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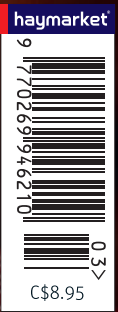
**EXCLUSIVE INTERVIEW**

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# MASSA: DON'T WRITE ME OFF

## Ferrari star vows to take fight to Alonso in 2011



PLUS

### NEWHEY HITS OUT

"Overtaking will  
be too easy in 2011"



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**- Charlie Kimball**

IZOD IndyCar Series Driver  
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## POLE POSITION

# Massa's make-or-break season with Ferrari



**THERE'S AN OLD** cliché that says reputations are hard won and easily lost. When Felipe Massa first appeared on the scene with Sauber in 2002, he was viewed as a wild young Brazilian whose excessive steering input was going to land him in trouble. But since his move to Ferrari, and specifically his excellent 2008 campaign, Massa established himself as a genuine frontrunner, and for about five seconds, let's not forget, he was the 2008 world champion!

But memories are short, and for 2011 Massa needs to reassert these claims and prove he's a joint number one at Ferrari and not merely Fernando Alonso's subservient number two.

Winning the DTM title certainly boosted Paul di Resta's reputation, and it's great news that Force India has given him the race drive his talents merit. It won't be easy for him to shine straight away with the limits on testing that are imposed these days, but if the car's as good as the past two the team has produced, there's no reason why he shouldn't score a hatful of points this season. We wish both drivers the very best of luck for the coming year.

Andrew van de Burgt, editor

## BAMBER'S WEEK



F1

## Flood and lights for Pedro and Pirelli

Pirelli test driver Pedro de la Rosa pounds round Abu Dhabi's Yas Marina circuit during night-time testing. The Italian rubber firm soaked the track so the Spaniard could gather wet-weather data ahead of the 2011 season. Pirelli testing round-up, p12

Picture: Pirelli/PHOTO4



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# Newey: overtaking will be too easy

Red Bull's technical chief fears new adjustable rear-wings could ruin the spectacle of Formula 1 by handing a massive advantage to trailing cars



**R**ed Bull design genius Adrian Newey expects changes to be made to the new-for-2011 adjustable rear wing because it will make overtaking too easy.

The new rule, detailed in Article 3.18 of Formula 1's technical regulations, allows drivers to open a 50mm gap between two elements of the rear wing while trailing another car. This will give the following car a speed advantage that Newey is certain will make passing simpler. He fears that if it makes passing too easy, it will ruin the

spectacle of F1. "It will help overtaking," said Newey. "It reduces the drag of the car in the straight so it gives extra speed. The key is juggling it and adjusting it so that it makes overtaking possible, but not too easy.

"If it is so easy that you want to be second going into the last lap, then that becomes overly manufactured. The difficulty of overtaking is overstated. What difficult overtaking does mean is that when somebody does it, it is truly memorable. If racing

becomes too much like a NASCAR slipstreamer, it's going to lose some of the appeal for me."

Facilitating overtaking is one of the key challenges Formula 1 faces if it is to continue to appeal to fans. The difficulty of passing was illustrated by Fernando Alonso

**"The key is adjusting it so it makes overtaking possible, but not easy"**

**ADRIAN NEWAY, RED BULL**

mechanism is used. AUTOSPORT understands that there is scope for the way that the system is used to be modified during the season. This is because, so far, the bulk of the work has been done only in windtunnels. Mercedes tried its version of the adjustable rear wing in testing in Abu Dhabi last November, but remained tight-lipped on the advantage given while following another car.

The scale of the benefit, and thus the ease of overtaking, will not start to become apparent until pre-season testing kicks off next month. Lotus driver Jarno Trulli believes that only on-track running will reveal what effect the adjustable rear wing will have on overtaking during a race.

"Before we judge it, we need to test," Trulli told AUTOSPORT. "I have heard engineers discussing that it might change things like racing strategy, but this is based only on numbers and we do not have real tests."

Passing is set to be simpler



DUNBAR/LAT

## HOW THE ADJUSTABLE REAR WING WORKS

### HOW DOES THE REAR WING FUNCTION?

The FIA mandates a slot gap of 10-15mm between the elements of the rear wing. The adjustment mechanism allows the driver to open that gap to 50mm using a button on the steering wheel.

### HOW LONG CAN IT BE USED FOR?

The wing will return to its default state as soon as the brakes are applied, or the driver deactivates the system. It will be available again provided the driver remains within the allotted one second.

### IS THE SYSTEM USEABLE IN QUALIFYING?

Yes. Drivers will be able to activate the adjustable rear wing without restrictions in practice and qualifying, but the slot gap will still close when the brakes are applied.

### WHEN CAN DRIVERS DO THIS?

When a driver is within one second of the car in front, an FIA-controlled system allows them to activate the wing, slashing drag and giving a significant advantage. A light will inform the driver when the system is available.

### CAN IT BE USED AT THE START OF THE RACE?

No. The system cannot be used by any driver during the opening two laps of a grand prix, and the slot gap will remain closed. However KERS, which returns next year, will be available to aid overtaking from the start of the race.

### WHAT HAS HAPPENED TO THE ADJUSTABLE FRONT WING?

The adjustable front wing flap, which previously allowed drivers to change the angle through a range of three degrees in the hope of increasing overtaking, has been dropped for 2011.



COATES/LAT

Overtaking should be memorable, says Newey

Merc has tested new wing



DUNBAR/LAT

Despite the ultimate impact of the adjustable rear wing being as-yet unproven, overtaking is expected to be more abundant next year. Red Bull team principal Christian Horner, like Newey, hopes that the balance won't swing too far in the other direction.

"Hopefully it won't be too artificial in that you'll be waiting until the last lap, wanting to be behind," said Horner. "But I don't think that it will have that effect."

Teams are expected to test their adjustable wings extensively in the opening pre-season test at Valencia on February 1-3.

## EXPERT VIEW

### GARY ANDERSON TECHNICAL CONSULTANT



Opening the rear wing slot gap will reduce the drag and allow you to get to top speed more quickly. As soon as you are not traction-limited on the straight, you will activate it. On a typical straight of around 700 metres in length, you're probably looking at a 600 metre window where you could deploy adjustable rear wings.

It will make a significant difference and I wouldn't be surprised if a car with that sort of slot gap wasn't 15km/h quicker than the car in front. That equates to about a 100bhp advantage in engine terms.

You've got to be within a second of the car in front, and with that advantage you should

be able to overtake very easily. But it will be in the straight and won't be much of a challenge to the driver.

What Adrian Newey is saying might be right. It can be too easy an overtaking manoeuvre, much like a car with a big power advantage breezing past another one. It'll be a question of mirror, signal, manoeuvre and you're ahead.

You certainly won't see any Vitaly Petrov-style rearguards.

## AUTOSPORT SAYS...

### EDD STRAW F1 EDITOR

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You can't have too much of a good thing, right? But Adrian Newey's warning about overtaking becoming worthless demands consideration. Think of the great overtaking manoeuvres. How many of them were a case of one car breezing past another on a straight? With the exception of wheelbanging moments a la Mansell versus Senna at Barcelona, I'll wager most of them are in corners.

If overtaking is too rare, as it was in 2010, people will switch off. But as it becomes more common so does the need for quality increase. Personally, I want to see the kind of bold, late-braking dive exemplified by Nelson Piquet's incredible (and rarely remembered) pass on Ayrton Senna in Hungary 1986.

Gary Anderson estimates that the advantage given by opening the slot gap in the rear wing equates to a power boost of some 100bhp. Will that not make passing too easy?

I'm not subscribing purely to the high-speed chess theory of F1. The drivers should race and the near-impossibility of overtaking on the average circuit last year was a problem. But if it's too simple everyone will sort themselves into speed order pretty quickly and you will be treated to yet another procession.

All credit to F1 for trying something different, and maybe the adjustable wing will strike the right balance. If not, the sport must treat the adjustable rear wing as a starting point rather than a definitive solution.

Passing is best seen in corners



FERRARI/LAT

## REMEMBER WHEN...

1969 SEASON



LAT

...adjustable rear wings were first around? In the early days of aerofoils in Formula 1, adjustable rear wings were common. Usually controlled by a pedal in the cockpit, moveable wings were banned in 1969



PIRELLI/PHOTO4

# De la Rosa: visibility no problem

First test in the wet puts Spaniard at ease about prospect of night races as Pirellis put in strong performance

**P**edro de la Rosa does not expect there to be any major issues if Formula 1 has its first wet night race after sampling those conditions during Pirelli testing in Abu Dhabi this week.

The tyre manufacturer conducted two nights of running on the Yas Marina circuit, which had been covered with water using trucks, on Monday and Tuesday, and de la Rosa reported no serious dramas with the conditions.

"I didn't have any major issues," he told AUTOSPORT in Abu Dhabi. "I had a slight difficulty in judging how much water there was. It's like a mirror, reflecting. I couldn't judge the depth until I stepped on it with the tyre. That's a potential issue.

"But it was a good experience, and there were no major problems. With the lights up to power, visibility was very good. However, I don't know how the spray will be with 24 cars because I was alone."

Pirelli motorsport director Paul Hembery explained why he has no concerns about F1's ability to race in

the wet under lights. "We are finding better visibility than when we've run in the rain elsewhere," he told AUTOSPORT.

"It might sound like I'm stating the obvious, but when it rains at Silverstone, Spa, Monza, wherever, it gets very dark – big, grey clouds – and wet races can get pretty dark. Here it's brighter as there's an awful lot of light out there. But there is going to be spray, and if it gets to monsoon-like conditions then it's going to need a safety car. But I don't think it will be any different in night races than it will be during races in daytime."

Hembery also praised the value of wet-weather testing in Abu Dhabi and believes the F1 teams should consider pre-season testing in the same conditions in future.

"It's been great for us as running at night has given us a really consistent level of water," he said. "I plan to suggest to FOTA that everyone comes here for a few days before the pre-Bahrain test. They could test in dry, wet, light and dark.

"I don't know whether they would go for it – perhaps the manufacturers can test everything they need to in Europe, but you get a much better understanding of the tyres out here."

De la Rosa confirmed that the Yas Marina test yielded significant results for Pirelli, with some wet compounds being discarded and a race now on to put others into production in time for next month's tests.

"I'm very pleased we came to hotter weather because a lot of the tyres we thought were good in

Europe have shown not to be good enough here, compound-wise," he told AUTOSPORT.

"We tested a couple of new options on the full wet and both were positive, so now we are looking at ways to get them ready as soon as possible.

"It was a positive test because the level of water was very consistent. In the wet conditions, durability was also pretty consistent. I did a 30-lap run at the end and it was quite consistent with the laptime, so we are quite happy about that."

Hembery: confident about wet Pirellis



PIRELLI/PHOTO4

## Di Resta ready to make Formula 1 debut

**PAUL DI** Resta is guaranteed to be on the Formula 1 grid next season, with sources indicating that his deal to drive for Force India is finally completed.

The team has yet to announce its driver line-up, but AUTOSPORT understands that the 24-year-old DTM champion has finalised a deal. The team decided last year that it would put the Scot into one of its race

seats, but complications over the future of under-contract Vitantonio Liuzzi and the arrival of other potentially funded drivers has delayed progress.

Di Resta is set to partner Adrian Sutil at the team, which plans to run its 2011 car dubbed the VJMO4, for the first time in the second pre-season test at Jerez on February 10-13.

With Force India's line-up

close to being completed, only one seat remains vacant at the Hispania team. Team boss Colin Kolles is searching for a funded driver to partner Narain Karthikeyan and has been in talks with a litany of potential drivers.

The near-completion of the grid means that the likes of Nick Heidfeld, Bruno Senna and Nico Hulkenberg will likely start the season without a drive.



MASON/GETTY

Di Resta appeared on Fridays last year

## Teams hope for wet weather tests



ETHERINGTON/LAT

**FERRARI TEAM** principal Stefano Domenicali fears that teams could have their first experience of the new Pirelli wet tyres in race conditions if it fails to rain during pre-season testing.

Although rain is common during February in Spain, where the first three tests are held, drivers will miss the chance to experience the tyres should the weather hold. This could put teams in a difficult situation in early-season races in Australia and Malaysia, where wet weather is common.

"We've not done any tests with the wet ones, so we don't know how the wet and the old

intermediate tyres will behave," Domenicali told AUTOSPORT. "I'm expecting that, in the case of a non-possibility to test the wet tyres, it will be an interesting session. The first one will be on the track."

Paul Hembery, Pirelli's motorsport director, conceded the situation was "not ideal", adding: "With hindsight it may have been better to schedule wet-test sessions using sprinklers. But, speaking as a fan, it also means we may have the opportunity to see the best drivers [reacting to] unknown conditions."

Fernando Alonso believes that

the lack of wet running will force more running in damp testing conditions than is usually seen.

"As soon as we see drops of rain we will go out of the garage, because maybe it is the only opportunity to try Pirelli's wet tyres," he said. "We need to be ready for this, because to arrive at a grand prix with completely unknown tyres will be difficult."

Team-mate Felipe Massa has few doubts the tyres will be up to the task. "Pirelli is a big company, so I expect they know how to develop tyres for the dry and the wet. They have drivers with the experience to say tyres are okay."

## 60 SECONDS WITH

### SEBASTIEN BUEMI

STR driver



COATES/LAT

**Sebastien Buemi on his hopes of emerging as a regular points-scorer and expectations for the soon-to-be-launched Toro Rosso STR6**

**Is your third season in F1 a key one for you?**

I feel ready to have good results. The driver cannot do everything, but I expect the team to give me a good car because they are working really hard. If the car is good, I'm sure I can do well. It's too soon to speak about where we will be, we will set our objectives from the first race. But we want to be in the points.

**Is the rivalry with your team-mate, Jaime Alguersuari, particularly intense because of the possibility of a Red Bull seat?**

Your team-mate is your first rival and you need to beat him. But I don't think about the possibility of Red Bull – I think about Scuderia Toro Rosso now.

**Do drivers spend time over the winter taking stock of their performances the previous year?**

It's good to do that. I don't know what other drivers do but it's good mentally to look at what you did well, look at what you did wrong, what you can change and then turn the page. But it has to be clear in your head that this is not 2010, as if you keep looking back you go mad!

**What involvement does a driver have in the development process of a brand new car?**

The engineers try to develop the car as much as they can in the windtunnel. But they will have taken all of our comments from last year into account. We have more of an input into some specific areas – inside the cockpit, maybe you try to change a small part of the chassis but you cannot fit comfortably in the car.

**Will STR be better placed this year as it is now in its second year as a constructor?**

Yes. It takes time to build up that side of the team. It's gone well, but it is a very big challenge.



