-Eales is making a return to the Westbourne Motorsport team with which he claimed the 2010 Saxmax title, after starring in some end-of-season Clio outings in '11 with Scuderia Vittoria.

The 17-year-old will line up alongside James Colburn, 19, who placed third in

last year's rankings and enters his fourth season in Clios.

Goff, 20, won three races last season and joins Colburn among the ranks of title favourites in 2012 after rejoining Team Pyro.

Covey, the 2008 Scottish Mini champ, is one of three Scots to join Vittoria.

He teams up with fellow ex-Mini men Finlay Crocker and Ronnie Klos (a backer of BTCC ace Gordon Shedden).

Former BTCC squad Sibsport is also planning to enter two cars in Clios.

MARCUS PYE HUMBLE PYE

The voice of club motor racing



Slovakian racing car manufacturer Praga was under the spotlights at AUTOSPORT International for the first time. A pioneering car maker in the former Czechoslovakia from 1907, the name is not familiar beyond motorcycle trialists or Intrepid kart aficionados on these shores. Yet!

"Praga had the heritage and we had the product [an award-winning kit car originated in 1997, and the K1 Attack from which the current R4S racer is evolved], so it was a natural fit," said Dick Kvetnasky, who with Dusan Maly heads the racing effort.

The sleek R4S (of which 14 have been made) only blipped my radar by chance when I saw karter Beitske Visser, 16, sensationally thrash her rivals in last August's Dutch Supercar Challenge round at Assen on Motors TV. Seeing the Bratislava-built car in the flesh was thus intriguing.

Kvetnasky showed me the tubeframe machine, its cockpit flanked by substantial carbonfibre panels and tipped by a quick-release composite crashbox and splitter. Some of the engineering is fascinating, particularly the quick-change dry/wet set-up on the pushrod front suspension's bell cranks, which alters ride-height and damper rates with one bolt per side.

Originally powered by a Radical RPE V8 engine, the R4S switched to a Praga-badged V8 when the

parent company bought into John Hartley's H1 technology, also themed on siamesed Suzuki Hayabusa 'fours'. Claimed to develop 532bhp, it drives through a Hewland FTR transaxle.

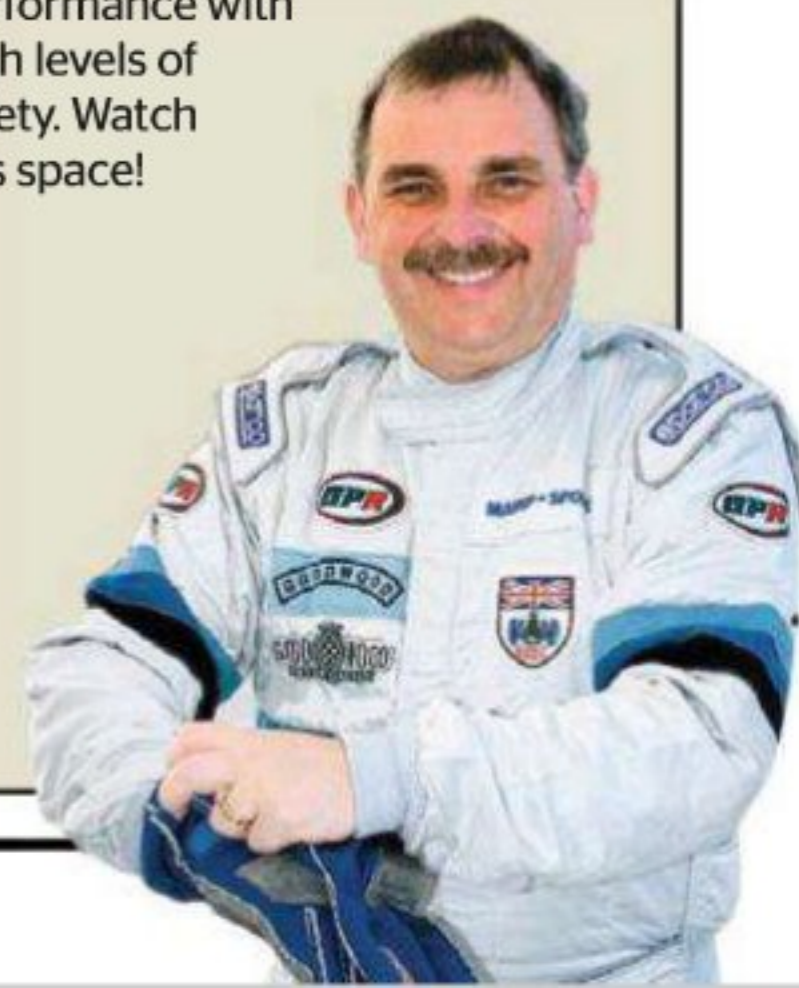
British sportscar expert Martin Short - who introduced the Mosler MT900R to Europe - first spotted the orange Praga in his mirrors at Spa and is now representing the company in the UK. "When I drove it I was blown away by its downforce," he said at the NEC.

In fact, the engines attracted more interest in Birmingham. In addition to the £32,000 H8S Titan V8, which weighs 89kg, the company is marketing a compact 1300-1600cc H4S four, a Hayabusa derivative which mates to a longitudinal Hewland drivetrain for £20,000 and makes up to 265bhp.

But it is the next generation of sports-racer - a spectacular gullwing-doored two-seater with carbonfibre monocoque, powered by a turbocharged version of the four-cylinder engine - that will surely bring Praga into the limelight.

A scale model was given low profile at the show but Kvetnasky is confident the prototype will be testing by June. With a target price of under £70,000, the 550kg car is designed to provide stunning performance with high levels of safety. Watch this space!

"The sleek Praga R4S only blipped my radar when I saw it thrash rivals in Dutch Supercars at Assen"



British GT

Chevron steps up with 450bhp

CHEVRON PLANS TO RACE ITS new GT3 machine in the top class of British GT this season.

The British firm entered the series at the end of 2010 with its GR8, and ran Jordan Witt and Anthony Reid in the GT Cup class last season.

Now it is building a 3.5-litre, 450bhp V6 machine, likely to be called the GR8 GT3. Developments over the original two-litre GR8 include an FIA rollcage, increased width and improved aero.

Witt has already been confirmed for British GT, and is hoping to continue his partnership with Reid.

Chevron MD Helen Bashford-Malkie said: "We're entering GT3 because we want to be competitive in the top class. It's a considered and planned progression,

New GT3 Chevron was displayed at ASI show



ultimately towards Le Mans.

"We're confident it should be reliable straight away."

The new car's 2012 programme could also include GT Cup and European events, "all dependent on getting FIA homologation", according to Bashford-Malkie.

Chevron is also hoping to continue with the GR8 Challenge, for which the new car will be eligible, although the BARC has said it will not run the 2012 series.

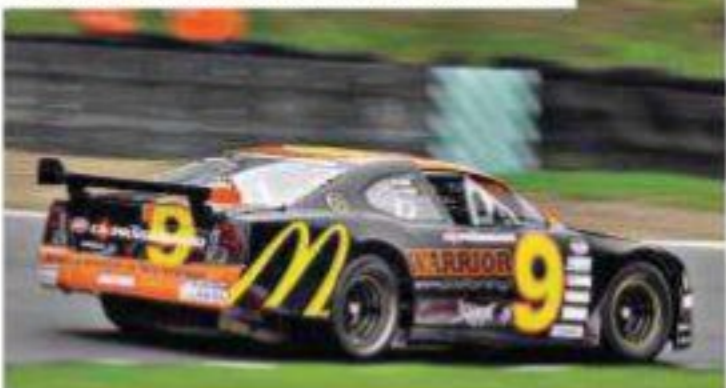
Euro Racecar

Euro V8s get NASCAR link for 2012

THE RACECAR EURO SERIES, WHICH supported the DTM round at Brands Hatch last September, will become a NASCAR-affiliated category in 2012.

The FIA-recognised series, for NASCAR-style stock cars powered by 450bhp, 5.7-litre Chevrolet V8 engines,

Euro V8s will return to Brands in '12



has become the first European category officially linked to NASCAR.

French organisers hope the tie-up will allow the series, which last season was won by 1993 Le Mans 24 Hours victor Eric Helary, to provide a first step towards regional USA NASCAR competition for European drivers.

The Euro Racecar NASCAR Touring Series will support the FIA GT1 World Championship opener at Nogaro in April, the DTM at Brands Hatch in May, and will include a non-championship race at Daytona in November.

This year's winners will be honoured at the 2012 NASCAR Night of Champions.

IN BRIEF

Druids will get wider



DRUIDS HAIRPIN IS BEING

widened as part of a series of off-season revisions to Brands Hatch. Circuit operator MotorSport Vision hopes extended asphalt on the outside of the corner will increase overtaking and reduce the likelihood of red flags. The run-off area at Graham Hill is also being extended and a new raised kerb installed on the outside of Clearways.