Sebastien Buemi was talking to Autosport F1 editor Edd Straw



DUNBAR/LAT

Buemi heads into his third F1 season in 2011

## MALDONADO'S HOME RUN

New Williams driver Pastor Maldonado took to the streets of Venezuelan capital Caracas to demonstrate a Williams last

weekend. Maldonado has become a big star in his home country since landing the drive with Williams.



SUTTON IMAGES

# Marlboro to renew Ferrari tie-in

Tobacco giant set to extend its relationship until the end of 2014 despite growing calls for a 'smoke-free' paddock

**T**obacco brand Marlboro is set to extend its long-standing partnership with Ferrari, AUTOSPORT exclusively learned during last week's Wrooom ski camp at Madonna di Campiglio.

The contract comes up for renewal at the end of 2011, and an announcement could be made during the launch of the Italian team's latest F1 car on January 28.

This year marks Marlboro's 40th season as F1 team sponsor, the brand having agreed title sponsorship of BRM in 1971 when Jo Siffert, a close friend of then-Philip Morris Europe marketing vice-president Patrick Duffeler, joined the Bourne squad.

The extensions, expected to run to the end of 2014, are unlikely to be universally popular, with certain

team principals demanding that Formula 1 and MotoGP paddocks be declared 'smoke-free' zones.

However, a spokesperson for Philip Morris International (PMI) stressed that all national and international legal requirements would be respected.

"We see no obstacles in the way of extension," he said with reference to both Ferrari and legalities, adding that although tobacco branding was permitted in certain countries visited by Formula 1, such as Bahrain, no direct links to the brand would be displayed. New logos, devoid of tobacco connotation, were sported by Ferrari and Ducati personnel during Wrooom, and Ferrari has not used the 'barcode' branding since last May's Monaco Grand Prix.

"Our relationship with Ferrari is a real partnership built over a period of more than 20 years of constant, mutual support with moments of joy and sadness, but always shared as a team focusing on the core values of the sport," said a spokesperson for Philip Morris.

According to PMI the Scuderia Ferrari Marlboro partnership benefits the brand through below-the-line activities such as factory visits, grand prix hospitality programmes and image rights to car, team and drivers – all specifically aimed at the trade. Garage forecourt shops are believed to be among the brand's biggest customers.

It is understood that Ferrari and MotoGP outfit Ducati, which is also set to extend its deal, would be forced to reconsider their programmes should sponsorship negotiations fail.

It is unlikely that equivalent funding (worth an estimated £150m a year to Ferrari) could be secured in the current economic conditions.

A Ferrari spokesperson indicated that an extension was likely, but refused to be drawn further. "All conditions [for extension] have been met," he said.

Maurizio Arrivabene, Marlboro's global promotions vice president, currently sits on the Formula 1 Commission as sponsor representative.

Marlboro will have no presence on the car



DUNBAR/LAT

# Massa: I can win the world title

FELIPE MASSA is adamant that he can fight for the world championship this year despite enduring a dismal 2010 season.

The Brazilian managed only five podiums last year, finishing a distant sixth in the world championship, leading to speculation about his Ferrari future. Despite this, he has no doubts that the new season will allow him a fresh start.

"I know I did not have a nice 2010, but this year there are going to be many changes," said Massa. "I am confident of being able to fight for the championship in 2011. To win the Formula 1 championship at the end of the season is what I'm thinking of."

Despite being beaten comfortably by Alonso during their first season as team-mates – losing out in qualifying 15-4 – Massa expects to join the Spaniard in the title battle if the car is competitive. The 30-year-old also insists that the barrage of criticism he



Brazilian fancies his chances in 2011

received during 2010 hasn't damaged his confidence.

"I'm ready and really confident about fighting with him and also with the other drivers. It's much better to read only good things about yourself, but we know that one day you read some things about you and the next you read different things. That is not the most important thing to me.

"The most important thing is where you are in the car and

what you can do. And I know that I can do a great job, like I did many times."

Massa's hopes for the season were boosted by a successful first test on the new Pirelli rubber in Abu Dhabi last November, which has convinced him his tyre warm-up problems are behind him.

**P24 MASSA**  
INTERVIEW

## Karthikeyan fitness bid

**FORMULA 1** returnee Narain Karthikeyan will be fit enough for his first grand prix start in five-and-a-half years as long as bad weather does not interrupt HRT's pre-season testing programme.

The Indian is set to return to the cockpit during the first test at Valencia on February 1-3, when HRT is planning to run a modified 2010 car. It will be his first time in an F1 car since testing for Williams in 2007.

"If the tests go well and are dry, then I should be okay," Karthikeyan told AUTOSPORT. "You can feel the neck become stronger day-by-day, so if I get lots of dry running I should be fine."

The Indian believes that track time is key to achieving race-fitness, with training of limited use.

"No matter how many times you go to the gym, your neck and lower back are never going to be strong enough for F1. You drive more and you get fitter; that's one of the things that I need to do."

Karthikeyan is already single-seater sharp after racing in the 750bhp Superleague Formula series in 2010.



GRIFFITHS/LAT

## Lotus argument heads to high court Monday

**THE FIRST** legal action in the Group Lotus versus Team Lotus battle for the use of the marque's name in Formula 1 will take place in London on Monday, January 24.

Group Lotus will apply for a summary judgement in the High Court in London, which could prevent the dispute advancing to a lengthy trial stage. Neither outfit has shown any signs of ceding ground in the dispute.

Team Lotus CEO Riad Asmat told the BBC on Monday that: "We know we are Team Lotus,

so it's not really an issue for us." However, Group Lotus CEO Danny Bahar is confident that the argument will be solved without a lengthy legal process and it is understood that he is hopeful that there will not be two Lotus teams on the grid in the long-term.

"I don't think it will be a matter solved by English courts," Bahar said. "I think it will be solved before that. But if we have to go the legal way, we will – and our shareholders will support that."

## THIS WEEK IN F1



**RED BULL** Team principal Christian Horner believes that Formula 1 must take action to allow rookie drivers more track time. "The young guys aren't getting the seat time," he said. "It is something that we need to look at."



**McLAREN** McLaren engineering director Paddy Lowe is confident that the team will not suffer any reliability problems despite skipping the first pre-season test. "We're reasonably confident that we can get the reliability that we need from those three tests," he said.



**FERRARI** Fernando Alonso has declared Michael Schumacher to be his biggest rival for the 2011 drivers' championship. "He cannot forget driving," said Alonso. "He will be the contender that we will fear most."



**MERCEDES** Former world champion Jody Scheckter believes that Michael Schumacher is revelling in his F1 comeback. "He is probably enjoying it more now than he did when he first started because it is probably a bigger challenge," he said.



**RENAULT** The Lotus-backed Renault team will compete as a British outfit this year for the first time since 1995. It entered as a French team in its Renault guise and as Italian when Benetton-owned.



**WILLIAMS** Venezuelan energy company Petroleos de Venezuela (PDVSA) has become a sponsor of the team following the signing of Pastor Maldonado. Frank Williams believes that the deal "can make a meaningful difference to our fighting ability".



**FORCE INDIA** Team principal Vijay Mallya has admitted that his team held talks with HRT driver Narain Karthikeyan before he signed for HRT. "It just wasn't the right time for us in this stage of our development," he said.



**LOTUS** Jarno Trulli believes that Team Lotus could be a regular points-scorer in 2011. "We know we have the package to compete for at least the midfield and our aim is to race for points at every race," he said.



**HRT** HRT is understood to have offered to pay its outstanding membership fees for membership of FOTA. Team principal Colin Kolles insists that the organisation "defends mainly the interests of the big teams".



**SILVERSTONE** Tickets for the British Grand Prix remain at the same prices at which they were available at the end of 2010, despite the increase on VAT to 20 per cent. This price will be on offer until at least the end of January.



**BBC** Martin Brundle and David Coulthard have been confirmed as the BBC's commentary pairing for the 2011 F1 season. BBC Radio 5 Live has announced that experienced sports presenter Natalie Pinkham will join its team as pit reporter.

**P30 RETURNING TO F1**



**SAME DNA**



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PEUGEOT RECOMMENDS TOTAL

**NEW YEAR, NEW RALLY SEASON**

Peugeot are competing in the International Rally Challenge with the new UK Rally team, Guy Wilks and Phil Pugh. This is their Super 2000 Peugeot 207 along with the car it's based on, the beautiful 207. We wish them the best of luck in the opening event, the Rally of Monte Carlo on January 19-23rd.

PEUGEOT **207** *Super*  
2000



**PEUGEOT**  
MOTION & EMOTION



# MPH Mark Hughes

AUTOSPORT grand prix editor

With financial assistance for aspiring F1 drivers becoming harder to find, it's time for all the find-a-driver schemes to pool their resources – and F1 to fully get behind them

**T**he influx of car manufacturers in the late '90s/early '00s made F1 sick with money. Just to remain competitive, teams expanded to a size way beyond what they were going to be able to sustain once the money taps were turned off. But there were positive sides to the manufacturers' involvement, too. The establishment of junior-driver schemes during that time is the reason why F1 now has what Jackie Stewart reckons is its best-ever crop of truly great drivers.

Most of today's top guys would likely not even have made it to F1 without some sort of junior-driver scheme to help them on their way. If they'd had to find their own funding on the way through the junior categories, F1 would likely never even have seen Lewis Hamilton, Robert Kubica, Fernando Alonso or Sebastian Vettel. Forget the fallacy that cream rises to the top; in this sport that only applies

when there's money about.

Otherwise it gets left to emulsify in a sea of mediocrity, unable to stand out in a sport where expensive kit invariably trumps raw ability.

A Formula 3 seat with a top team currently goes for the thick end of three-quarters of a million pounds! A good annual GP2 budget is more like £2million. That sort of money is simply not around commercially.

Mike O'Brien has been hunting out budgets for drivers for over 30 years and has an acute feel for the market. He says: "There is no way an F3 budget or anything even vaguely like it is out there in strictly commercial terms today. If it was there I could find it. You can find bits and pieces, maybe a tenth of an F3 budget. But it's now reverted to being about family money. There's a lot of money in the sport in terms of family money, but you're never going to get the best talent coming through if you're just taking it from that tiny, narrow band."

As things stand, the current F1 generation of talent will be a high-water mark for the foreseeable future. With the manufacturers gone, and the key junior formulas continuing to be financially inaccessible to most, the best of the incoming talent is going to be lost to the sport long before it even reaches the beaches of F1. Red Bull continues with its scheme, McLaren still gives support and the Racing Steps Foundation provides an invaluable service. But in total this is nowhere near enough.

The entire ladder from entry-level to the F1 feeder series needs

to be streamlined into one linked scheme. Each of those categories needs to have savage cost controls imposed upon it and F1 itself needs to use some of its revenues to ensure the best drivers get through on merit every step of the way.

Which of the categories form the official F1 ladder is almost irrelevant; so long as the steps of that ladder had the stamp of official F1 authentication, the silliness of multitudes of formulas covering similar parts of the market – making it yet more difficult to gauge the outstanding drivers – would be stopped in its tracks. So long as the combination of cost controls and F1 largesse ensured that competing in these series was financially feasible for the gifted, the best drivers of each generation would be fighting each other throughout, stretching themselves and each other. To have won a title in any of these chosen categories would really mean something.

As a final step, F1 needs to embrace the idea of promotion/relegation for, say, two seats with teams that finish in the bottom two of the constructors' championship. That again requires F1 to collectively subsidise – but it would be for its own good. A constant turnover would not prevent the top guys from retaining their places or outstanding rookies from standing out, but it would prevent its talent stock from going stale. If F1 is serious about being the sport's ultimate in every sense, it needs to recognise the creeping problem – serious F1 teams having to take pay drivers is only the first sign of it – and attend to it. ❧



CHARNIAUX/BBP/CC/LAT

**“The current F1 generation of talent will be a high-water mark”**



A1GP pitched nations against each other

## A10 WORLD SERIES

# A1GP concept on verge of revival

New venture based on national teams set to be launched in the coming weeks. By GARY WATKINS

**A** new series that would revive the concept of the A1GP World Cup of Motorsport is set to start this autumn.

A group of investors put together by a leading motorsport figure is understood to be weeks away from announcing the new venture under the A10 World Series banner. AUTOSPORT understands that an early-February launch date has been pencilled in for the one-make single-seater series, which would

then kick off in October.

The A10 World Series would, like A1GP, pitch national teams against each other. It will also run through the winter with a calendar comprising a majority of non-European races, with a focus on emerging motorsport markets.

An AUTOSPORT source close to the new group said: "This is similar in many ways to A1GP, but it is not a re-engagement of the old series. The ethos is completely different in

terms of the business model."

The A1GP system, by which national franchises were sold to investors and teams, will not be repeated, according to the source. Instead, invited teams would buy a 50 per cent stake in their machinery.

The A10 name tips its hat to A1GP, which came to an end at the end of its fourth season in May 2009, and makes reference to the number of cylinders in the

**"This is similar to A1GP but it is not a re-engagement of it"**

Source close to A10 World Series

powerplant that it will use.

It is known that the new group is planning to use a four-litre Judd V10 based on its successful sportscar powerplant. These

engines, it is believed, will be fitted to the fleet of British-built 'Powered by Ferrari' chassis used in the final season of A1GP.

A1GP administrator Tim Bramston was unavailable to confirm whether he had concluded a sale of the cars and equipment, which have been in storage at the Dunsfold aerodrome in Surrey for the past 18 months.

Little more is known about the plans for the A10 World Series. The group behind the series already has a website up and running — [www.a10ws.com](http://www.a10ws.com) — and appears to be drip feeding details ahead of the official launch.

The site says that there will be 10 double-header rounds in the inaugural A10 season. It also suggests that there will be races in Europe, the Far and Middle East, South and Central America, Oceania and Africa.

## GP3

## Sims stakes his future on Status in GP3

**FORMER McLAREN AUTOSPORT BRDC** Award winner Alexander Sims will race in GP3 this season with frontrunning team Status GP.

The Gravity Sport Management-backed Briton has been placed in the GP2 feeder category after spending two seasons in the F3 Euro Series.

Sims tested for Status, which ran Robert Wickens to second last year, at Jerez before Christmas. He feels

he needs a strong year in 2011 to keep his Formula 1 ambitions alive.

"This is the biggest season of my career to date," said Sims. "This is my second chance at this level and if I do well then things should look up and GP2 should be possible.

"They [Gravity] want GP2 to be a one-year programme, which increases your chances of getting to F1 massively. If I do well in GP3 then

F1 is something realistic to aim for, but if it doesn't then that's probably it in terms of F1, if I'm honest."

Status team manager Simon Cayzer feels Sims has what it takes to win the GP3 title in his first season.