NEW PORSCHE CARRERA CUP

scholar Daniel Lloyd has signed with Team Parker Racing for his graduation to the single-make GT3 category in 2012. Lloyd is switching from the DTM-supporting VW Scirocco Cup in which he finished third in 2011.

ROTAX MAX KARTING ACE

Nathan Harrison will graduate to car racing this season in the Ginetta Junior championship. Harrison, 15, will drive for the Hillspeed squad that ran Seb Morris to last year's title.

FORMULA RENAULT RACER JOSH

Webster will join the MSA's elite Team UK squad for 2012. McLaren AUTOSPORT BRDC Award winner Oliver Rowland, FR UK champ Alex Lynn, Finals Series runner-up Josh Hill, British F3 racer Jack Harvey, and Formula Renault 3.5 drivers Lewis Williamson and Nick Yelloly have all joined the scheme.

FORMER CASTLE COMBE SALOONS

racer William Burns will return to the Ginetta G40 Challenge for a full season in 2012 with HHC Motorsport. Burns raced in the final two rounds of the 2011 season and scored a podium from the back of the grid at the Silverstone finale.

TEAM USA SCHOLARSHIP DRIVER

Trent Hindman will join Cliff Dempsey Racing for the squad's switch to Formula Renault BARC this season. The 16-year-old, who raced for CDR in the 2011 Brands Hatch FF1600 Festival and Walter Hayes Trophy, will dovetail FR BARC with a campaign in US F2000.



Hindman will stick with CDR



Stewart won the 1970 Spanish GP in a March

Masters Historic Racing

New series for 3-litre F1 cars

Masters Historic Racing to run pilot race for 1966-1971 grand prix machines

A NEW SERIES FOR FORMULA 1 CARS

of the 1966-71 era will kick off with a race at Brands Hatch this season.

'Return to Power' will cater for the early years of the three-litre era. It will be promoted by historic racers Andrew Smith, Joe Twyman and Roger Wills, in conjunction with Masters Historic Racing, which already runs Grand Prix Masters events for 1968-85 machines.

The initiative will start at Brands Hatch on May 26-27 with the Historic Race of Champions double-header.

Twyman said: "We are aiming for 20 cars, maybe more. The event will be two weeks after Monaco Historic Grand Prix, meaning that many cars will be race-ready and in Europe already. We want to gauge the competitor response before looking at more races.

"We want to provide a platform for these cars to race competitively on their own. Apart from Monaco every two years, there is no other race for this era of car and we want to change that."

The race will run under Masters

regulations, with DFV-engined cars restricted to 10,000rpm. Tyres will be cut slicks.

Smith and Wills are both set to race their March 701s. Smith's car is the ex-Jackie Stewart Tyrrell-run March that won the 1970 Brands Hatch Race of Champions and Spanish GP, while Wills' is the works car in which Chris Amon won the same year's Silverstone International Trophy.

Wills also owns the ex-Donington Collection Brabham BT20.

Formula Junior/Classic F3

Rare FJunior for Mitchell

FORMER HISTORIC FF1600

champion Westie Mitchell will race a rare ex-Clay Regazzoni de Tomaso in Historic Formula Junior this season.

The 2009 HSCC title winner has acquired one of the four Ford-powered monocoque models that Argentinian emigre Alejandro de Tomaso built in Italy for the 1963 FJ season.

Mitchell's car was subsequently converted to 1000cc F3 spec and raced by Regazzoni.

One-litre 'screamer' F3 cars of 1964-70 have been granted a series of standalone races with the HSCC for the first time this season - starting at Cadwell Park on April 21/22.

Matthew Sturmer (ex-Tommy Byrne), Richard Eyre (ex-Ayrton Senna) and Dave Clark are among British drivers planning to race Ralt RT3s in the bigger section of Classic F3 races this season, while former F3 racer David Shaw will break a decade's layoff to race the ex-Nelson Piquet Ralt RT1.



Abbott tested F3 car in Spain

MSV F3 Cup

Abbott in single-seater switch

RADICAL CLUBMANS CUP

champion James Abbott will graduate to the MSV F3 Cup this season, following a successful test in a European F3 Open spec car at Barcelona before Christmas.

The 18-year-old, whose father Phil co-founded Radical, will also chase the Radical UK Cup title, sharing a new 2.7-litre, 470bhp SR8 RX with Shaun Balfe, last year's V8 class champion with Roger Bromiley.

Abbott Sr said: "Despite everything being new to James

he went quite well in the F3 test.

The intention is to get a 2007-spec Dallara now the MSV regulations have been updated from 2004 cars."

Abbott is expected to opt for a Neil Brown Mugen-Honda engine, particularly since several ex-NBE personnel are now employed 'in house' at Peterborough by Radical Performance Engines.

Round one of the nine-event, 18-race MSVR F3 Cup will support British GT at Oulton Park on Easter Monday, April 9.



Late tourers were last on the Classic bill in 2009

Silverstone Classic

Touring cars and F5000 join Classic

RACES FOR TOURING CARS AND Formula 5000/F2 single-seaters, plus an MGB 50th anniversary celebration, will join an expanded line-up for this summer's Silverstone Classic.

The touring car race for 1975-'99 tin-tops, spanning the European, British and German championships, will encapsulate Group 2, Group A, Super Touring and DTM machinery. The 25th anniversary of Ford's Sierra Cosworth RS500 homologation special will get special focus.

A match race between five-litre, stock-block Chevrolet V8-engined

F5000s and two-litre and 1600cc F2 machinery is aimed at recalling the 1970s heydays of both classes.

Fiftieth anniversaries for the MGB, AC Cobra, Lotus Elan and Triumph Spitfire will also be celebrated.

A new tie-up with the AA is expected to improve traffic management at the event, which is centred on 1100 competing cars and more than 7000 classic vehicles. The AA is also expected to bring the three-day festival on July 20-22 to a wider audience.

Event organiser Nick Wigley said: "The special touring car race will

highlight the huge success of tin-top competition in recent years. That 2012 marks the 25th birthday of the amazing Sierra RS500 just adds to what's clearly going to be a very special occasion.

"Similarly, Formula 5000 was a huge draw back in the '70s and '80s, with drivers such as Alan Jones, Jody Scheckter, Mario Andretti and, of course, the late Peter Gethin.

"It's no surprise that the formula has enjoyed a global revival in historic racing and we know these mighty V8 machines will provide another nostalgic crowd pleaser in July."

Alpina B6 has inspired Watson



Castle Combe GT

Watson to race BMW monster

THE FIRST BMW M6 V10 FOR UK competition is being prepared for this year's Castle Combe Sports and GT Championship.

Douglas Watson, who has raced a Z3 M Coupe at the Wiltshire circuit, is currently building the five-litre car and hopes to have it running by March.

"I like BMWs, and Alpina built the

GT3 version," said Watson. "It's based on that, but with a V10 instead of a V8.

"We used it on track days and it went great, so we're converting it."

Watson expects the car to produce 550-600bhp and weigh 1350kg-1400kg. He hopes it will be able to lap in the 1m08s-1m10s bracket around Combe.

AMOC/MSVR

AMOC to get MSVR support

MOTORSPORT VISION RACING will help the Aston Martin Owners Club run its race activities in 2012.

AMOC has already confirmed that its St John Horsfall meeting will get its third different venue in as many years when it visits MSV-run Brands Hatch on June 4-5.

MSVR race operations manager Dave Scott said: "We'll be working in the background, it's not going to be MSVR badged. They'll bring the content and we'll run the races."

MSVR will also run a Belgium Racing Weekend at Snetterton on May 19-20, which will feature various sports, saloon and GT races for the Royal Automobile Club Belgium's Special Open Trophy.

MSVR's VAG Trophy series has also added a new class for Mk4 VW Golf TDI/GTI cars in 2012. The series will run within Class B of VAG.

Deutsche Marque

CSCC bans Kumho cars



Whittaker dominated Snett Deutsche race

KUMHO BMW CARS WILL NOT BE allowed to compete in this year's Deutsche Marque series as part of a package of revisions to the Classic Sports Car Club category.

Reigning Kumho BMW champion Garrie Whittaker and fellow frontrunner Dave Kempton both won Deutsche Marque races by more than a lap last season in BMW E36 M3s. The CSCC has decided to ban all cars prepared to BMW RDC Kumho Championship classes A to D spec

in response to this domination.

CSCC competitions director Hugo Holder said: "We had a lot of cars that came to do one race, ran away with it and disappeared again.

"It's perception really - we have to make it accessible to as many people as possible according to the spirit of the series. This is grassroots motorsport."

Organisers have also opened up their regulations to cars of any age in a bid to encourage greater variety.