"He knows what he wants from a car to be fast, he is confident, consistent and quick," said Cayzer. "We have every confidence that he can win the GP3 championship."



Sims will join Status for GP3 this season

STALEY/LAT

**AUTOSPORT SAYS...**

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**W**hen the A1GP concept first emerged, I'm sure I wasn't alone in expecting the idea to evaporate long before any cars ever took to the track. When the first grid assembled at Brands Hatch in September 2005 to prove me wrong, I raised my expectations slightly – now, I decided, the series would fold before the end of the season.

The idea of a 'World Cup' sounded contrived. The single-seater world was over-populated. The guy behind it all seemed to have too many Maktooms in his name. And the styling of the cars gave them the appearance of having had inexpert plastic surgery.

It wasn't until I attended my first round at Eastern Creek a couple of months later and saw a large and vocal group of fans waving Lebanese flags at Turn 1 that I realised that the series might have some staying power.

A1's eventual four-year lifespan was rarely smooth sailing behind the scenes, but the core concept was probably the strongest thing about it. And although the natural reaction of many to the news that the idea is being primed for resurrection will be skepticism, the fundamental strength of the original idea was such that it would be a mistake to write it off just yet.

The people behind A10 have a formidable challenge ahead, but it will be great if they can make it work.

A1GP silenced many of its critics



**ROLL OF HONOUR**

A1GP's second-generation 'Powered by Ferrari' car only managed one season of active service before the series collapsed, but seven drivers managed to win races with it...

- Adam Carroll (5) • Neel Jani (4) • Filipe Albuquerque (1) • Jeroen Bleekemolen (1) • Robert Doornbos (1) • Loic Duval (1) • Fairuz Fauzy (1)

Carroll took Brands Hatch double in '09



CIRCUIT

**SNETT SHAPES UP**

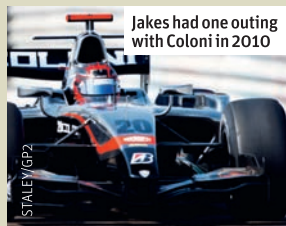
Progress is being made on the as-yet-unnamed Turn 3, which will form part of the new Snetterton 300 infield section at the Norfolk venue. One of the new corners will be named after ex-F1 driver-turned BBC commentator Martin Brundle

RICHARD STYLES

**IN BRIEF**

**JAKES JOINS COLONI**

James Jakes will race with Coloni in his first full-time GP2 campaign this year. The Briton raced in GP3 last year, but contested the 2010 season finale at Abu Dhabi with the Italian team (right).



Jakes had one outing with Coloni in 2010

**ISPORT LINE-UP SORTED**

Frontrunning GP2 squad iSport has finalised its line-up for the upcoming GP2 Asia and Main series, with Sam Bird and Marcus Ericsson having signed for the British team. Both drivers will be contesting their second season of GP2. Bird finished fifth with ART last year, while Ericsson took 11th with Super Nova.

**INDYCAR TEAMS TO TEST**

IndyCar Series teams will continue preparations for the 2011 season by conducting an open test at Barber Motorsports Park in Alabama on March 14-15. An oval test will take place on May 9-10 at Kentucky Speedway ahead of the first oval race on the 2011 schedule – the Indianapolis 500.

**INDYCAR ENGINES SHRINK**

IndyCar engines will be reduced from 2.4-litres to 2.2-litres in 2012 as part of the series' technical overhaul. Honda, Chevrolet and Lotus have all committed to building the six-cylinder turbocharged powerplants.

**GRAVITY-CHAROUZ IN 3.5**

Gravity-Charouz Racing will compete in Formula Renault 3.5 this year with technical support from DAMS, the team replacing Interwetten as the championship's 13th squad. Meanwhile, rival outfit Draco Racing has signed Italian F3 runner-up Stephane Richelmi and Brazilian Formula Renault graduate Andre Negro.

**FORTEC SIGNS DUO**

Frontrunning British F3 squad Fortec has added British racer Harry Tinncknell and Brazilian Lucas Foresti to its 2011 driver line-up. F3 rookie Tinncknell joins after finishing fifth in Formula Renault UK last season for CRS, while Foresti has switched teams after finishing 13th in British F3 with top team Carlin in 2010.

**HANKOOK FOR DTM**

Asian company Hankook has replaced Dunlop as the DTM's tyre partner until at least the end of 2013 after signing with the series' commercial rights holder the ITR.

INDYCAR

**Diversity for IndyCar**

**INDYCAR 2012** project manager Tony Cotman predicts that teams will have at least four different aero kits to choose from under the new formula set to be introduced next year.

Cotman explained that having a variety of manufacturers on board would present an additional challenge to teams faced with having to select their technical package, and would also have a significant effect on the racing.

"Obviously there are a lot of challenges for teams, choosing the correct package prior to the season," he said. "The style of racing we know today will change. I think this is good for IndyCar. I like to see teams challenged."

Cotman also revealed more details on the selection process, saying that aero kit manufacturers would be expected to commit for "a couple of years, minimum".

The first 2012-spec show cars are planned to be unveiled to the public at Indianapolis in May.



IndyCar teams will get more choice in 2012

ABBOTT/LAT



Corvette has one seat to fill in its line-up

GT1

# Brabs on Corvette radar

David Brabham and Richard Westbrook in contention for vacant seat at Le Mans as Emmanuel Collard departs

**L**e Mans 24 Hours winner David Brabham and FIA GT1 World Championship frontrunner Richard Westbrook are both in contention for the remaining seat at Corvette Racing.

A drive in one of the Chevrolet Corvette C6.Rs at the Le Mans 24 Hours, and the Sebring and Petit Le Mans enduros in the US, is vacant now that Emmanuel Collard has left the team to return to Henri Pescarolo's squad. Reigning American Le Mans Series champion Brabham has emerged as a

frontrunner for the seat, while Westbrook is believed to have been given a try-out in one of the GT class Chevroys at Sebring this week.

Brabham admitted at AUTOSPORT International last weekend that he had started a search for a 2011 drive because Highcroft Racing has yet to find the funds to defend its ALMS titles.

The Connecticut team has been hit by the loss of its deals with Tequila Patron and Honda Performance Development.

"I have had discussions with

Corvette, but that's all it has gone to at the moment," he said. "Three races with them is a possibility, but a deal like that would mean I wouldn't be able to do a full programme if another drive came along."

It is understood that Corvette regard Brabham as 'plug-and-play'. The British-based Australian has been a winner in each of the four classes in the series and raced against the Corvettes with Aston Martin Racing in America and at Le Mans. Former Porsche factory driver Westbrook is less of a known

quantity to Chevrolet, which would explain his run with the team this week. No confirmation of his role in the multi-day test was forthcoming from either Westbrook or Chevrolet.

A Corvette Racing spokesman said on Monday that "several drivers" were in the frame for the seat, and that there was a firm desire to "resolve the situation quickly".

It is likely that Chevrolet will wait for the final seat to be filled before confirming that Tommy Milner has replaced Johnny O'Connell in the full-time line-up.



RML will race an HPD this season

LE MANS SERIES

## RML to swap Lola for HPD chassis

**THE BRITISH** RML squad is swapping from a Lola to an HPD chassis for the defence of its Le Mans Series LMP2 crown this year.

RML had said that it would race an open-top Lola in place of the coupe that ran with an HPD V8 last season. Now it has announced that it will use the same

ARX-01d package as Strakka Racing, which won three of the five LMS rounds in 2010. To that effect, it has purchased the ex-de Ferran ARX-01. This chassis will be fitted with HPD's new V6 twin-turbo LMP2 engine. Double LMS champion Mike Newton, whose company funds the programme, said: "The easiest

way to stop being beaten by the HPD is to buy one of our own."

● HPD is producing an LMP1 version of its LMP2 design with aerodynamics developed specifically for Le Mans. It is expected that Highcroft would convert its ARX-01 to so-called 'e' specification should it continue.

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IN BRIEF



NASCAR DRIVERS TO CHOOSE

NASCAR drivers will be forced to choose between scoring points in the Sprint Cup, and the Nationwide Series this year. The change means that reigning champion Brad Keselowski (above) will be the last Cup regular to win the second-tier title.

HORNISH FOR NATIONWIDE

Sam Hornish will contest a minimum 10-race schedule with Penske in this year's NASCAR Nationwide Series. The 2006 Indy 500 winner's future was cast into doubt after he lost his Sprint Cup seat due to a budget shortfall.

STEWART GOES DOWN SWINGING

Tony Stewart was interviewed by Australian police following an altercation with the owner of Sydney Speedway. Stewart, who was in the country to race in a handful of dirt-track events, was released without charge pending further investigation after allegedly hitting the owner with his helmet and receiving a black eye in return.

BTCC SEASON LAUNCH

The British Touring Car Championship pre-season launch will take place at Silverstone on March 24. The day will also feature an official test, which is open to the public. Admission is free.

HYBRID LMP1 FOR LMS

A petrol-electric hybrid LMP1 Zytek will race in the Le Mans Series in the hands of the Italian Rangoni Motorsport squad this season. The Zytek 09SH will be driven by team boss Luca Rangoni, Thomas Biagi and Ferdinando Geri.

KAFFER BACK IN A PROTOTYPE

German Pierre Kaffer is returning to the prototype ranks in the Le Mans Series this year with AF Corse. The former race winner in the series will share AF's BMW/Judd-powered Lola B11/80 with Matias Russo and Luis Perez Campanc.

LAMBORGHINI LINE-UP

Lamborghini FIA GT1 World Championship drivers Nicky Pastorelli and Dominik Schwager will lead the new West Racing Lambo team's assault on the GT class of the American Le Mans Series with a pair of Gallardo LP560s. The duo are expected to remain with the All-Inkl.com/Munnich squad in the world championship.



NURBURGRING 24 HOURS

BREAKING COVER

Mika Salo put the Ferrari P4/5 Competizione that he will share with Fabrizio Giovanardi, Nicola

Larini and Luca Cappellari in the Nurburgring 24 Hours through its paces earlier this week

PAULO PELLEGRINI

DTM

Doornbos for DTM switch

Former F1 and IndyCar driver Robert Doornbos is close to securing a deal to switch to the DTM in a Mercedes-Benz.

The Dutchman, who has raced in Superleague Formula as Corinthians since his IndyCar stint with Newman-Haas was ended by budgetary problems at the end of 2009, told AUTOSPORT last week that his discussions with Mercedes were already well advanced.

He expected things to be finalised once the situation regarding Paul di

Resta's F1 race deal with Force India is finally announced.

"We had a meeting in Stuttgart a couple of weeks ago and that went quite well, and I think at the end of the day we are still waiting for confirmation of what Paul di Resta is doing," said Doornbos.

"If he goes to F1 then everybody [at Mercedes] will move up and there will be a vacancy in one of the older cars. So it looks quite promising. I would love to give it a shot, and for me Mercedes is the



SEBASTIAAN ROZENDAAAL

Doornbos would be latest ex-F1 DTM racer

best brand out there at the moment. To be part of a factory team would be amazing."

Doornbos said he was keeping some single-seater options open, but that any full-time deal would take priority.

"I am also looking at things like the Indy 500 as well, but if I can commit to one series then I will put DTM as number one," he said.

STCC

Thommo's Volvo deal done

JAMES THOMPSON will lead Volvo's assault on the revived Scandinavian Touring Car Championship this year.

The two-time BTCC champion has not had a factory drive since the Lada WTCC squad was disbanded at the end of 2009.

However, he has now signed a multi-year deal with the Swedish manufacturer and will race a C30 model for its quasi-works squad Polestar Racing, as predicted by AUTOSPORT (November 11, 2010).

"I've always said that I want to

be part of a structured, well-backed programme with clear ambitions," Thompson told AUTOSPORT. "Volvo showed me a step-by-step plan with clear, long-term potential and ambition, and it's very exciting."

In addition to his race duties, Thompson will play an integral role in developing Volvo's new World Touring Car, with an expected return to a WTCC race seat in 2012.

Thompson was due to test the C30 for the first time at Barcelona today (Thursday).



GIBSON/LAT

Briton to race C30 in Scandinavian series



Al-Attiyah celebrates his maiden Dakar win

DAKAR

## VW set for Dakar return in '12

Despite an expected WRC announcement, VW is thought likely to bid for a fourth straight Dakar win next year

**V**olkswagen is expected to commit to defending its third-straight Dakar victory in Brazil next season – while simultaneously beginning an all-new World Rally Championship programme.

Qatar driver Nasser Al-Attiyah sealed a comprehensive Dakar victory in South America on Saturday. It was also Volkswagen's second successive podium lock-out. Soon after winning the event, Al-Attiyah admitted that he expected to be defending his

victory at the wheel of a Race Touareg in 2012.

Volkswagen has been widely expected to enter the WRC in 2012, but recent news that Dakar is likely to switch to a Brazil-Paraguay-Argentina-Chile-Peru format will probably tempt the German firm back for another year. Al-Attiyah has also stated that, if VW does elect to withdraw its support from Dakar, he would like to take over the team and run the cars himself.

Al-Attiyah said: "If VW do

something else, I could run the cars and I think Carlos [Sainz] and myself would still be very quick."

Asked whether he was waiting for a decision from VW on whether he would be back at Dakar in 2012, Al-Attiyah replied: "No. We will be back. We will defend Dakar next year. Becoming the first Arab to win Dakar is the greatest moment of my career."

VW motorsport director Kris Nissen has always stated that the current car, the Race Touareg 3, could run in 2012 with minimal

investment and no need for any further development. Sources close to the VW team admitted in South America that a WRC announcement is imminent, however Nissen refused to be drawn on either the nature or timing of an announcement.

The Dakar was overshadowed by the death of four people: one spectator, two mechanics – who were electrocuted – and a 48-year-old man who died from injuries sustained after a road collision with a competitor.

WRC

## Tanak commits to five-year M-Sport deal

**FORMER PIRELLI** Star Driver Ott Tanak has signed a five-year deal with M-Sport to compete in the WRC.

In the first year of his agreement, the Estonian will contest the 2011 Super 2000 WRC in a Ford Fiesta S2000. He will start his seven-round programme on Rally Mexico in March.

The expectation is that Tanak will graduate to a full WRC programme in an M-Sport Ford Fiesta RS WRC,

possibly as early as next season.

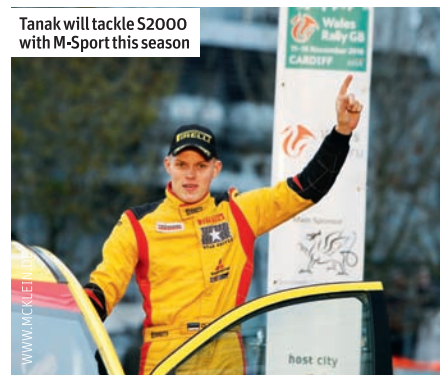
M-Sport managing director Malcolm Wilson said: "We're looking long-term with Ott. He's a very exciting driver and he has impressed me. He's not going to start with a full programme, but that's the goal eventually."