IN BRIEF



Lotus for Liz

FORMER LE MANS SERIES RACER

Liz Halliday will enter the Lotus UK Cup this season. TV commentator and equestrian Halliday, 33, will race a John Danby Racing Lotus 2-Eleven in the 2012 UK Cup, following a number of historic outings with the team in 2010.

CASTLE COMBE WILL RUN THREE

races for Production Classic Sports and Saloons built between 1960-'75 on May 7, July 22 and October 7 this season.

JONATHAN LOADER AND ANDY

Yool will join the ranks of Chevron B8 racers in 2012. Loader's dormant car has been awakened by Gary Gunn at Loaded Gunn Racing, while saloon and GT racer Yool's is being shipped from the USA.

STORM FORMULA VEE BUILDER

Stephen Glasswell is switching to Historic FF2000 this season with the ex-Clive 'Rastus' Wood Reynard SF79.

OUTGOING BRITISH HILLCLIMB

coordinator Tony Fletcher will be given an MSA lifetime achievement award in recognition of over 50 years of service to the sport. Fletcher's will be only the sixth such award ever handed out by the governing body.

MOTOR RACING WILL RETURN TO

Dublin's Phoenix Park on August 18-19 with Historic Formula Ford 2000 topping the bill. The class will race twice, the Sunday feature carrying the prestigious Dublin Grand Prix title. In a bid to attract a bumper field, entry fees - normally €400 - have been waived in favour of a contribution to travel costs.

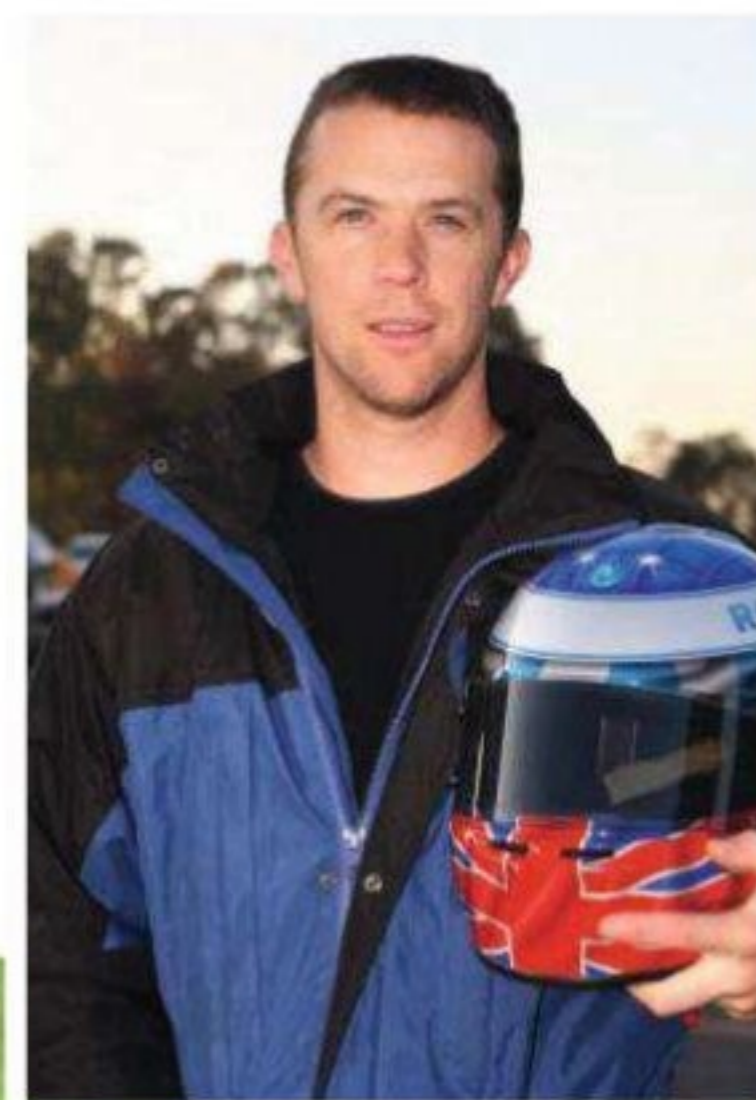
ORGANISERS OF THE TOUR

Britannia will run a concurrent event for modern cars in 2012. The three-class Targa Britannia will run alongside the Tour Britannia on June 7-9, but will be open to post-1975 road legal cars capable of carrying a crew of two and complying with MSA race regs. The traditional tour is only open to pre-'75 machines.



R500 was invited to run in 2011 Tour

THE KING OF FORD FIESTAS



MARK ROBINSON
FORD XR CHALLENGE CV
Titles 5
Wins 52
Podiums 70
Poles 59
Fastest laps 45



Mark Robinson has raced in the Ford XR Challenge for over a decade and last year won his fifth title. He spoke to *BEN ANDERSON* about his love of Fiesta racing

Mark Robinson is pretty much unstoppable when it comes to the Ford XR Challenge. Last season, the 38-year-old became champion of the BRSCC-run tin-top category for the fifth time, unquestionably earning the right to call himself the master of 1980s-style Ford Fiesta racing in the UK.

Single-make tin-top racing is a cut-and-thrust world, which requires uncompromising technique. Robinson, who hails from the Wirral, learned his craft autograssing with a Mini in his late teens. He achieved some success at club and national level, but circuit racing was always where he wanted to end up.

Watching saloonatics Andy Rouse and Steve Soper tear up his local Oulton Park circuit in the mid-to-late 1980s inspired a young Robinson to set his sights on British Touring Cars, but it wasn't until the turn of the millennium that he finally got the chance to begin his own racing career.

The donor Mk2 Fiesta he built to make his race debut at Donington Park in 2000 is the same car he's now taken to more than 50 race wins in 10 years. "It's always been the same car," says Robinson, who runs his XR2 through a small family team with help from long-time supporter Paul Exon (who also builds engines for Pickup Truck racers).

"I started in 2000 with a race at Donington Park. It went terribly! I was probably a little bit too successful – I qualified in the middle of the pack and had a number of incidents through the race. I should have stayed somewhere near the back!"

After that toe-in-the-water exercise things got much better for Robinson. In his first two full seasons in the XR Challenge in 2001 and '02 he twice finished runner-up in the championship and fought the man who would become his biggest rival in the category in the latter part of the decade: Michael Blackburn.

"In '02 myself and Michael battled and it went right down to the wire," says Robinson, who then took two years out to retrain as a gas engineer. "We've been battling on and off since I started. He's my biggest rival. There's massive respect between us on the track – we've raced inches apart for years and only touched three or four times. He's been a really good person to race against, but if you asked my brother Simon he wouldn't say that!"

Mark returned from his two-year sojourn hungry to claim a maiden XR2 crown, but went on to surpass expectations by claiming four in a row from 2005 to '08.

"My hardest titles were 2007 and 2008," says Robinson. "In '08 I fought with Michael and Simon and in '07 I battled with Michael. Whenever the two of us are racing together we push ourselves to the limit. I remember racing at Anglesey once – a complete washout on the old circuit – and we lapped everyone up to third place we were pushing so hard. It was just mental!"

"The car steamed up and I was steering



Michael Blackburn (29) is Robinson's main rival

through the side windows. I led for the whole race, but on the last but one lap I made a mistake – misjudged a puddle that had got bigger in a braking area – and he snuck through. It was frustrating, but a great race."

After clinching that fourth title Robinson sat out the majority of 2009 to help run his brother Simon to the championship. He dabbled successfully in a Ford Escort XR3 (in the same car Chris Jones used to claim three XR3 titles between 2005 and '09), but financial constraints prevented the Robinsons from racing much in 2010. Mark couldn't keep away for long though and was back to take that celebrated fifth XR2 title last season.

"I just really missed it," he explains. "I still went to all the races to watch [in 2010] and

got the bug again. I hadn't planned to do the whole season in '11; I'd just bought a house that needed renovating – and I got beaten at the first race at Oulton Park [by Simon Sheridan by 0.687 seconds]. It was a warm day, the engine was overheating, but it needed a mistake from him for me to win and it didn't come. I just had a point to prove after that!"

After a number of close fights with Sheridan, Pete Lancaster and Steve Poole, Robinson emerged on top again. He's always had aspirations to move up to a TOCA-support category like the Clio Cup, but is more likely to bid for a sixth XR Challenge title in 2012 – if he can find some sponsorship.

"A lot of it is the people involved in the championship," he says when asked what keeps him coming back for more. "Although it's very competitive on-track, everyone is a friend off-track. It's one of the longest-running one-make categories in the world, it has a good atmosphere and it's good to develop those rivalries you get from lots of long-term people being involved."