Tanak was the fastest of the 2010 Pirelli Star Drivers on gravel, impressing with Group N wins in Finland and Britain. The 23-year-old

said: "This is a once-in-a-lifetime opportunity for me. It's incredible that I have this opportunity. In the current climate, these kinds of opportunities just don't come along with the likes of M-Sport. I am very happy to be in a very fortunate position, and now I have to make the most of it."

Tanak's Fiesta will be run in the SWRC by his mentor Markko Martin's firm MM Motorsport.

Tanak will tackle S2000 with M-Sport this season



**IRC**  
**Fears mounting over depleted IRC calendar**

**INTERCONTINENTAL RALLY**

Challenge promoter Marcello Lotti has denied there's a growing crisis in the calendar for this year's series, despite the potential for a four-month gap before the second round of the championship.

As the season opened with the Monte Carlo Rally this week, there was mounting concern over the first half of the IRC year, with the cancellation of the Argentinian second round – Rally de los Alceres – expected imminently. According to well-placed sources, the Rally Islas Canarias, currently scheduled for round three, is still not certain to run, despite it receiving an April 14-16 date. Should those events fail to run, the second IRC event of the year would be the Tour de Corse in May.

A source within an IRC team said: "We are worried about this potentially very big gap between the first two rallies."

Lotti said: "We had an internal meeting last week. We expect



The Rally Islas Canarias is said to be under threat

PHOTO: G

news after this meeting."

Hopes of Rally of Scotland moving into an April date have been dashed by event CEO Andrew Coe. Scotland organisers had discussed a merger with the Granite City Rally (see AUTOSPORT, January 6) – an April event in Aberdeen – but Coe admitted it was not possible for this season.

"We can't do the April date," said Coe. "It's unfortunate, but it's just not possible – it's too soon."

Coe added that the Rally of

Scotland will move back a week to start on October 21 in an effort to avoid a clash with the Tour of Mull, a hugely popular event in the Scottish motorsport calendar.

In an effort to avoid a small entry for the final round if the champion is crowned early, which the IRC has suffered for the past two years, the organisers will offer double points in Cyprus, this year's final event, and points and a half in Scotland, the penultimate round.

**AUTOSPORT SAYS...**

**DAVID EVANS**  
**RALLIES EDITOR**

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**H**onesty is always the best policy. My mother taught me that a very long time ago. It seems North One Television's CEO Neil Duncanson listened to the same advice. Duncanson has been central to the decision to run WRC on ESPN in the UK. From the BBC, to C4, to ITV to Dave, we're now looking at ESPN. In short, access and availability to the world's best drivers has slipped into what looks like tele-oblivion.

Mulling this column over last week, I couldn't help but notice the irony of this announcement; WRC announces ESPN and a few days later Eurosport screens the IRC opener and 12 of 13 Monte Carlo Rally stages live. Granted Eurosport is non-terrestrial, but it's absolute heaven for petrol heads to sit and watch the Turini live over a Friday-night beer. Just as I was preparing the great-Monte-coverage stick to beat the WRC with, Duncanson fronted up.

Dave, he told me, had decided to focus more on witty and banter than WRC. And, of the 18 other UK broadcasters contacted, only ESPN came back with a deal. Okay, a couple of stations offered to take the hour-long Sunday afternoon live show, but as a cut-and-shut and without any other footage in rally week.

ESPN, however, will surround that hour with an extra 3.5 hours of coverage. Each day will get a 30-minute show and the live hour will come from an on-site ESPN studio.

You won't find a better use for the £3 per week it'll cost you.



WRC gets big TV boost in '11

**IN BRIEF**



**ARCTIC DEBUT FOR FIESTA**

Following the launch of its Fiesta WRC's 2011 livery at AUTOSPORT International last week, Ford has confirmed that the car will compete for the first time on the Arctic Rally in Finland on January 28-29. Mikko Hirvonen will drive on the opening day, with his team-mate Jari-Matti Latvala taking over for leg two.

**FISHER FOR WRC AND BRC**

Alastair Fisher will contest the inaugural WRC Academy in a Ford Fiesta ST. In addition to the six WRC rounds he will contest in the arrive-and-drive Ford, the 22-year-old reigning Irish Group N champion is also hoping to tackle the BRC in his own Fiesta. He will be co-driven by Daniel Barritt. A spokesman from the Academy said he expected all 24 Fiestas to be sold by the end of the month. The series starts in Portugal in March.

**ESPN TO AIR WRC 2011**

ESPN has taken over the rights to screen WRC footage in Britain for 2011. The satellite station will air

more than four hours of coverage to each of the 13 rounds, including an hour for each event's live stage.

**SUPPORT SERIES GROW**

Entries have been received for the two WRC support series, with 16 runners in the Production Car WRC and seven in the Super 2000 WRC. Neither champions Armino Araujo (PWRC) nor Xavier Pons (SWRC) have registered for title defences.

**CAVE SAMPLES MINI S2000**

British driver Tom Cave tested the Mini Countryman S2000 car last week. Cave is selling his Proton S2000 car may be looking to make the switch to a Prodrive-built Mini. Prodrive's David Richards confirmed 10 Minis have now been sold.

**TEAM UK TRIO**

Harry Hunt (below), Elfyn Evans and John MacCrone have been selected for Team UK. The trio and their co-drivers will be trained by Mark Higgins and Nicky Grist. Hunt will contest the P-WRC and IRC while Evans and MacCrone will compete in Britain, although Evans hopes to do some WRC rounds in a Fiesta ST.



**WRC**

**Hopkirk gets a Mini WRC refresher**



Hopkirk enjoyed run alongside Meeke

**FORMER MONTE** Carlo Rally winner Paddy Hopkirk joined Kris Meeke for a run in the Countryman WRC last week.

The two Northern Irishmen tackled several laps of Prodrive's Warwick test track with Meeke driving. Hopkirk, who won the 1964 Monte, is hoping to drive Mini's all-new World Rally Car at some point this year.

Meeke said: "It was incredible to have Paddy in the car with me, he's a real legend – particularly where I come from. What Paddy did back in 1964 was just amazing, and he's still got it. I did a few laps at the end where I was playing a little bit, sliding a bit more. When he got out, he said: 'That was good, but do you not think being sideways like that was costing you a bit of time?'"

**QUOTE OF THE WEEK**

“What I did with a rifle, I did in the car”



Dakar winner Nasser Al-Attiyah took the qualities that made him an Olympic-standard marksman and used them to help him win Dakar for Volkswagen



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# MASSA SET TO EMERGE FROM THE SHADOWS

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After his brush with death in 2009, the Brazilian feels ready to give Alonso a run for his money at Ferrari. *By ADAM COOPER*

**C**an Felipe Massa prove that he is more than just a good number two to Fernando Alonso? That's the challenge facing the Brazilian in 2011 on the back of a frustrating first season alongside the Spaniard, who grasped team leader status last year.

Having come so close to winning the world championship in 2008, Massa found himself eased into a supporting role last term. Never was that more apparent than in the German Grand Prix, when the Ferrari team orders saga exploded. After that it was clear to Massa and everyone else just where – rightly or wrongly – the team's priorities lay.

The bottom line was that for most of the season Massa was behind his team-mate in qualifying, and behind him in races. Inevitably his reputation has taken something of a hammering, and his strong performances against Michael Schumacher in 2006 – and his

superb if ultimately unsuccessful '08 title campaign – now seem like a long time ago. In this business, folk have short memories.

"Yeah, very short memories!" Massa smiles. "Remember what people were saying about Mark Webber for many years? And when he was in front of the championship everybody said, 'maybe he's a different driver?' You can see how things are not great in F1. The race they remember is the last one, you know. They never remember the last time you did a good race."

Felipe now has the chance to reassert himself, and to do that he has to stack up well against Alonso from the start of the new season. But Fernando has now been with the team for a year, and has also had a chance to influence the design of the new car around his preferences. Clearly it's going to be an uphill task.

So what did go wrong in 2010? Massa's recovery was so complete that it's easy to forget he was ►

**"People have short memories, and they never remember your last good race"**  
Felipe Massa

**BACK ON TRACK**  
FELIPE MASSA





Massa struggled with tyres as Alonso prospered in 2010

◀ returning from an accident, during qualifying for the 2009 Hungarian Grand Prix, that had so nearly cost him his life. He had missed the previous seven race weekends of the season and so, when testing of the new car began in February last year, he had effectively been out of the cockpit for six months.

Such an extended absence would have been a handicap for anyone, with or without the head injury and any extra psychological hurdles that he might have had to overcome. But he refuses to use it as an excuse.

“I was happy to be back on the track after the accident, that’s true,” he says. “But after that first test, the first race, you don’t think any more about that because you are already back on the job. You don’t think every day you get into the car, ‘I’m happy to be here.’ If you spoke to me on the first day I tried the car, I’d be much happier than now because I’ve been back on the job for many races.”

“I don’t think I missed out because of this. I had different issues, especially with the tyres – they were difficult for my driving style, and that definitely didn’t help. That was the biggest issue I felt, and not just because I went some months without driving.”

Tyres have become a buzzword among underperforming drivers in recent seasons. With no in-season

development from sole supplier Bridgestone, drivers have had no scope to push things in their direction as the year progresses, as might have been the case in the past. Of course, some guys can cope with whatever they’re given, while others have been fortunate that the latter-day Bridgestones happened to suit their personal styles. But a few have struggled.

It’s easy for outsiders and team members to be sceptical and view complaints about tyres as a wishy-washy excuse for an overall lack of performance. There’s also a danger that a driver gets so focused on the issue that he ‘outpsyches’ himself. Whatever the truth, Alonso was ahead in qualifying weekend after weekend.

“When you cannot take 100 per cent from the car, it’s frustrating,” says Massa. “If you cannot use 100 per cent of your car, the chance of being behind your team-mate is very big.”

Fortunately for Felipe, he was not alone. At Mercedes in 2010, his former team-mate Schumacher also had specific tyre issues, and had to go through the regular routine of trying to explain his situation to the world.

“I think he had a similar problem to me, in my opinion. I’m not 41 years old, but I don’t think Michael lost his speed completely. Looking at the talent he possesses, I think he had a different

Massa was lucky to survive the crash in Hungary in '09



Recovering from injury on the slopes in 2010

**“I was happy to be back on the track after that accident, but I don’t think about it now”**

**Felipe Massa**

**“For Felipe, 2010 is now over and this season is a new start”**

**Nicolas Todt**

issue around that didn't help the way he drives.”

Massa also suffered in the first half of the season from the below-par form of the car. Ferrari lost its way a little during the rush to develop and race an f-duct and blown diffuser at the expense of other planned developments.

“I would say the first race was really great,” Massa concedes. “After the first race we thought really the car was going to be very, very strong for the whole season, but then we saw that others did a really good job on development. I think we lost a little bit of time – let's say from Australia to Turkey in May – in terms of development. From Turkey to the end of the season I think we were the team who did the best job.”

Unfortunately for Felipe, after Turkey is where his season really began to go wrong. In Valencia a potential podium was lost when both Ferraris were stuck behind the safety car; stacked in the pits, he lost out even more than Alonso. In Montreal there ▶

**BACKING THE BRAZILIAN**

**NICOLAS TODT, MANAGER**

**OUTSIDE HIS CLOSE-KNIT**

family, Felipe Massa's number one supporter is his manager Nicolas Todt, who has guided the Brazilian's career since his father Jean signed the youngster for Ferrari. He admits that the Hockenheim controversy was a huge disappointment to his man.

“Definitely it affected him,” says the ART boss. “Exactly one year earlier he had his huge accident, and we didn't know if one day he would come back racing. Obviously I think it was very important for him to win that race. He's a team player, and showed it very often in the past. But even if you are a team player, it's not very easy to accept.”

“Obviously we discussed it with the team and so on. Time goes by, but you need a bit of time to forget that. It affected him a lot, but that doesn't necessarily mean it affects your performances as well. You aren't going to be slower because you



Massa with his number-one fan, manager Nicolas Todt

had a bad moment.”

It was in the frenzied aftermath of Hockenheim that Todt managed to get his man's deal extended for two more seasons, ending any hopes that Robert Kubica might have entertained about going to Maranello.

“There have been so many rumours around Felipe. In 2008, when he was close to being world champion, after the first two races when he didn't score any points people were already saying that Vettel would replace him. When you are driving for Ferrari – a legendary team – that's the price you pay. The fact that they renewed him

for two more years is a sign that they believe in him.”

Todt is confident that if tyres are no longer an issue, Felipe can bounce back – despite Alonso's strong position in the camp. “We all know that Fernando is very professional, a hard worker, and he likes to have the team around him. It has to be viewed as an extra motivation for Felipe to do better.”

“Felipe is a very honest guy. If you talk to him he will tell you that he didn't do a good season. But it's not because he's now a bad driver, or happy as a number two. For him 2010 is over, and it's really a new start.”



Stunning 2008 title bid seems a distant memory

COATES/LAT

Massa spent first three F1 seasons with Sauber



MASON/GETTY

◀ was a first-lap clash with Tonio Liuzzi. And then at Silverstone, Alonso caused a puncture on the first lap which forced him to drop to the back. After three non-scores he knew his own title aspirations had gone. So did he begin to realise that his team would look towards Alonso?

“A little bit, yes. You still maybe think that things can change, because things in F1 change very quickly. But anyway, the amount of points I lost was not a small number, you know.”

And then came Hockenheim. After that things could never be the same again, not least because it was the manner in which Massa and engineer Rob Smedley dealt with the request to move over that led to the controversy. There were no subsequent instances of Massa being held back, or saddled with inferior equipment, but the damage to his confidence was huge, and that must have impacted his performance.

A few weeks later Ferrari tried to calm the waters by announcing that Massa was to stay on for two more years. A reward for the Hockenheim sacrifice? Or acknowledgement by the team that, if it wanted a driver to play second fiddle to Alonso, it was a case of better the devil you know?

On the track things never really got better, and his season fizzled out with frustrations such as gearbox problems in Singapore qualifying, a silly first-lap clash with Liuzzi in Japan, and a loose wheel in Brazil. If it could go wrong, it did. In Massa's eyes, 2011 represents a complete reset, and the fact that Alonso was on top last year is

irrelevant to the Brazilian.

But taking the fight to Alonso is no easy task. Many see him as the best of this generation, even in a group that includes the likes of Lewis Hamilton and Sebastian Vettel. After all, give or take a few points, Fernando could by now be a four-times world champion. If he can add more titles to the two he already has, he will surely begin to forge a place among the all-time greats.

He's also a driven, single-minded person whose constant focus on improving his own situation is unusual even by the standards of racing drivers. It's something McLaren discovered in 2007 when Fernando joined the team.

With his knowledge of Italian, it didn't take the Spaniard long to settle in at Ferrari, and so began a competitive rivalry between the two drivers. And it was on the track where Alonso made his mark most forcefully, leaning on Massa from the start in Bahrain, almost humiliating Felipe with his dive into the pit entrance in China, and tipping him out of the way at Silverstone.

The pair have 'previous' of course. Back in 2007 they had clashed at both Barcelona and the Nurburgring, the German incident leading to an angry confrontation after the race. So how was Massa's relationship with Alonso during last season?

“I think it was okay, no problem,” he deadpans. “Inside the team we know the direction we need to work. I know the team and the team knows me very well, so it's not a problem. For sure, since I came to Ferrari, I've always had a very strong team-mate.

And it's not that things changed much when Michael or Kimi left.”

Press him further on Alonso's strengths – such as the way he so quickly established himself in the team – and Felipe gives little away.

“He's very strong, definitely. Very strong and a very good talent, but I don't think he's really that much different from the other drivers I raced with. Michael was very close to the team as well. Kimi, he has his style, but anyway I was always very close to the team. You need to be.”

So can things change in Massa's favour this year? Like Schumacher, he's relying in large part on the arrival of Pirelli to change his fortunes. While the times didn't prove much, he was fastest in the Abu Dhabi test back in November, which was a handy confidence boost going into the winter.

“I think it will be a different start. In the past I drove with Michelin, and the way of driving the Michelin was very, very different to the way of driving Bridgestone. Now I think we're going to have quite a big change from one tyre to the other one. But anyway we need to start from zero with

Brazilian ordered to give up German GP victory to Alonso





Massa and Schuey both failed to beat team-mates

**“There will be a little bit of a different approach this year with the flexible rear wing”**  
Felipe Massa



Last season began well with Bahrain podium



COATES/LAT

understanding the tyres.

“We’re going to have no double diffuser, and that will be a big loss of downforce, so we need to work to get downforce back from another area. It’s a big change. And also there’s this flexible wing, so there will be a little bit of a different approach.”

The odds seem to be stacked against him, but you could argue that, with few outside his circle expecting him to genuinely challenge Alonso, in some ways Massa is under less pressure, and that could work in his favour.

No longer the baby of the grid (he turns 30 in April), he now has a stack of knowledge on which to draw. He also has a child of his own, Felipe Jr having arrived on the scene in November 2009. Fatherhood, he says, has made him more mature. “It’s a great feeling: I think it makes you much more experienced [in life], and you know that you don’t work and race just for yourself anymore. It’s now for your family, and this is something that gives you extra motivation.”

And that’s one family in which Massa plays an unquestioned leading role. It’s likely to be a tougher task to reach that position with his racing team in the year ahead. ❧

Narain Karthikeyan

# Back in business

It's been five years since 'India's fastest man' made his F1 debut, and now a new deal with HRT sees Narain Karthikeyan return to the big time after a stint in NASCAR. But at 34, has he left his comeback too late?

**You surprised a lot of people when you announced your deal. Did you ever doubt that you'd be back in F1?**

I always had the ambition to get back, and it just came together. I think that with the Indian Grand Prix and so many other things, we decided to take this opportunity. I've known [Hispania Racing team principal] Colin Kolles since 1999 when I was doing Formula 3, so we have a good rapport with him. When the chance came up and he told us their plans for the year, then very, very quickly – on December 24 in fact – things changed. We just kind of went for it after that.

**Up until that decision, what sort of programme had you been working on for the 2011 season?**

Towards the end of my stint in America – in NASCAR Trucks – things were going pretty well. At the last race in Talladega I was running fifth or sixth and got taken out with three laps to go, so we were becoming stronger. I would have liked to have gone back to America and that was the plan – things were kind of falling into place there I think. But this opportunity has come up. I hope it's the right decision! And here I am.

**Was the decision to stage an Indian Grand Prix this year instrumental in terms of making your deal possible?**

The Indian Grand Prix was one of the reasons, for sure, but I think a deal would also have been possible last year. I've worked really hard to be where I am. When I started out there was almost zero infrastructure, and to come from India and race in Europe, and then to go into Formula 3 and win races, was very, very difficult. Of course I wanted to drive in an Indian Grand Prix and that is now

possible. I'm just happy to be in that position. And whatever I have in terms of a car, I will try to do the best I can. We'll have to see where it goes.

**Do you view F1 as a long-term thing?**

I don't know. It depends. If the car gets better over the year then you've got a chance to make an impression. At Jordan, with that car, it was only in the wet that I could do something.

**You've had experience with a strong team as a test driver with Williams. Is there anything you learned during that time which you can bring to HRT?**

Williams was a big team at that time, and I learned a lot about things like set-ups. But the cars were pretty different – they had grooved tyres, and lots of electronics like traction control. In a way, it will be pretty new to me. But I think whatever experience I have gained from Jordan, Williams and in sportscars, it will all count at some point. How do I use that experience and channel it into the Formula 1 programme? I have to figure that out.

Narain tested for Williams in 2006/7



**Your best result in F1 was at the infamous US GP in 2005, where you finished fourth. What memories do you have of that race?**

Well the car was pretty slow in 2005, so for us that was probably the only opportunity to get those points. It's obviously not something you're proud of – whatever happened between Bridgestone and Michelin wasn't good for the sport. But we just had to race, and took from it what we could in terms of points. That's exactly the way I look at it – it was an opportunity, and that was that.

**You were supposed to race at Le Mans in 2009, but you got injured right before the start. What's it like to go through all of the build-up to a race like that, and then not take the start?**

It was very, very bad. The two worst things in my motor racing career were dislocating my shoulder before the Le Mans start, and leading the Macau Grand Prix in 2000 before throwing it away when I had a 7.5s lead.

**What exactly happened at Le Mans?**

I was going to do the first stint, so obviously you hydrate yourself and I had to use the loo. It had rained the night before so the pitwall was pretty slippery. I got on top and then lost balance. I was trying to hold on like Spiderman but... I just landed at a funny angle. It took my shoulder out of the socket. After that I had one year of trying to build the muscle back. It was a big mess to be honest. And all because I needed to pee! There will be no more jumping over pitwalls, that's for sure.

**On your website you are described as the fastest Indian in the world. Have you ever seen the film *The World's Fastest Indian*?**

When I first came and won in Formula 3 in England, AUTOSPORT tagged me as 'the fastest Indian in the world'. That's how I got that tag. I didn't create that! But yes, I've seen the movie. It's the one about Burt Munro, right?

**...I think so. I've never actually seen it. You're an ambassador for the Chennai Marathon. So do you actually run it?**

No, I had a date clash. And I'm not a distance runner. I do whatever I have to cardio-wise and that's about all. I wouldn't have run it anyway.

**Former HRT driver Karun Chandhok has a curry named after him at an Indian restaurant near his home in the UK. What would a Narain Karthikeyan curry be like?**

[Immediately] It would be spicier. ☒





Karthikeyan finished fourth in the infamous 2005 US GP



ETHERINGTON/LAT

**“I always wanted to get back into F1. And of course it’s my dream to race in an Indian GP”**

**Narain Karthikeyan**

**CHIP LEADER AIMS TO**

**WIN  
AGAIN**



**BIG**



Jamie McMurray took the big ones in Chevy



## Chip Ganassi was America's big winner in 2010, so what's next, asks *CHARLES BRADLEY*

Chip Ganassi knows there may never be another year like 2010 for his three-pronged US race team, but it's not about to stop him trying to repeat the success that came its way last year. In the face of colossal competition from the collective might of Team Penske, Hendrick Motorsports and SunTrust Racing, his squad won big across the IndyCar, NASCAR and Grand-Am disciplines.

So where does he go from here? "Keep going baby," he replies. "Y'know, the year had to end. Now a new one is just starting, and we still wanna win. Someone once said, 'If you win, everything else takes care of itself.' That's a pretty good line, don't you think?"

The trophy cabinet at Chip Ganassi Racing bulged last year. The Indianapolis 500. The Daytona 500. The IndyCar Series. The Brickyard 400. The Grand-Am Sports Car Series. And, on the weekend of August 7/8, Ganassi's teams won races in all three divisions of America's top-line single-seater, stock car and sportscar series — a genuine first in US racing.

He shrugs off the immense achievement: "People always ask me, 'So what did you do differently last year?' Well, I wish I had a story to tell them! 'Yeah, we did this and we changed that and our management skills were improved and we used this software package...' The fact of the matter is we didn't really change much within the team. Everything just worked like it was supposed to. I wish I could point to one thing and say, 'That was it' but I honestly can't."

In the IndyCar Series, his early-season assessment of Dario Franchitti's title nemesis proved to be slightly off

the mark, but he's not afraid of admitting he was wrong at the time.

"The chairman of Target [title sponsor] reminded me at Homestead [the final round] that I was quoted in April as saying that we wouldn't be racing Will Power for the championship," says Ganassi. "I just didn't think back then it would be him who was our biggest rival last year, but that's how it turned out. I then reminded him [the Target chairman] that we weren't racing Power to the last race of the season — in fact, it went right down to the last 40 laps!"

In NASCAR, neither Jamie McMurray nor Juan Pablo Montoya made the Chase for the Championship, but they racked up four wins between them. And what races to claim: Daytona, Indianapolis, Charlotte (all McMurray) and Watkins Glen (Montoya).

"I think getting a good year under our belt in NASCAR [since merging at the end of 2008 with DEI], that settled the team down a lot," Ganassi adds. "Looking at our competition, even the Hendrick team in Daytona, the Brickyard and Talladega, they certainly weren't too good at those places... but they did win the big prize."

Although the Grand-Am title was claimed by Ganassi's Scott Pruett and Memo Rojas, the one marquee event that Chip missed out on last year was one he's been accustomed to winning: the Daytona 24 Hours, a race his team had conquered on three consecutive occasions. Even then it was a near-miss, as the Ganassi Riley-BMW surrendered the lead in the final hour when a suspected puncture or car failure proved to be just a chunk of tyre rubber bouncing around the wheel-well. And talk about bad timing...

"Justin Wilson thought he heard something break, and he didn't ▶



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## GANASSI'S PERFECT WEEKEND



Dario Franchitti 1st place, IndyCar Series, Mid-Ohio **AUGUST 8**

“wanna go past the pits,” Ganassi recalls. “It just so happened that it was at a millisecond in the 24 hours that our team manager, Tim Keene, was off at the bathroom. Mike [Hull, his engineering chief] and I were in the back of the truck, watching it on television, and of course, because it was the final hour, we’d probably have told him to stay out. He did what he was told to do in the race meeting, so it wasn’t Justin’s fault. At the time I said, ‘Second place isn’t bad...’”

So that was 2010, but what about the future? Ganassi speaks positively about new IndyCar chief Randy Bernard and is upbeat about what’s in store, having expanded his attack to encompass a satellite squad running Graham Rahal and Charlie Kimball.

“IndyCar has weathered the dip and it’s certainly on its way out of that,” he says. “You’ve got Cosworth [Lotus], Ilmor [Chevrolet] and Honda all building engines again – all the guys who were there when it blew up. That’s a good thing. It obviously means more dollars in the series.”

“It certainly appears to be stable now. And you’re going to see some new drivers in there next year, and new teams. Most importantly you’re going to see some new sponsors, and corporate names coming back.”

Of course, IndyCar has opted to eschew the radical DeltaWing project for its 2012 chassis, the development of which Ganassi bankrolled. You can tell that decision irks him, but he’s unbowed by its rejection.

“I think it’s got a life, yes,” he insists of DeltaWing. “I saw a great quote by the US Transportation Secretary about the new bridge that spans the Hoover Dam. He said, ‘Bold projects don’t solve all of today’s challenges, they merely show tomorrow what’s possible.’ That’s a good line for the DeltaWing.”

“The car shows what can be done if you start with a clean sheet of paper. Nothing bugs me in racing more than the knowledge that 40 per cent of the drag of an open-wheel car is from the front wheels. Not one statistic bothers me more than that. Tyrrell’s thinking was close [with its six-wheeled F1 car]!”

But DeltaWing’s future remains uncertain, and Ganassi says he can only do so much with it: “A lot of people call us a big race team, but we’re a small team when it comes to projects like that. We’re a small company, and can only devote so much resources to that. The core business is the race team. Our head count is 290 [across its three squads], so what’s that like? Force India or one of the new F1 teams? [Then, laughing] bigger than USF1, yeah!”

Ah, F1. Has its lure ever attracted Ganassi’s attention? He’s content to be a spectator on this one...

“One of the things I’ve learned in racing, whether it was through DeltaWing or [being involved with] Chicago Motor Speedway or putting Franchitti in NASCAR, I’ve come to figure out what is and what isn’t my skill set. Now that F1 is coming to Austin, it all starts to bubble up again. Why is there no US team in F1? Why are there no US drivers in F1? I know one thing, if Bernie Ecclestone really wanted an American team in F1 bad enough, there’d be one.”

But not Chip Ganassi Racing? He bats the suggestion off: “They haven’t made an airplane big enough or fast enough for me [to do it], believe me.”

Okay, so if he’s staying put and IndyCar is returning to health, how about the chances of one of NASCAR’s stars going for the Indy 500? Ganassi again laughs off the prospect, although admits that Tony Stewart would love to return – “I guarantee he would!”

## INTERVIEW CHIP GANASSI



Scott Pruett/Memo Rojas 1st place, Grand-Am Sports Car Series, Watkins Glen **AUGUST 7**



Juan Pablo Montoya 1st place, NASCAR Sprint Cup, Watkins Glen **AUGUST 8**

– or perhaps his former winner Montoya. There’s a ‘but’ coming...

“But name one sport where a guy can come and be competitive against the regular guys for just one weekend,” he says. “Look at Tiger Woods – he takes three months out of golf and he’s having trouble still. How do you get prepared for an IndyCar race in just one weekend, even one month? How long has it taken Michael [Schumacher] to get orientated? Has he yet?”

“Look at F1 guys who’ve gone on to do the DTM. I don’t take anything away from [Mika] Hakkinen or [David] Coulthard, but they’ve been beaten by the guys who are in it all the time. Back in the States, as I tell the guys in NASCAR all the time, sure some IndyCar drivers try to go NASCAR and get their asses kicked, but let’s see those guys come to IndyCar racing and run at the front. Same deal.”