"I've said for the last few years that I'd love to do Clios, but it's such a huge hike in price. You're looking at six or seven times the cost and I'll be honest – I wouldn't get six or seven times the enjoyment." ❧



Robbo's first full year was in '02

A FORD FAMILY AFFAIR

Mark Robinson's younger brother Simon completes the family's Ford XR dynasty, having finished as runner-up in 2007 and taken the championship in '09.

The two brothers both hail from the same autograss background, although Robinson Jr's RAF career made him something of a latecomer to circuit racing.

Unsurprisingly, they have developed a fierce sibling rivalry in that short time, despite also supporting each other's racing.

"It's good-natured to a point," says Mark. "His [non-MSA] karting background makes him quite impulsive, whereas I didn't do karting. It's quite close between us – literally tenths – but it's good because it helps push us both on."

YOUR SAY

What you think of the motorsport news of the past week

Jim's genius

Following on from AUTOSPORT's excellent articles on Jim Clark (January 12), here's another example of his amazing talent, shown at the French Grand Prix meeting at Rouen in 1964.



Clark: quick in any car

Part of the programme included a vintage race in which Patrick Lindsay was taking part, driving his E.R.A. 'Remus'. Lindsay had qualified fastest for the race and he asked Clark if he would like to take the car out. After a brief instruction on how to operate the pre-selector gearbox – which he had never used before – Clark set off.

Within four laps he was quicker than its owner – and was quicker than an E.R.A. had ever been driven.

Upon returning to the pits he did make some suggestions as to how the car could be made to go even faster!

To use the words of AUTOSPORT's headlines, superstar and genius.

Michael Cookson, Winsford, Cheshire

EDITORIAL CONTACT mail@autosport.com

The AUTOSPORT show

was great value for money and thoroughly enjoyable.

My two kids couldn't get enough of what was on offer and we really enjoyed the interviews and autograph sessions in a laid-back atmosphere.

To any petrolhead, who may not be able to afford to go to a grand prix, the show is certainly a great way to get closer to the motorsport action for all the family.

It's also a must for any F1 fan who can't bear the long winter break like me!

Gemma Coventry
Bracknell

Why is everyone

seemingly so fixated on how good it is that sharing coverage has saved Formula 1 for the BBC?

Most F1 fans would happily put up with adverts if it meant they could have live coverage of all the races for free.

The BBC's attitude that they have done the best for the fans is either shockingly arrogant or shows a total lack of understanding of what is important to the average F1 fan – to see the race as it happens rather than after someone has blurted out the result!

The jury's out on which

is worse but either way, we would have been much better off if the coverage had gone to a commercial free-to-air broadcaster.

Carol Mason
By email

When I read the news

of Toro Rosso changing both drivers, in a very no-nonsense and to-the-point press release, my reaction was mixed.

In an age when choosing your words carefully seems to be the first priority, in case a lawyer turns up on your doorstep, it was a relief that, as far as the team was concerned,

this was the plain truth.

On the one hand I feel bad for two drivers who are trying their level best to win races! And that Toro Rosso was so plain about their shortcomings. But it's also good to see a team tell it like it is.

So I hope Sebastien Buemi and Jaime Alguersuari can keep their careers going, but look forward to seeing how Daniel Ricciardo and Jean-Eric Vergne will do.

I kind of get the feeling there is no pressure at Toro Rosso to perform... much!

Scott Stringfellow
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. LOTUS REACTIVE RIDE HEIGHT IS LEGAL

2. KUBICA INJURES LEG IN FALL IN ITALY

3. FERRARI HAS REACTIVE RIDE HEIGHT SYSTEM

4. ALONSO SAYS KUBICA IS THE BEST DRIVER

5. FERRARI AWAITS FIA CALL ON LOTUS DEVICE

AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHY F1 WILL MISS PATRICK HEAD

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW
Sky AND BBC to show F1 in 2012-2018
Senna [not yet] confirmed at Williams

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



E-AUTO CAR-CLEANING KIT

From £4.99
e-cloth.com

Using simple but groundbreaking minute-fibre technology, e-cloth's way of doing things appears to be the way forward in this game. Its range of car-cleaning cloths, pads and sponges is designed to be used with just water, thereby eliminating the need for any chemicals.

The most effective products for those who want to keep a road or race car in fine fettle are (clockwise from far left) the car-cleaning cloth, the dry & shine cloth (much better than a chamois), the on-board kit (for windscreens and dashboards) a dual-action sponge (with abrasive and soft sides) and a dual-action mitt that you won't drop.

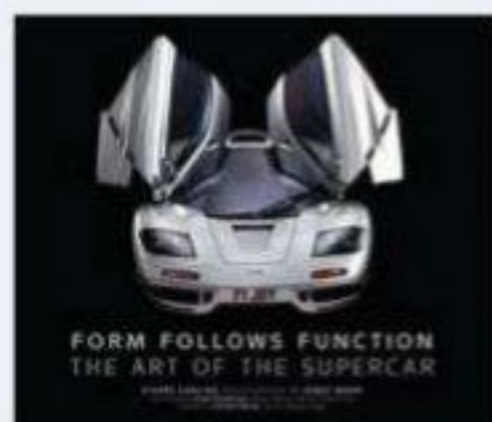


RACE OF CHAMPIONS 2011 - OFFICIAL DVD

£19.99 (90mins)
autosport.com/shop

The annual, indoor shootout between racing and rallying top names has now made it to DVD.

It features all the key action, during which WRC star Sebastien Ogier beat Tom Kristensen for overall glory, and the Schumacher/Vettel duo again lifted the Nations' Cup for Germany.



FORM FOLLOWS FUNCTION - ART OF THE SUPERCAR

£25 (978 0 7603 4116 2)
motorbooks.com

Superb studio pics and crisp, informative text make this a must-read for supercar aficionados.

Twenty-one beauties from all the iconic marques get the Mann/Codling treatment, while unique commentary comes from design aces Gordon Murray and Frank Stephenson.



SPARK 1:43 PORSCHE 917 DAYTONA RESIN MODEL

£49.99
autosport.com/shop

Spark's 1:43-scale resin Gulf Porsche 917 model is a super-accurate replica of the car driven to victory in the 1971 Daytona 24 Hours by Pedro Rodriguez and Jackie Oliver.

Look out for a range of other winners of the Florida classic in the coming months.

HOT ON THE WEB THIS WEEK

YOUTUBE: STEWART V RINDT, BRITISH GP 1969



SEARCH FOR: 1969 - F1 GP d'Angleterre (22:42)

It's Sir Jackie Stewart's turn to get the AUTOSPORT legend treatment this week, so if you were in any doubt, watch the highlights of his epic scrap with friend and rival Jochen Rindt at Silverstone in 1969.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

MONTE CARLO RALLY

World Rally Championship

Rd 1/13

Valence, France/Monte Carlo, Monaco

January 18-22

wrc.com

It may have started yesterday (Wednesday) but there is plenty to enjoy on the 101st anniversary of the Monte Carlo Rally, including two runs on the classic Col du Turini on Saturday. Sebastien Ogier and Mikko Hirvonen are winners of IRC Montes, but Sebastien Loeb remains the master with five wins.



It's January, which means it's Monte time

ANDROS TROPHY

Rd 6/7

Saint-Die-des-Vosges, France

January 21

tropheeandros.com

After the opening five rounds of the 2012 Andros Trophy, its two chief protagonists Alain Prost and Jean-Philippe Dayraut are locked on points at the head of the standings. The 600m Saint Die des Vosges awaits, before next weekend's finale at Super Besse.

NEW ZEALAND V8 TOURING CARS

Rd 4/6

Timaru, New Zealand

January 22

nzv8s.co.nz

TOYOTA RACING SERIES

Rd 2/5

Timaru, New Zealand

January 21-22

toyotaracing.co.nz

ACCESS ALL AREAS

Our guide on how to keep the motorsport flame burning through the cold winter months

MASERATI EXPERIENCES

Maserati produces some of the most exciting road cars on the planet, but what you really need to get the full benefit from the Italian machines is a racetrack to pound around. And if you've got a few-thousand euros burning a hole in your pocket, here's how.

The Master Maserati course is based at Autodromo Riccardo Paletti – aka Varano – just outside Parma. The project is run in conjunction with former grand prix racer Andrea de Adamich's Dorado-International Safe Driving Centre, whose instructor roster includes

handy racers Domenico Schiattarella and Andrea Piccini, plus rally aces Alex Fiorio, Piero Liatti and Andrea Aghini. It offers the following...

● **Master GT 1 Day:** This one-day driving course (priced at €1990) is aimed at owners and enthusiasts of the marque who wish to improve their driving technique. It provides a blend of theory and driving under the watchful eye of professional drivers, whose aim is to increase participants' understanding and demonstrate the full capabilities of the cars.

Maserati days: as sideways as you like



A two-day course, called Master GT 2, offers extra track time for €3680.