For an American sports team owner, Ganassi holds a balanced world view. At December’s AUTOSPORT Awards, where his achievements were honoured, he kept his private jet waiting on the runway just to see F1 world champion Sebastian Vettel receive his award. “That kid sure knew when to push the button, didn’t he?” he asks rhetorically. I think we could say the same about Ganassi. ☼

**“Our head count is 290, so what’s that like? Force India or one of the new F1 teams? Bigger than USF1, yeah!”**



Another title-winning season with Franchitti

TRACK TEST

# CAVALIER GOES BACK INTO BATTLE

Nineteen years after he raced a Vauxhall Cavalier to the brink of the 1992 BTCC title, *JOHN CLELAND* gets back behind the wheel of his old warhorse





JC donned Aussie overalls (left) for Combe outing

SIM PHOTOGRAPHY

Cleland leads Rouse's Toyota, Knockhill 1992



LAT

**I** don't normally do this kind of thing. It sounds like a cliché, but I really don't. You see, I get a lot of phone calls from people claiming to have one of my old Vauxhall touring cars and asking if I want to come and drive it. Bunch of timewasters usually.

But this one is a bit different. Jim Pocklington is an ex-BTCC racer himself, having most recently campaigned a BMW 320i in the 2007 championship, so I know he's the real deal. And when I'm invited to come to the annual Total Vauxhall get-together at Castle Combe and drive the Cavalier I raced in 1992, I don't have to think very long, or hard, about dusting down my overalls and helmet.

Driving the 400 miles from my home in southern Scotland down to the Wiltshire countryside, my mind turns itself back to 19 years ago and *that* incident. You know the one – me and Steve Soper at Silverstone.

And when I arrive in the paddock, it's as if I'm right back there, waiting to climb inside the car on that now infamous September afternoon as the old thing stands there in front of me, the brilliant white paint job dazzling against a backdrop of grey and drizzle.

From the outside it looks right in every way: the gold wheels, the old-style griffin, and even the sponsors' logos are perfect. In fact, I can't detect any visual differences at all from back when I last drove it.

You can tell by the look on Jim's face just how proud he is of the restoration job he and his boys have done. I decide to have a bit of a dig, just for a laugh. There are a couple of 'Phillips Car Stereo' stickers on the car, and I tell Jim he's made a mistake and that 'Phillips' has two 'l's rather than one. His response is pretty heated as he collars his sticker man. I manage to keep a straight face throughout, and don't have the heart to tell him I'm joking. Sorry pal, I couldn't resist.

It's not just on the outside where the detail has been replicated to the nth degree either. The interior is the same, and exactly how I remember it; a very simple dashboard, with all the knobs and switches that I need and none of the overcomplicated electronic stuff that would appear on later generations of Super Tourer. Back when Dave Cook Engineering ran the Cavaliers (from 1990-93) the car wasn't developed much, but it didn't need to be either, due to the rules that were in place and the way people interpreted them.

**"All that's missing are the period overalls. Unfortunately I'm a tad larger than I used to be, so they stayed in the attic"**

Dave's boys did swap the normal doors for aluminium ones in order to take some weight out, but that's about as far as it went during the era. It was only when Alfa Romeo came in with all their money and wings (in 1994) that the rest of the championship responded and there was suddenly an upturn in serious engineering. You had to do it just to be competitive, let alone win.

I feel as if I can close my eyes and still find the right switches as every one of them is positioned perfectly. That's not all. I haven't had a special seat made for me or anything, but for a wee Scotsman like me it fits like a glove. I can reach everything I need with ease – pedals included – and can see all around me. It was only a couple of years later, when Vauxhall started running the Vectra in the BTCC, that the seat position was moved so low you could barely see over the dash.

All that's missing are the period overalls. Unfortunately I'm a tad larger than I used to be, so that set had to stay in the attic. Instead I've got the suit I used at the 2004 Bathurst 1000. My helmet does feature an old AUTOSPORT logo though, so I do look a tiny bit retro.

I switch it on and that unmistakable sound rings out of the two-litre, 16-valve powerplant, which Swindon [Vauxhall's long-term engine partner] managed to prise about 285bhp out of. I'll swear that I could identify that engine noise

anywhere, even if I had my back turned. It wasn't the most powerful engine in the world – certainly not compared to what I'd been used to in Thundersaloons in the 1980s – but compared to the other cars in the BTCC like the BMW and the Toyota, it was one of the best.

Time for my first run, which comes on wet tyres as the dampness has yet to clear from the track surface. I drive slowly down the pitlane and onto the circuit. Instantly it hits me; I haven't been to Castle Combe since 1988, and the chicanes have been put in since then, so I'll have to learn it first before trying anything clever.

This particular car is Cavalier GSi chassis number one – as a number of guys from Dave Cook's lot have verified – and it has an interesting background. When Vauxhall started its transition from the Astra, which was run under the old BTCC class system, to the Super Touring Cavalier, it experimented with all of the different drivetrains, and this one was a rear-wheel-drive car to begin with, ▶

◀ and was raced by Bob Berridge with a BMW differential, but had been converted to the conventional front-wheel-drive layout in time for '92.

That layout always gave me and Jeff Allam, my team-mate that season, a lot of confidence in the car, as it tended to be beautifully balanced, no matter what the conditions were like. The car was absolutely mega in the wet. You could soften it up and drive it with maximum confidence – it never did anything unexpected. During my exploratory laps there is nothing untowards and just a very predictable handling characteristic, although with the track drying quickly I have to be a bit careful just to make sure I don't end up in the barriers, which seem closer to the edge of the track than most UK circuits.

The handling always used to be great in the dry too, and I'm delighted to find out that it still is once the wets are replaced with slicks soon after. Combe has a lot of fast corners, and it's pretty bumpy as well, so it's a bit like Thruxton, where you'd often drift the car through the bends.

That drifting was as a result of the way those early Super Tourers gripped the track. There was a pretty equal balance from front to rear, and the handling was always very good as a result. It

meant that the cars were much more like what would now be termed as production racing saloons than touring cars, but that's what the formula was back then, and I loved it, especially after having an underpowered Astra in my title-winning year.

When the rules changed in 1995 we all suddenly had splitters on the front and wings on the rear. It completely changed the balance of all the cars.

With the '92 car, the secret to driving this car quickly and consistently was to get heat into the rear tyres as quickly as you possibly could, and this comes back to me straight away after a lairy moment or two on my first lap out of the pits on slicks. It makes the first lap or two a bit of a battle, on a circuit that is filled with a bunch of guys on a track day – and with a range of machinery that varies hugely in terms of speed – but back in the day, from a standing start and with 20 other cars around you, it was fantastic.

Type BTCC 1992 into YouTube and you'll see exactly what I mean. There's a great shot I remember of all the cars coming round one of the big bends at Thruxton and all drifting as one. It was wonderful. If you didn't get the heat in though, the car would bite, as I found out at Oulton Park that year.

Comparing this to the '95 car, the only Cavalier to get the wing treatment before being replaced by the Vectra the following year, is like comparing night and day. The front splitter generated tons of grip, so the front end really stuck to the track. But the rear wing was about as useful as tits on a boar. You could adjust it all you wanted, but it never made much difference. Actually, you could affect the downforce level a lot more by playing with the rear side windows and winding them down a bit.

The net result was that the rear was always dancing around, so it was very tricky to drive. Remember when I drove the '95 car that Mike Newton now owns at the Goodwood Festival of Speed a couple of years ago? Tricky rear end, cold tyres, and I clobbered the hay bales at the bottom of the hill.

The '92 machine, probably because it was designed from the ground up not to have wings or anything, has a beautiful balance, and it doesn't take me too long to rediscover this at Combe.

Within 15 minutes, and with Jim's permission, I'm really going for it, monsterring kerbs and allowing the car to drift all over the place, the Yokohama rubber giving a good amount of grip considering the conditions, and the power-steering – which some of the rival cars didn't have – is a massive bonus.

The gearchange is smooth and the low mounting of the lever – which my hand just falls onto by its own accord – provides a lot of comfort and probably limits fluffed shifts quite a bit. The six-speed manual box never skips a beat. Just a lovely piece of kit.

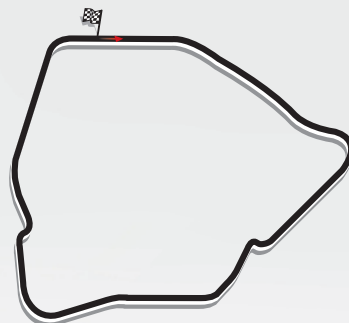
Corner after corner it becomes more and more the car in which I won the opening two races of the '92 season, and added another later in the year at Brands Hatch. Unlike the Cosworths that a lot of the touring car guys had raced prior to Super Touring, you don't use the power to push the car round the bends, because you'd understeer all over the place if you did that. Instead you brake to get on the apex and then just let the car take you through the next bit of the bend.

Once up to speed I have an absolute blast, and I only fail to give it 100 per cent because I don't want to see Jim's face if I stack it into the tyres.

All too soon the run is over and I come back to the pits, half-expecting to see Dave Cook standing there! Just 20 laps was not enough for me and I'd love to have another go, perhaps in a classic race, in the future. I'll have to make sure Jim didn't take the sticker joke badly. ❧

#### TRACK MAP

Castle Combe in Wiltshire is one of a number of UK tracks that evolved on the site of an old RAF base following the end of World War Two. It opened for racing in 1950, and its 1.9-mile layout did not change until the introduction of two chicanes in 1999 for safety reasons (but not before a 130mph average lap was set in an ex-F1 Tyrrell). It has established itself as one of the country's top venues for club motorsport.



**“There's a great shot of all the cars drifting as one around a big bend at Thruxton. It was wonderful”**



ALL PICTURES BY PHOTOGRAPHY

**THE RIVALS**

**BMW 318is**



The BMWs were officially entered as 318is machines, but the two-litre Super Touring rules made them 320s in all but name. Rear-wheel drive, mated to the same Yokohama rubber used by Vauxhall, allowed the car to win six times. Tim Harvey (pictured) famously won the title at Silverstone when Vic Lee Racing team-mate Steve Soper collided with Cleland, while a second works-backed team was run by Prodrive with Tim Sugden and Alain Menu driving until the Swiss injured himself falling off a quad bike.

**TOYOTA CARINA**



Prepped by Andy Rouse Engineering, the Carina's engine churned out 300bhp, making it the most powerful in the BTCC. Without power-steering or ABS (unlike most rivals), it was tricky to drive, but ironically gave more control to drivers Rouse and Will Hoy. Hoy had an outside shot at the '92 title at the finale, but he needed to win. In the end, it was team-mate Rouse who did the deed, taking his 60th and final BTCC victory before splitting with Toyota and running Ford's factory effort in '93.

**TECH SPEC**

**Engine** 1998cc, four-cylinder 16v Swindon-prepared unit  
**Power** 285bhp at 8500rpm  
**Gearbox** Xtrac six-speed manual  
**Body** Standard Cavalier chassis  
**Tyres** Yokohama T sticks  
**Differential** XTracZF  
**Miscellaneous** ABS & power-steering included

Swindon powered Cavalier



Before 2-litre got complex



Driving seat gave good view



Pocklington has done faithful restoration job



# Al-Attiyah's desert dream

*NEIL PERKINS* watched Nasser Al-Attiyah become the first Arab to win Dakar, while *PETER MILLS* developed a new respect for the bravery of the race's competitors

**Q**atar's Nasser Al-Attiyah created history by becoming the first Arab driver to win the Dakar Rally, leading Volkswagen's domination of the world's most famous off-road race in a demanding route of over 9000km across Argentina and Chile.

Al-Attiyah and German co-driver Timo Gottschalk won four of the 13 special stages, and finished 49m41s in front of former event winner Giniel de Villiers. WRC hero Carlos Sainz led the

event for the first week, and won seven stages before faltering under pressure from a relentless Al-Attiyah.

The Spaniard's Touareg sustained front suspension damage on the stage between Chilecito and San Juan, dropping him to third. 'El Matador' won the remaining two stages, but was never able to catch those ahead.

"I knew that the big stage into Cordoba was the most important of my life," said Al-Attiyah. "I was not going

to take any risks. When I was very young, I had a dream that I would one day win the Dakar. Even at the start in Buenos Aires I felt relaxed. It's just impossible to describe what it feels like to win this event."

Sainz said: "We were fighting for the win for a long time. Unfortunately two bad days and several mistakes cost us any chance of overall victory. But this is the Dakar Rally, after all: you always have to be alert."



**PETER MILLS, DUNE DODGING DAREDEVIL**

**THERE WAS SOME** debate as to exactly how hot it got on the Chilecito to San Juan leg. Parked up in a canyon, our fuel-starved Amarok's temperature display had read a steady 36.5C – right up to the point we abandoned the vehicle in search of some shade.

A day later, checking out from our blissfully air-conditioned hotel, I was informed by other journalists, invited by VW to follow the route, that they had recorded up to 49 degrees. Whatever the truth, our unscheduled

stop provided an opportunity to see the entire field in action, something not normally possible when riding in a service vehicle. Sitting among some perilously thorny bushes with only my two co-drivers, and grasshoppers the size of small birds, for company, my admiration for all the tail-end competitors, running on a heavily torn track, went up several notches.

Although the heat that day was searing, the experience was never accompanied by a sense of real fear.

Out in the Atacama Desert, however, it was impossible to suppress feelings of trepidation. Our group of Amaroks was quickly dispersed as the dunes became tougher in nature. Only by heading for the tallest point, standing on the roof of the car and trying to pick the others out, were we slowly able to re-cluster.

Once again, my esteem grew for the 'tourists' who would be making their way through the desert that night. I began to realise that I'd had it easy.



FLAMAND DDPPI

Losing your team is an occupational hazard in the Atacama's desert dunes



Nine-time Dakar winner Stephane Peterhansel had pushed the Volkswagens hard for the first few days across Argentina in his BMW X3 CC. But the Frenchman suffered from a string of punctures that saw him lose touch with the leading trio.

Peterhansel won the special stage between Calama and Iquique in the Atacama desert – the only non-VW stage winner of the event – but a broken radiator cost him the chance to challenge seriously for the podium. He repeated last year's fourth position.

"We had the equipment to fight and for the first week we were there," said Peterhansel. "We were just minutes from the leaders.

"And then we began to lose out through errors on my part. There were errors in navigation and, of course, we lost a lot of time because of a series of punctures."

**"When I was very young, I had a dream that I would one day win the Dakar"**

**Nasser Al-Attiyah**

Poland's Krzysztof Holowczyc finished fifth with an Overdrive Nissan in 2009, and he repeated the feat in a second X-raid BMW X3 CC this time. When VW's driver Mark Miller stopped to assist Sainz on the run into San Juan, the Pole moved into the top five and set several useful stage times.