● **Master High Performance:** A step forward from the Master GT days, this is a two-day programme where the instruction and the dynamics of the course can be personalised to the participant's specific needs. Data logging is used for in-depth driving analysis, based on driving sessions

of increasing duration. It costs from €4100.

● **Master MC Trofeo:** This one-day course puts you behind the wheel of the race-prepared Maserati GranTurismo MC Trofeo machine, cars that race in Maserati's own one-make series. The day costs €4400.

For further details, email info@mastergt.it or visit maserati.com and click on 'Maserati Services'.

Television

THURSDAY JANUARY 19

0900-0930, 1310-1340,
1545-1620 **Motors TV**
WRC: Monte Carlo Rally Day 1
1235-1305, 1830-1900,
1930-2000 **ESPN Classic**
F1 British GP 1974
1305-1335, 1900-1930 **ESPN Classic**
F1 British GP 1975
1620-1750, 2100-2235 **Motors TV**
AUTOSPORT International: Highlights
1830-1930 **Sky Sports 4**
Racemax
2235-2305 **Motors TV**
WRC: Monte Carlo Rally Day 2
2300-2330 **Eurosport**
WRC: Monte Carlo Rally Day 2

FRIDAY JANUARY 20

0145-0315, 1620-1750,
2100-2205 **Motors TV**
AUTOSPORT International: Highlights
0315-0410, 2000-2100 **Motors TV**
Andros Trophy: Lans-en-Vercors
0900-0935, 1340-1415,
1545-1620 **Motors TV**
WRC: Monte Carlo Rally Day 2
0930-1030 **Sky Sports 3**
Racemax
1005-1035, 1900-1930 **ESPN Classic**
F1 British GP 1978
1830-1900 **ESPN Classic**
F1 British GP 1977
2200-2230 **Eurosport**
WRC: Monte Carlo Rally Day 3
2235-2305 **Motors TV**
WRC: Monte Carlo Rally Day 3

SATURDAY JANUARY 21

0115-0215, 0900-0935, 1135-1210,
1650-1720 **Motors TV**
WRC: Monte Carlo Rally Day 3
0505-0600, 1210-1310 **Motors TV**
AUTOSPORT International: Highlights
0355-0420 **Channel 5**
Motorsport Mundial
0630-0730, 1100-1200 **Premier Sports**
Mark Webber: Tasmanian Challenge
1000-1100 **Sky Sports 3**
Max Power
2230-2305 **Motors TV**
WRC: Monte Carlo Rally Day 4
2300-2330 **Eurosport**
WRC: Monte Carlo Rally Day 4

SUNDAY JANUARY 22

0115-0145, 0900-0945,
1135-1210, 1620-1650 **Motors TV**
WRC: Monte Carlo Rally Day 4
1210-1620 **Motors TV**
AUTOSPORT International: Highlights
1925-2030 **Motors TV**
Andros Trophy: Lans-en-Vercors
2235-2305 **Motors TV**
WRC: Monte Carlo Rally Day 5
2300-2330 **Eurosport**
WRC: Monte Carlo Rally Day 5

MONDAY 23 JANUARY

0215-0315, 1445-1545 **Motors TV**
Andros Trophy: Lans-en-Vercors
0900-0935, 1650-1720,
2030-2100 **Motors TV**
WRC: Monte Carlo Rally Day 5
2100-2205 **Motors TV**
AUTOSPORT International: Highlights

Online

AUTOSPORT.COM

Coming up on the web this week

THE FULL MONTE COVERAGE

The Monte Carlo Rally, which started yesterday, returns to the World Rally Championship and promises to be a classic, with former winners Mikko Hirvonen and Sebastien Loeb now together at Citroen and Petter Solberg installed at Ford. Stay logged on to AUTOSPORT.com for the latest stage reports, news and analysis from David Evans.



Read AUTOSPORT.com on your phone to keep up to date

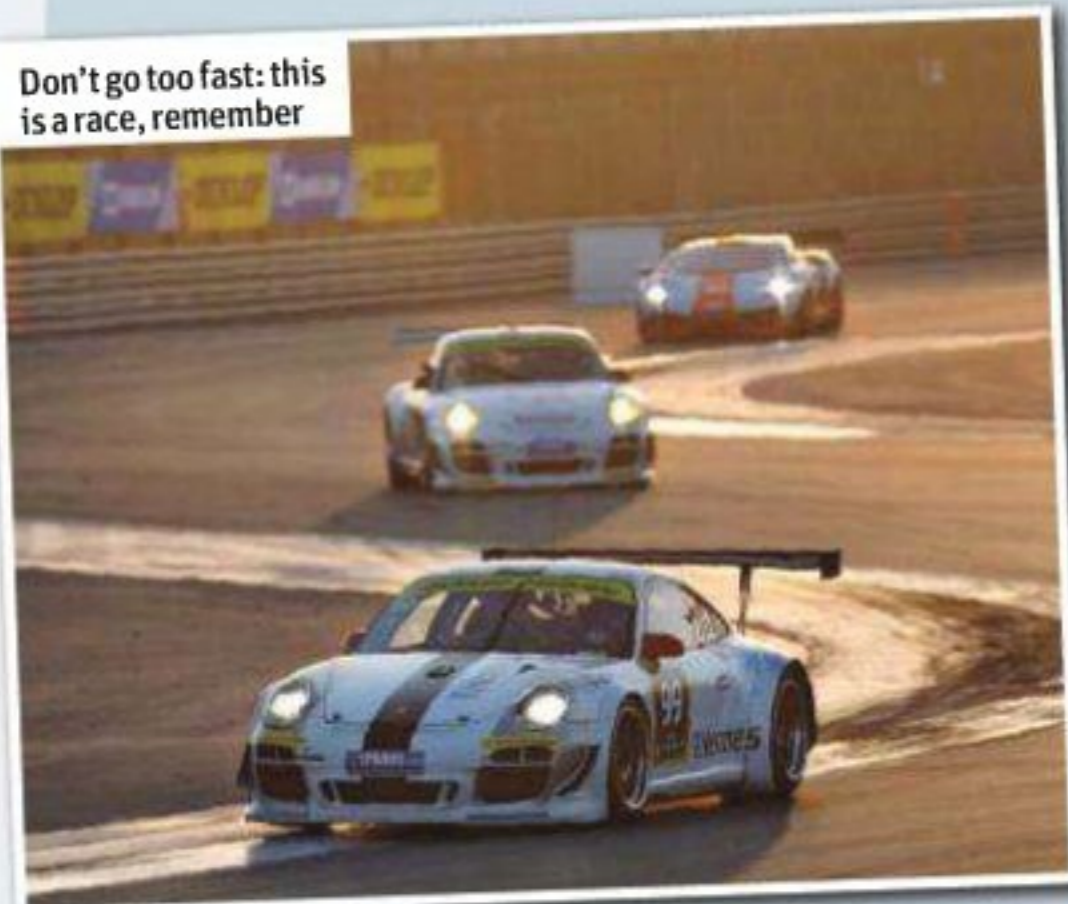
AUTOSPORT.COM ANDROID APP OUT NOW

The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost). For more info, visit www.autosport.com/app

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Don't go too fast: this is a race, remember



UNLIKE SAY, DAVE, THE clue to the content of Motors TV is very much contained in its name. Yet despite its commitment to all things petrol-powered it's hardly ever featured in this column. Now that's entirely down to *Revved Up's* lack of interest in the Asian Festival of Speed rather than some kind of blinkered prejudice, but for 2012 Motors seems to have become the endurance racing fan's channel of choice.

Following hot on the heels of its Daytona 24 Hours deal, Motors had a chance to demonstrate its enduro credentials with a hybrid extended

highlights/live-finish package from the Dubai 24 Hours.

Mic duties were entrusted to the Radio Le Mans team of John Hindhaugh, Paul Truswell and Jim Roller, with Nick Daman performing a roving pitlane-reporter role. It's an experienced line-up that knows how to call a long-distance race.

For viewers of a southern disposition, Hindhaugh – surely the missing third hairy biker – and his Mackem burr may require subtitles, but there's no escaping his passion for racing around the clock. Truswell plays the statistician, which was a role destined to

suck the fun out of the Dubai event thanks to its bizarre rules. Teams had to choose target lap times and were penalised for beating them. It's a peculiar state of affairs in a race where the leading car is deliberately backing off to avoid a stop-go penalty for going too fast.

Dubai's bankrupt high-rise centre provides an extraordinary backdrop but, despite this being the seventh running of the event, fans

were still conspicuous by their absence.

The racing itself was pretty good but, by the time Motors went live for the final hour, the fight for the win was already decided. There was still a good scrap for third taking place, and Hindhaugh and co kept us fully briefed on what sounded like a great fight for sixth even though the TV cameras were looking elsewhere.

Top job boys!
Revved Up

"Dubai's bankrupt high-rise centre provided an extraordinary backdrop, but fans were conspicuous by their absence"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Chile to chilly Italy



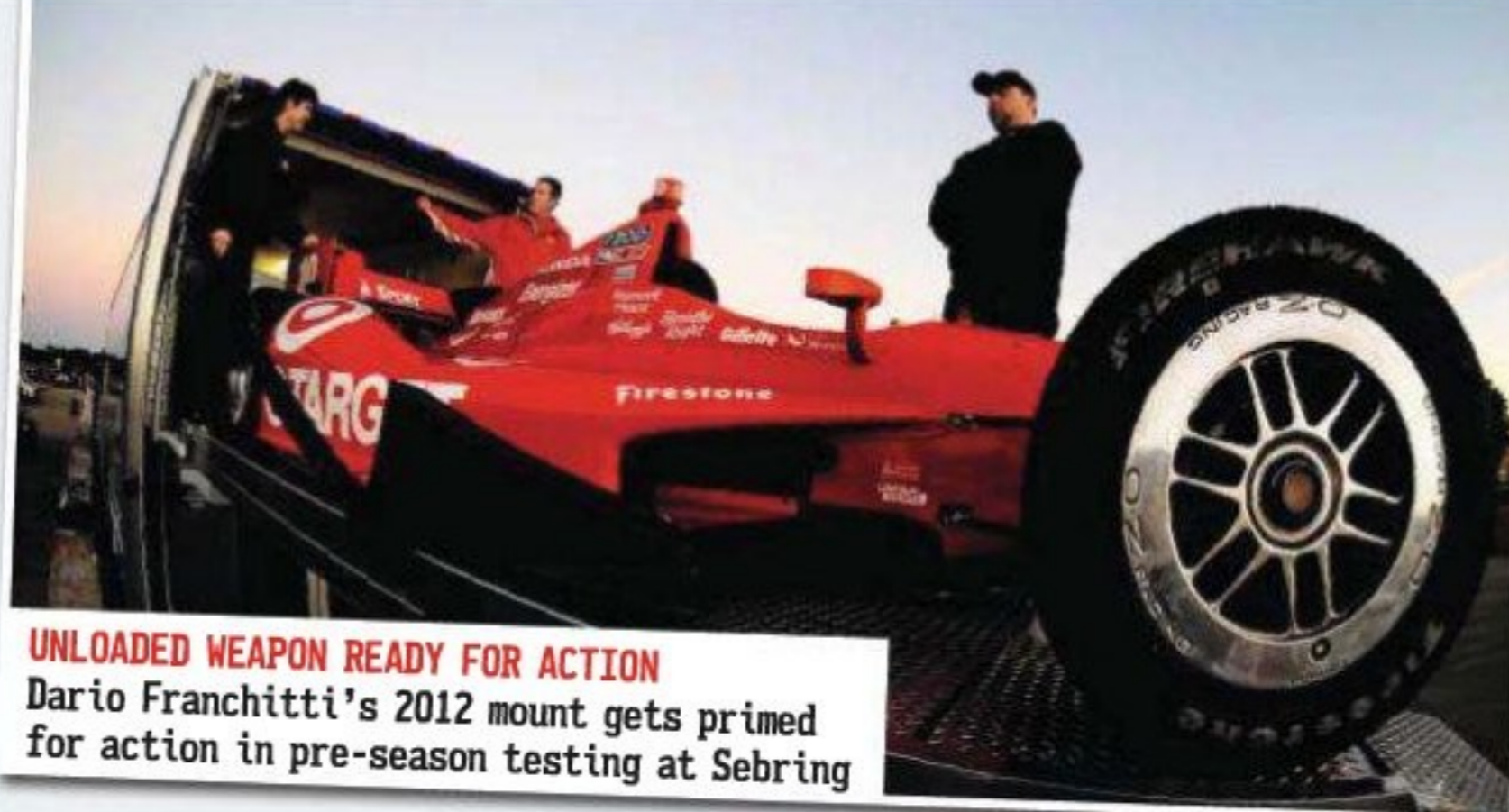
ALL ROADS LEAD TO ROMA

Nani Roma scoots down a ravine in his X-raid Mini in his chase of Dakar Rally winner Stephane Peterhansel, but getting stuck in the dunes on Saturday ruined his victory hopes



KEEP YOUR HAIR ON 'NANDO!

Ferrari's number one took his off-track disguise to new heights at the Italian squad's ski weekend at Madonna di Campiglio



UNLOADED WEAPON READY FOR ACTION

Dario Franchitti's 2012 mount gets primed for action in pre-season testing at Sebring

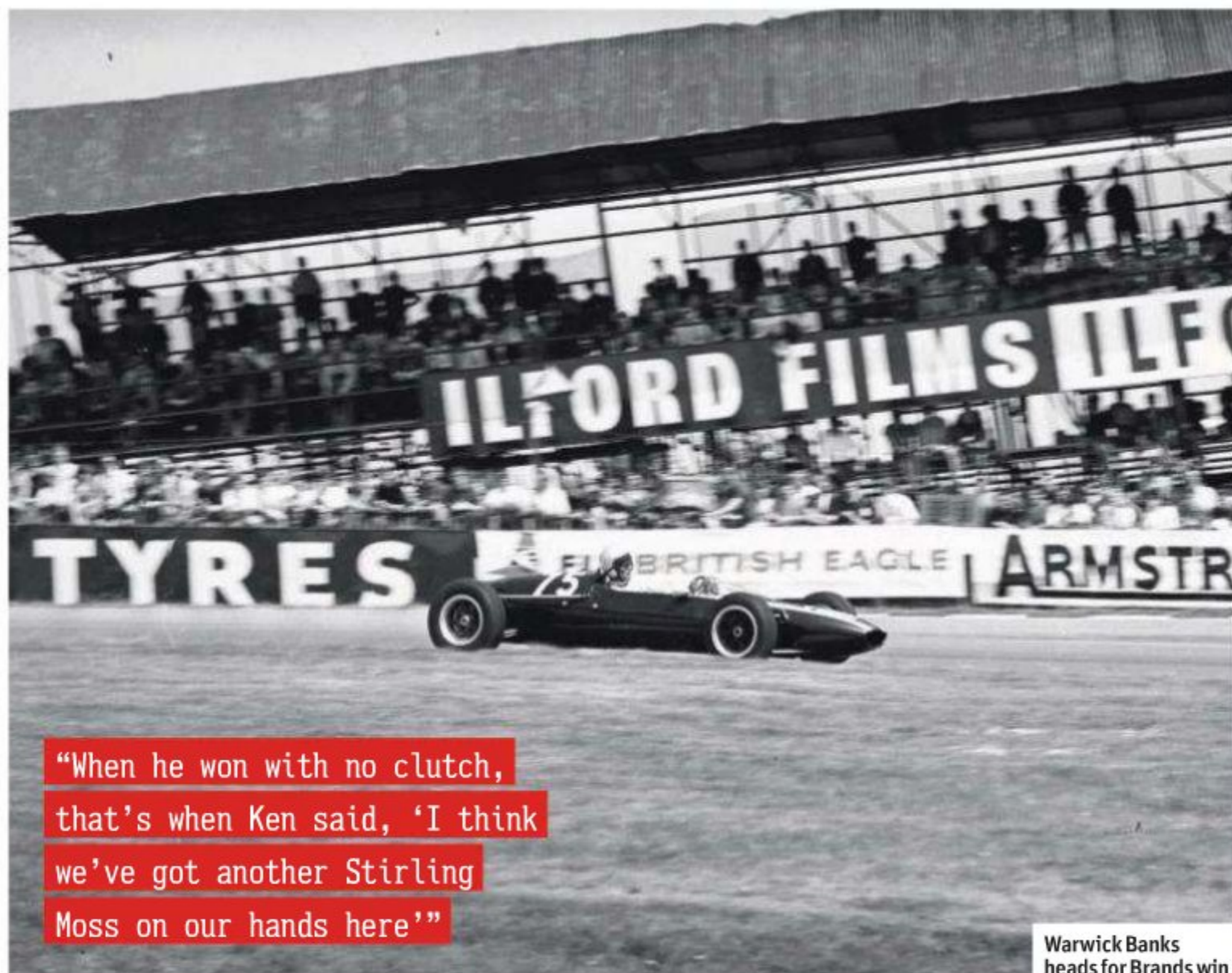


ALONSO LEADS MASSA SHOCK

Fernando Alonso laid down his 2012 marker early in this Ferrari-on-ice head-to-head

FROM THE ARCHIVE

Warwick Banks on partnering Jackie Stewart in F3, 1964



"When he won with no clutch, that's when Ken said, 'I think we've got another Stirling Moss on our hands here'"

Warwick Banks heads for Brands win

THE LEGENDARY RELATIONSHIP BETWEEN JACKIE Stewart and Ken Tyrrell that yielded three Formula 1 world titles for the Scot began in Formula 3. Stewart's performances in the early days of the one-litre 'screamer' era in 1964 earned him a reputation as the 'King of Formula 3'.