Robbie Gordon (Hummer) was the first of the top seeds to fall by the wayside with engine problems, and Joan Roma's last-minute decision to drive a Nissan ended with rear-axle failure after the Spaniard had lost over seven hours with earlier alternator woes.

The Dakar Rally again attracted some negative press. On the road liaison section situated after the Copiapo to Chilecito special stage, the driver of a local car was killed after a collision with the Toyota Hi-Lux, crewed by Argentina's Eduardo Amor and Alejandro Fenoglio. ☹

**RESULTS 1** Nasser Al-Attiyah/Timo Gottschalk (Volkswagen Race Touareg 3) 45h16m16s; 2 Giniel de Villiers/Dirk von Zitzewitz (VW) +49m41s; 3 Carlos Sainz/Lucas Cruz Senra (VW); 4 Stephane Peterhansel/Jean-Paul Cottret (BMW X3 CC); 5 Krzysztof Holowczyc/Jean-Marc Fortin (BMW); 6 Mark Miller/Ralph Pitchford (VW); 7 Ricardo Leal Dos Santos/Paulo Fiuza (BMW); 8 Christian Laveille/Jean-Michel Polato (Nissan Dessoude); 9 Guilherme Spinelli/Youssef Haddad (Mitsubishi Lancer); 10 Matthias Kahle/Thomas Schuenemann (SMG Buggy).



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**→ P43 QATAR'S UNLIKELY HERO**

# DAKAR RALLY WIN GIVES AL-ATTIYAH THE EDGE

Qatari driver sets the early pace in new rankings system introduced for 2011



Nasser Al-Attiyah took an early lead in the EDGE Race for 2011 – a new addition to the Castrol Rankings – with victory at the Dakar Rally in Chile and Argentina.

The win and four fastest stage times made the Qatari the Rankings' biggest climber – up 217 places to 194th – and also gave him the lead of the EDGE Race.

Running alongside the Castrol Rankings, this will analyse results over the calendar year, rather than the past 12 months, and with WRC beginning in February and F1 in March, Al-Attiyah is one of many new faces expected to appear at the top of the list.



**DAKAR RALLY Carlos Sainz**

Carlos Sainz (right) challenged for the lead before suspension problems meant he finished third. However, the Spaniard is second in the EDGE Race, after setting seven fastest stage times.



**DAKAR RALLY Stéphane Peterhansel**

Several punctures denied X-Raid's Stéphane Peterhansel a shot at victory, but the Frenchman's fourth spot secured 816th place in the Castrol Rankings.

**DAKAR RALLY Giniel de Villiers**

Giniel de Villiers (right) finished second, 49 minutes behind Nasser Al-Attiyah, but the South African scored fewer Castrol Rankings points than Sainz and lies third in the EDGE Race.



**DAKAR RALLY Ricardo Leal dos Santos**

Portuguese driver Ricardo Leal dos Santos finished seventh on Rally Dakar. The 675 points he gained meant he entered the Castrol Rankings in 932th place.

**Castrol EDGE Performer of the Month**

Lee Holdsworth was the Castrol EDGE Performer of the Month for December, but who will be January's top-ranked driver? Visit the website to find out.

[www.castroldriverrankings.com](http://www.castroldriverrankings.com)

Castrol Rankings		CURRENT STANDINGS	
1	Sebastian Vettel		F1 24,200
2	Mark Webber		F1 22,079
3	Sébastien Loeb		WRC 21,754
4	Fernando Alonso		F1 20,467
5	Lewis Hamilton		F1 19,217
6	Will Power		IndyCar, V8 Supercar 17,858
7	Jenson Button		F1 17,066
8	Jimmie Johnson		Sprint Cup, Grand Am 16,308
9	Dario Franchitti		IndyCar, V8 Supercar, Grand Am 15,554
10	Kevin Harvick		Sprint Cup, Nationwide, Trucks 15,531

DATA CORRECT AS OF 17 JANUARY 2011

The Castrol Rankings analyze 2,000+ drivers in 500+ races and rallies across five continents. Go online today to find out more





VARGIOLU/DPPI

# Unlikely comeback for Qatari champ

**T**he adage that some things are only truly appreciated in their absence may apply to Nasser Al-Attiyah. In 1995 he disappeared from rallying at the behest of Qatar's rulers for seven years. But, after developing a passion for shooting to an Olympic level, a void in Qatari driving talent would open the door for a return. Last week's triumph on the Dakar completed a remarkable comeback and, added to the country's successful 2022 World Cup bid, is a milestone in its sporting development.

"I stopped driving because I was asked to do some other things in Qatar," says Al-Attiyah. "And it was then that I started shooting seriously as another interest. But during that time, drivers from outside were winning the Qatar Rally, and the Emir said: 'Who can we bring in – who can win? Perhaps we should call Nasser back?'"

**"At times I was pushing so hard in the race that I'd even forget to drink"**

**Nasser Al-Attiyah**



Nasser Al-Attiyah consoles VW team-mate Carlos Sainz (right)

VARGIOLU/DPPI

When Nasser restored national prestige by winning the 2003 Qatar Rally, he was rewarded with a special meeting with his cousin the Emir, Qatar's head of state.

"I was asked, 'What is your dream?' I said immediately, 'Dakar.' To win this is something very special as I have been dreaming of it since I was 15-years-old."

This year's victory, the first for an Arab in the off-road marathon, came after emerging on top in an intense fight with VW team-mate Carlos Sainz. The former two-time world rally champion dropped to third in the closing stages after a series of delays. To prepare for the gruelling 6000km event, and a possible head-to-head with 'El Matador', Nasser spent four days alone in the desert clearing his head prior to the race.

The pressure-packed nature of the inter-team battle was most visible from incredible footage of the duo swapping positions on the dunes of Copiapo in Chile. Afterwards, Nasser commented: "We're taking it to the red line – all the time. I'm worried how hard we are pushing. I am trying so hard in the car that sometimes I forget to drink."

Team-mate Giniel de Villiers was full of admiration for the pace of the leading VW men. "I think they're the two fastest guys in the world. You physically can't push any more than those guys have been. But Nasser went off two or three times on the opening days – and got away with it," he said.

Tasked with maintaining nerves over the closing days of the event was Nasser's co-driver, Timo Gottschalk: "The hardest parts of the rally were in the Atacama Desert and also on the penultimate day's special, when it was so important not to make any mistakes."

Dakar success accomplished, Nasser now intends to step-up his shooting regime in order to realise his 2012 Olympic medal ambitions in London. But in addition to this year's shooting and VW commitments will be an S2000 programme in his Fiesta.

"As soon as I land in Qatar from Dakar I will start preparing for 2012," he says. "You know, I have to be an example to our country's sportsmen. The Emir even says sometimes, 'I think we need two Nassers.'" *Peter Mills*



Al-Attiyah and Gottschalk enjoy the moment

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## INTERNATIONAL RACES & RESULTS

**Dubai 24 Hours**  
Dubai Autodrome

## QUICK RESULTS

→ **Winners Farfus/Sandstrom/  
Milner/Hurtgen**  
→ **Pole position Peter Kox**

## RACE RATING

★★★★★

A fantastically diverse entry as this event continues to grow in stature

## REPORTS WORLD OF SPORT



Schubert BMW kept out of trouble to win

DUBAI 24 HOURS (UAE), JANUARY 14-15

# Schubert BMW team ends the Hurt

**T**wo years ago, German female racer Claudia Hurtgen came within seconds of scoring her first outright win in a 24-hour race, but had to make do with second place in a Schubert-run BMW in the Dubai 24 Hours. This year, she finally came good.

"I really knew I could finally pull it off, but I started hearing all kinds of strange noises in the car," she said. "On what I believed was the final lap, I drove as slowly as I could, but then I still had to do another one. But I made it!"

After a flawless drive by her and team-mates Augusto Farfus (a last-minute addition, standing in for the injured Patrick Soderlund), Tommy Milner and Edward Sandstrom, Hurtgen got to enjoy the traditional ride on the back of a camel to the prize-giving ceremony.

The BMW Z4 wasn't the fastest of the 84 machines

that took the start of the sixth running of the Dubai 24 Hours, but it outlasted its rivals. It didn't have any problems in the 594 laps it completed and the perfectly-matched level of its four drivers was decisive.

Surprisingly, second place went to the Italian AF Corse team. Its assault was reduced to two Ferraris instead of three after the 430 of what was believed to be its fastest crew had to be withdrawn following a fire in warm-up.

Lamborghinis set the pace in qualifying – Peter Kox putting the Reiter car on pole with Fabien Giroix locking out the front row with the Gulf Team First entry – but didn't figure in the race.

The Mercedes SLS AMGs were brand-new and lost some time due to collisions – even with fellow Mercedes drivers! A puncture in the final hour for the fastest Black Falcon SLS dropped it back to third. The Heico-run

example, with DTM legend Bernd Schneider in the team, ended up seventh.

The winning brand in Dubai for the past three years, Porsche, failed to make it on the podium this time round. The exhaust manifold turned out to be the Achilles heel for the 911 GT3-R, meaning the Land team, the FACH outfit and the Hermes Attempto squad all lost considerable time. There were also gearbox and driveshaft issues.

Brand honours were defended by the Tolimit-Arabia team with Khalid Al Qubaisi, Sascha Maassen, Jeroen Bleekemolen and Sean Edwards in fourth place. The Gianluca de Lorenzi-911, that was surprisingly quick with Martin Ragginger and some Italian gentlemen drivers, was sidelined when Ragginger crashed heavily on Saturday evening. The Jetalliance team was even less fortunate: a severe crash

by Vitus Eckert meant retirement on the opening lap of the race.

There was a fine third place in class for the NFS-Lotus Evora with Greg and Leo Mansell, Johnny Mowlem, Stefano D'Aste and Gianni Giudici, the car barely having turned a wheel prior to the race due to a massive delay in transportation.

● Rene de Boer

## RESULTS

**1 Augusto Farfus/Edward Sandstrom/Tommy Milner/Claudia Hurtgen (BMW Z4)**, 594 laps; 2 Eppe Perazzini/Michal Broniszewski/Lorenzo Case/Marco Cioci (Ferrari F430), +3 laps; 3 Thomas Jager/Kenneth Heyer/Jan Seyffarth/Sean Paul Breslin (Mercedes-Benz SLS AMG); 4 Khalid Al Qubaisi/Sascha Maassen/Jeroen Bleekemolen/Sean Edwards (Porsche 911 GT3 R); 5 Paul Dalla Lana/Boris Said/Bill Auberlen/Matt Plumb (BMW Z4); 6 Faisal Binladen/Abdulaziz Al Faisal/Damien Faulkner/Michael Vergers (Porsche 997 Cup).

## IN BRIEF



### NEW ZEALAND V8s

Craig Baird survived challenging conditions to take overall honours at Teretonga. With intermittent rain giving way to full-scale showers, Baird (above left) took two second places and a third to move to the top of the points table.

### TOYOTA RACING SERIES

Three drivers shared the wins at Teretonga. Australian Scott Pye and local Mitch Evans claimed the first two races, with the third being won by Brit Alex Lynn. Josh Hill, son of former F1 world champion Damon, failed to finish the first race but finished 12th and 10th in the last two outings.

### NZ PORSCHE GT3 CUP

Daniel Gaunt claimed victory in a 'mini-enduro' at Teretonga with a lights-to-flag effort.



CURRENT  
STANDINGS

- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 24,200 |
| 2 | Mark Webber      | ◇ | 22,079 |
| 3 | Sebastien Loeb   | ◇ | 21,754 |
| 4 | Fernando Alonso  | ◇ | 20,467 |
| 5 | Lewis Hamilton   | ◇ | 19,217 |

Ranking the world's best drivers.....

### WHAT HAPPENED THIS WEEK

Nasser Al-Attayah's Dakar Rally win gave the Qatari an early lead in the EDGE Race for 2011 and a 217-place rise in the Castrol Rankings to 194th. Despite finishing third, Carlos Sainz's seven stage wins mean he sits above runner-up Giniel de Villiers in the Rankings.

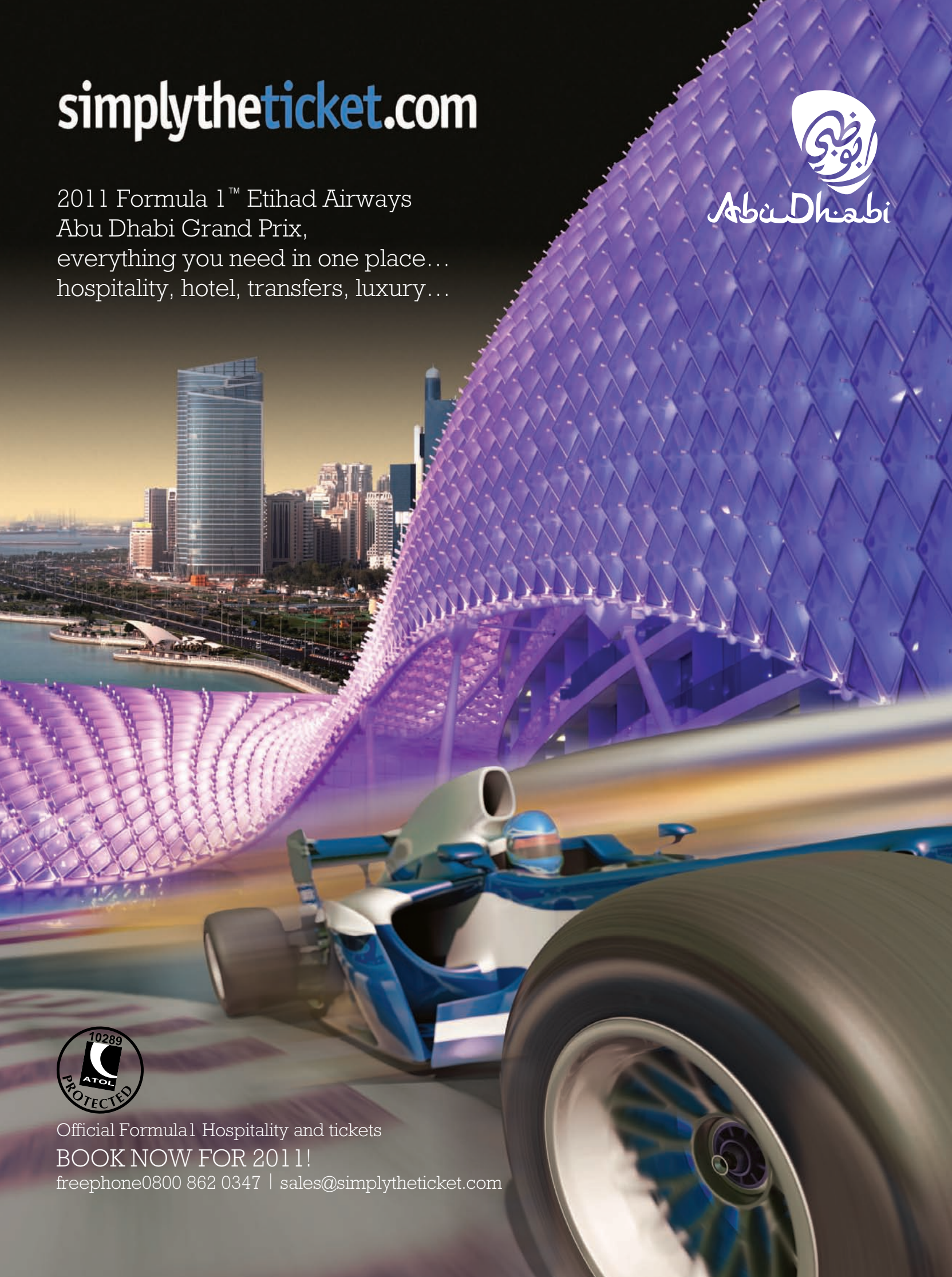
To see the full list, visit [castrol driverrankings.com](http://castrol driverrankings.com)

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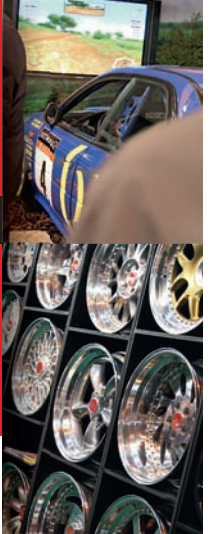


# AUTOSPORT

INTERNATIONAL

## The Racing Car Show

LAUNCHES • CARS AND STARS • LIVE ACTION • GLAMOUR!