JYS was a dominant force in the category, winning the *Express and Star* championship and the prestigious Monaco GP support race in one of Ken's immaculate Cooper-BMC cars. Stewart's team-mate that season was Warwick Banks, who beat Mini ace John Fitzpatrick to the seat following a test at Goodwood.

"Ken Tyrrell ran works Minis and F3 cars, and the 970 I had pretty much had an F3 engine in it so he ran quite good dual programmes," recalls Banks, who would win the 1964 European Touring Car Championship in a Mini. "We both went to Goodwood and tested in F3 cars and I also had a test in a Mini. I signed for both on the same day, but Jackie did one more race than I did in F3 because my car wasn't ready."

Banks was one of only three other drivers to win a race in *Express and Star* F3 that season – he beat Stewart at the Brands Hatch round in August after the champion-elect had spun early on and Lotus driver Brian Hart's Cosworth engine cried enough while

under pressure from Banks. For Banks, this was a rare chance to emerge from Stewart's shadow.

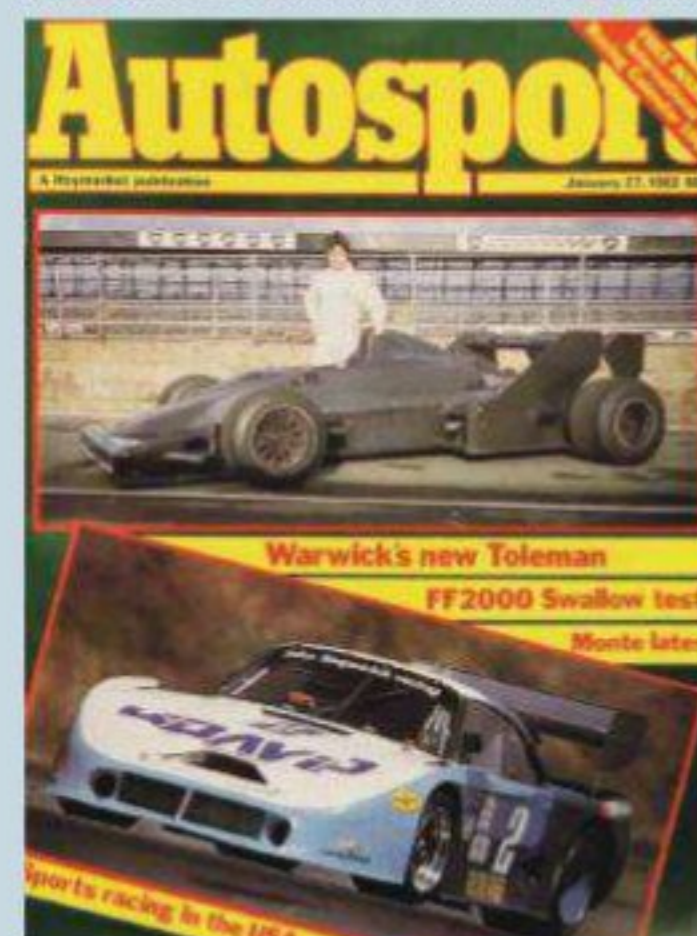
"I started from a disadvantage but he had more potential," he concedes. "I was about three stone heavier than him, which was worth about a quarter of a second because we only had around 85 horsepower from those little 1000cc engines. But Jackie knew where he was going in motor racing, whereas I was doing it for fun."

"I always remember going over to La Chatre with him. It's a tiny little circuit with three hairpin bends and Jackie won a heat with no clutch, which is pretty difficult on a hairpin circuit. That's when Ken said: 'I think we've got another Stirling Moss on our hands here.'"

As Stewart continued his journey towards the pinnacle of Formula 1, Banks enjoyed more success in saloons. His dual campaign with Mini led to that ETCC title in 1964 and more success in the '65 BTCC.

"Touring cars was more memorable for me," says Banks. "I actually won the BTCC for three weeks, but a protest against Jack Brabham in another class changed the result. I invited Roy [Pierpoint] up three days later to go shooting and gave him the trophy. I always preferred the saloons – it was friendlier than the rather cut-throat [world of] single-seaters." ❧

THIS WEEK IN...



JANUARY 27 1983

TOLEMAN UNVEILED THE RADICAL

TG183B this week in 1983. Although based upon the carbonfibre monocoque raced by Derek Warwick in the final two grands prix of '82, the car was a major deviation as the design team took new regulations to their extremes, mounting twin rear wings from the sidepods and the oil and water radiators ahead of the front axle.

The configuration proved unstable at high speeds, and after a more-conventional front wing was put on Warwick and team-mate Bruno

Giacomelli took 10 points between them in the final four races of the year. Ayrton Senna then made his F1 debut in the car in 1984.

In the same issue, AUTOSPORT made its first report on the Dakar Rally, which now boasted over 800

entrants. Mark Thatcher's infamous travails the previous year had given the rally a higher profile – as did the participation of Jacky Ickx, who ended up winning the '83 event in a Mercedes.



DID YOU BEAT THE GRAND PRIX PREDICTOR?

Castrol EDGE
Rankings

Visit castroledgerankings.com/predictor

DAVID COULTHARD

■ French Grand Prix, Magny-Cours ■ July 2, 2000 ■ McLaren MP4-15 ■ Schuey gets the finger – then gets beaten!



DC 'waves' at Schumacher after one of their clashes

ALTHOUGH I WON GRANDS prix at Silverstone, Monaco and Spa, the reason I decided the 2000 French GP was the greatest race of my career was because I put myself in such a zone that day. Looking back, if I could have sustained performances like that across my career, I could have been a championship contender, but history shows I had troughs as well as those high peaks – and giving Michael Schumacher the finger that day adds an extra talking point...

I had my motorhome right inside the circuit, and I remember getting up early, going straight onto my rowing machine, got my heart and lungs pumping, and I really felt ahead of the game. I was in a good place – focused, determined – and I always went well at Magny-Cours.

I qualified second to Michael, after I'd had to switch to my spare car for the first part of qualifying. My race car, which had a fuel leak, was repaired in time for a last-minute flyer, but I just missed out. At the start, Michael chopped across me, cutting me up and forcing me to lift for the first corner, the fast left-hander, so Rubens Barrichello was able to sweep around the outside.

"That anger had given me such a focus, when I did pass Schumacher a few laps later – we touched wheels a bit – off I went and won. I knew I was going to win"

I passed Rubens on the track, which is never easy in F1, then I caught Michael after the first pitstops and I had to overtake him – which is even harder. The first time I tried at the Adelaide Hairpin, he drove me wide on the exit. I was already frustrated about what he did at the start, so this made me really angry!

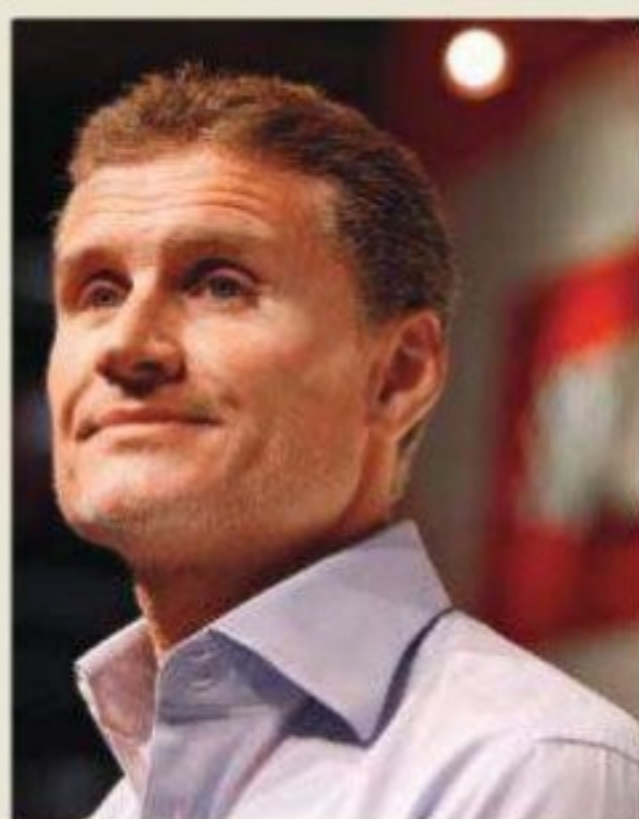
It's a weird thing: I'm not normally someone who gives people the finger or the wanker sign, both of which I then did to Michael. But when Mika Hakkinen spun me around at Estoril '96, at that corkscrew chicane, I never realised – until I saw photographic evidence – that I'd given my team-mate the finger that day too!

I think it shows that when I'm in that absolute zone, I have this subconscious fighting spirit. My conscious thought would have stopped me doing that, because I've got quite a reserved personality. Straight after the race I apologised for my hand gestures; I was back in the room!

That anger had given me such a focus, when I did pass Michael a few laps later – we touched wheels a little bit – off I went and won the race. It felt like anything other than a win that weekend wouldn't have been enough; before the race started I knew I was going to win that grand prix.

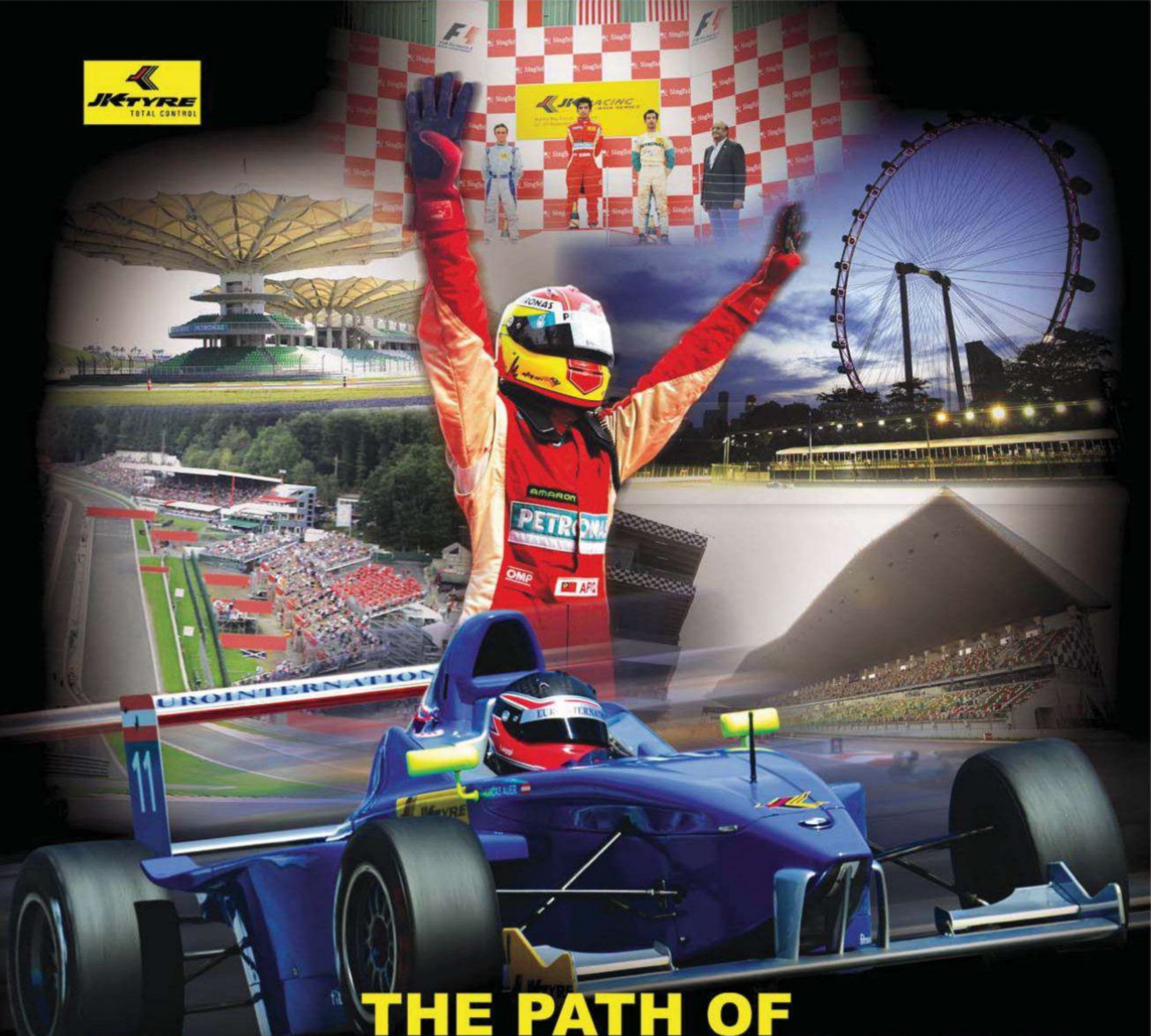
The picture on the front cover of that week's AUTOSPORT is as happy as you'll ever see me. ☺
David Coulthard was talking to Charles Bradley

IN PROFILE



DAVID COULTHARD IS THE MAN who replaced Ayrton Senna after the Brazilian's fatal accident at Imola in 1994. In a 15-year F1 career – driving for Williams, McLaren and Red Bull – he won grands prix in eight seasons out of nine. Coulthard was the 2001 world championship runner-up to Michael Schumacher and scored 13 race wins, 12 poles and 18 fastest laps. Now 40, DC is racing in the DTM, a BBC F1 commentator and is AUTOSPORT's F1 columnist.

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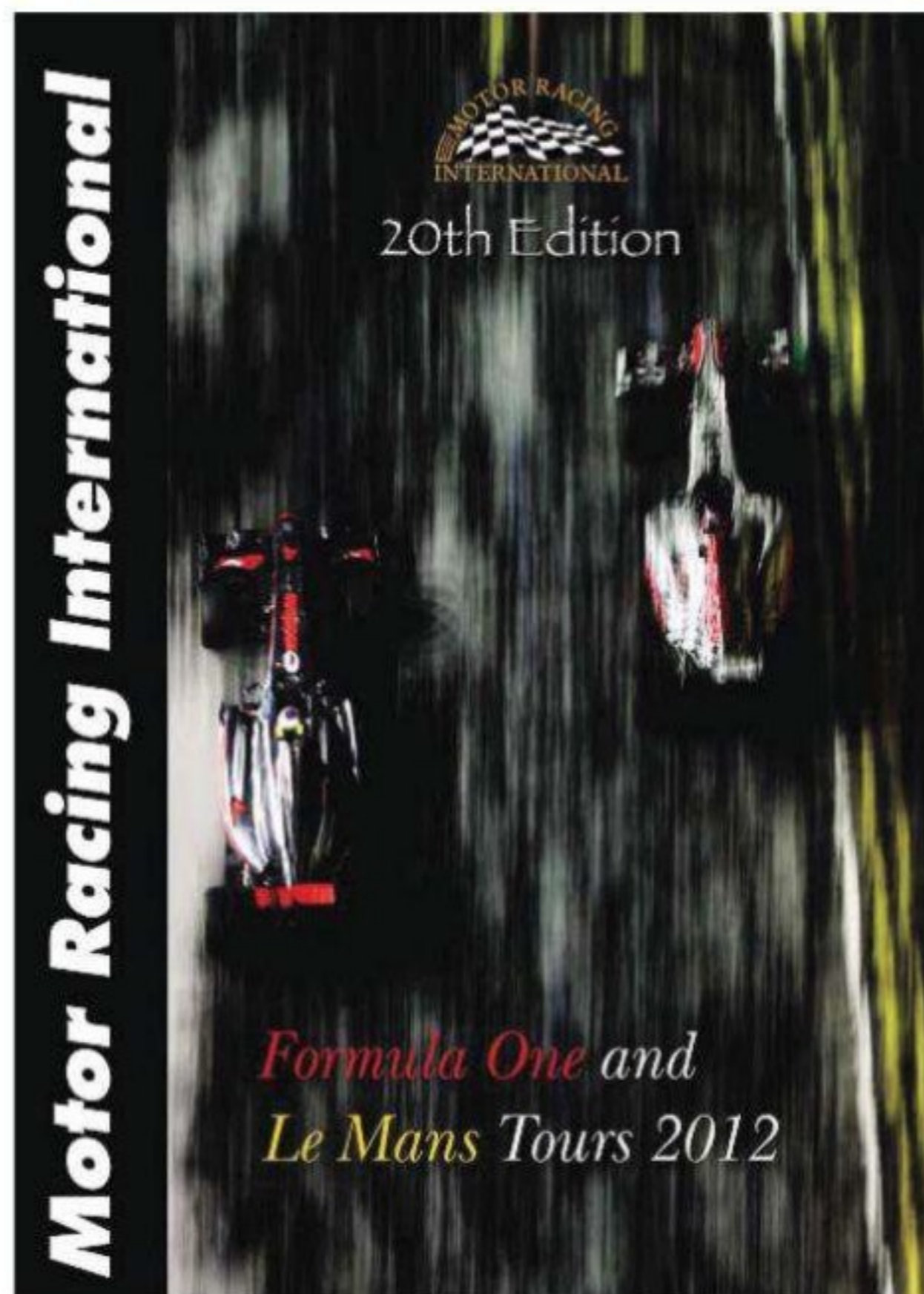
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