# “The NEC was *the* place to be for discerning fans at least”



A winter break in cold and wet Birmingham is hardly the most attractive of propositions, yet its NEC was *the* place to be last weekend, for the discerning motorsport fan at least.

The punters came on mass to get the first glimpse of the beautiful new black-and-gold Lotus Renault livery, to listen to legends like John Surtees and Jody Scheckter recall their glory days and to get up close to some of the greatest racing cars ever built.

Only Ferrari has enjoyed more Formula 1 success than McLaren, and the Woking team showcased some of its finest creations on the best stand in the show. Getting so up close to championship winners like the MP4/2 and the all-conquering 4/4 was fantastic, and it was amazing to see how the cars have developed over the years, from the riveted aluminium-skinned M8 Can-Am monster through to Lewis Hamilton's 2008 title-winner, where every surface has been optimised for aerodynamic gain.

Once again the AUTOSPORT Engineering section demonstrated why the UK continues to lead the world in motor racing technology, with scores of small independent businesses showcasing their expertise and latest creations.

The thriving short-oval and grasstrack racing scene showed a truly affordable form of racing that's open to all, while at the other end of the spectrum, in the PistonHeads performance car arena there were some of the most desirable and exclusive road cars.

Scores of racing simulators abounded, giving the visitors a chance to show off their skill (or lack of) behind the wheel, while the well-stocked model and book stands were the perfect places to spend some time – although they're less good for the sparse new-year coffers!

In this issue, we reflect on a great start to the 2011 season. If you missed it, make sure to mark the 2012 Show in your diary.

**Andrew van de Burgt, editor**

# “Enthusiastic fans waited to see heroes”

From 10am on the show's opening day, Thursday January 13, through to 5pm on Sunday 16, it was again a privilege to interview over 100 personalities from the full gamut of motorsport disciplines during four days of feverish activity at the world's best racing car show.

I was allowed a few hours' kip in between after a wind-down pint or two with colleagues and industry types in the hotel, of

course, but it's rather like having straights on a race track that serve only to join together the good bits (corners) – I couldn't wait to get back on stage.

The record-breaking number of victims this year included Formula 1 world champions with stories to throw away (John Surtees and Jody Scheckter), Finnish rally greats (Mikko Hirvonen unveiled the new Ford Fiesta RS WRC), sportscar superstars with 11

Le Mans wins between them (David Brabham, Tom Kristensen and Allan McNish), tin-top tearaways (thrice world title winner Andy Priaulx and double British champs Matt Neal and Jason Plato), as well as category veterans and newcomers from across the board – not to mention team principals, series bosses, big-hitting sponsors, scholarship winners and land-speed record holders. There's no escaping!

Many thanks to the enthusiastic crowds who waited patiently for a glimpse of their heroes and the chance to win British GP tickets courtesy of Silverstone with searching questions during the Q+A sessions. Top marks to the little girl, who can't have been more than seven, whose teaser stopped BBC F1 anchorman Jake Humphrey in his tracks: 'Jenson or Lewis?' she asked mischievously. See you in 2012. Can't wait...

THE GUESTS: Filipe Albuquerque • Ansar Ali • Chris Aylett • Luciano Bacheta • Matt Bell • Sam Bird • Martin Birrane • Mark Blundell • David Brabham • Craig Breen • Martin Brundle • Robin Brundle • Will Buller • Grahame Butterworth • James Calado • Ben Collins • Jerome d'Ambrosio • Anthony Davidson • Mark Davis • Richard Dean • Martin Donnelly • Andrew Edwards • Thomas Erdos • Marcus Ericsson • Elfyn Evans • Alistair Ferguson • Sylvain Filippi • Jody Firth • Alan France • Jonathan France • Oliver Gavin • Alan Gow • Jamie Green • Matt Griffin • Nicky Grist • Jack Harvey • Mark Higgins • Anders Hildebrand • Colin Hilton • Martin Hines • Mikko Hirvonen • Shaun Hollamby • Jake Humphrey • Harry Hunt • Christian Horner • Warren Hughes • Paul Jackson • Mat Jackson • Ross Kaiser • Jonny Kane • Andrew Kirkaldy • Tom Kristensen • Phil Lines • Stuart Loudon • Graham Lowdon • Darren Luke • Shane Lynch • Scott Malvern • Rupert Manwaring • Sebastian Marshall • John McCrone • Oliver McCrudden • Allan McNish • Andreas Mikkelsen • Nigel Moore • Matt Neal • Mike Newton • Richard Noble • Tom Onslow-Cole • Joe Osbourne • Gary Paffett • Jolyon Palmer • Jonathan Palmer • Vitaly Petrov • Piers Phillips • Richard Phillips • Ramon Pineiro • Jason Plato • Andy Priaulx • Rupert Pugh • Robert Reid • David Richards • Rickard Rydell • Jody Scheckter • Tomas Scheckter • Gordon Shedden • Alexander Sims • Dean Smith • Donald Smith • Graham Smith • Guy Smith • Paul Stoddart • Dean Stoneman • Mike Stripe • John Surtees • Pat Symonds • Harry Tincknell • Darren Turner • Gerard Quinn • Don Wales • Derek Walters • Derek Warwick • Danny Watts • Oliver Webb • Martin Whitmarsh • Lewis Williamson • John Wilson • Nick Wirth • Frank Wrathall

**Henry Hope-Frost**  
Stage compere



**JOHN SURTEES**



**VITALY PETROV**



**TOM KRISTENSEN**



**FORD FIESTA WRC LAUNCH**



**HUMPHREY/BRUNDLE**



**DAVID RICHARDS**

**Congratulations to the winners of AUTOSPORT's British Grand Prix ticket give-away for the best questions that were asked on stage. They were...**

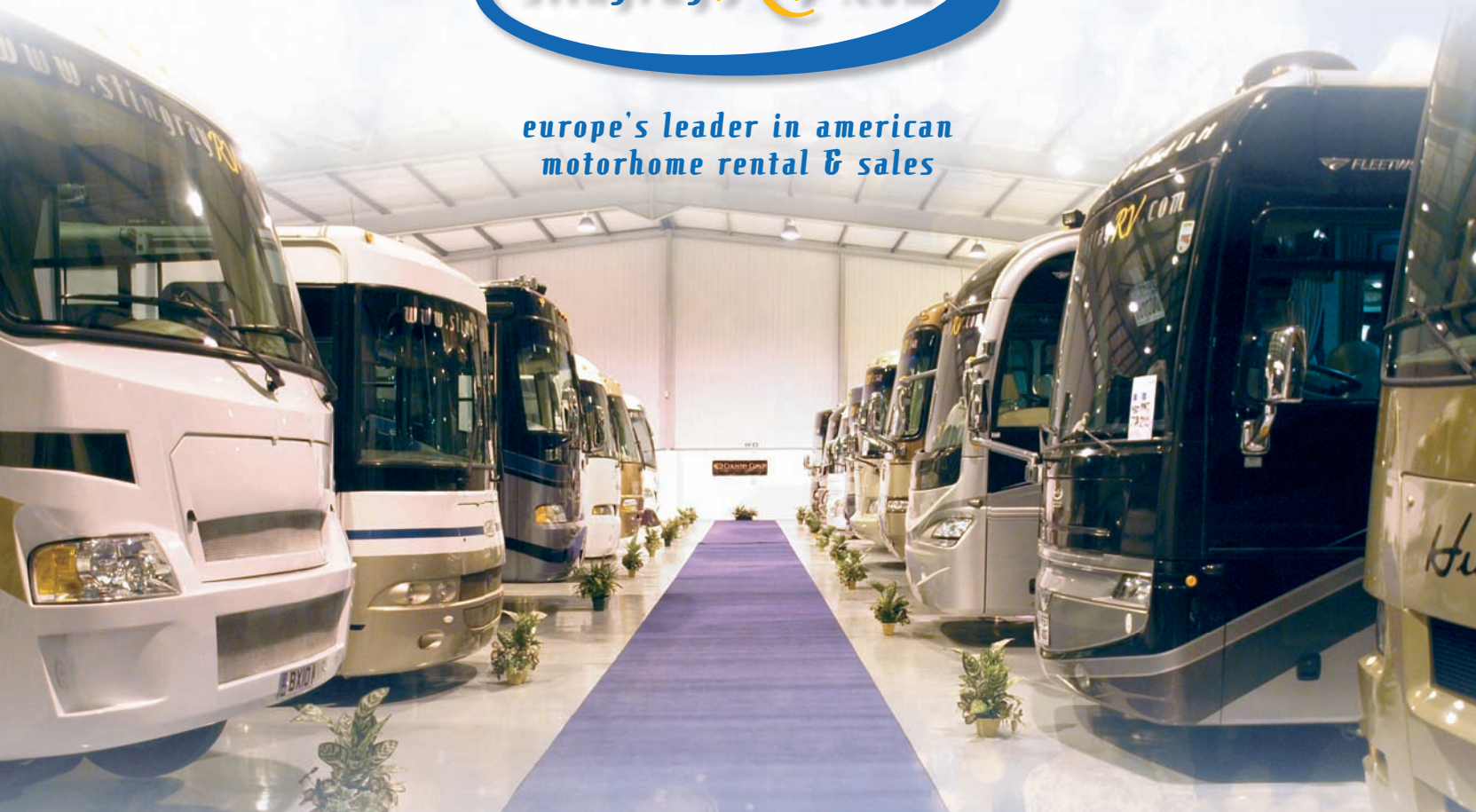
Carol Hicks from Warrington • Shelley Calvert from York • William Salinas from Coleshill • Janie Nesbit from Glos

**We also gave away tickets to the BTCC, given away by Jason Plato. Well done to...**

Christine Hood from Leicestershire • Anthony Drevet from France • Holly Nesbit from Chalford • Romil Manovra from New Malden



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# Indoor noise pollution guaranteed



**TERRY'S ALL GOLD**  
Stunt driving legend Terry Grant – that bloke who climbs out of cars while donutting them! – was on top form in the Live Action Arena

Channel Five's *Fifth Gear* team joined forces with the Live Action Arena this year to create the best spectacle in years. Regular presenters Tiff Needell and Jason Plato took centre stage, while new mum Vicki Butler-Henderson MC'd proceedings via a couple of massive video screens.

Needell and Plato drifted and donuted their way around the arena, taking lucky members of the audience out with them for a hair-raising passenger ride and creating much more of an interactive experience than has recently been the case.

Following one of their trademark dogfights – in Mazda MX5s – JP and Tiff made way for the more traditional live action racing, which was interspersed by commentators Davids Richardson

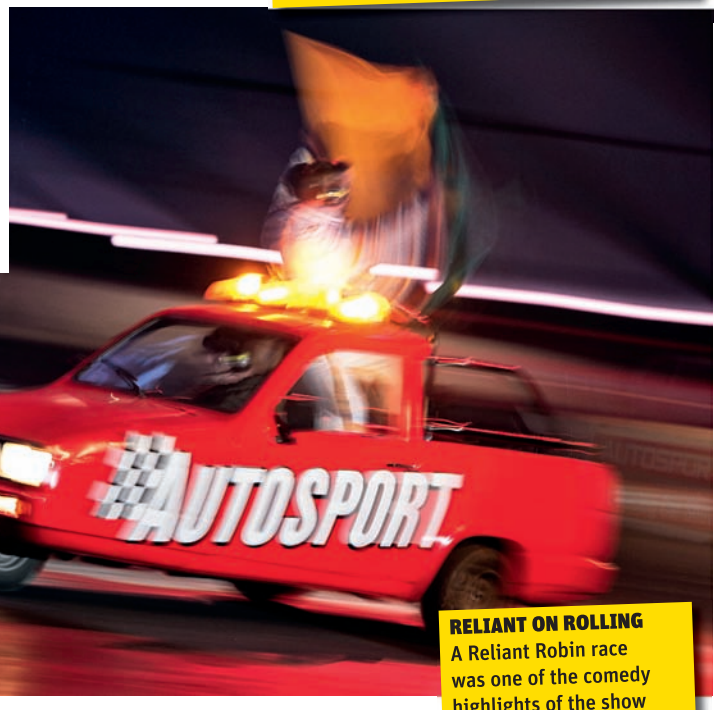
and Addison, a pair of pneumatic grid girls and the ubiquitous Terry Grant and his stunt driving antics.

The BriSCA F1 stock cars made the grandstands shake with their fearsome unrestricted V8 power, while JRM brought along its latest Lancer Evo for Gwyndaf Evans to rag around and their Sumo-run Nissan GT1 contender for a pitstop demonstration.

While the 'racing' isn't for the purists, surely no-one failed to enjoy the finale. As Jeremy Clarkson proved on *Top Gear* a few years ago, there's something inherently funny about seeing a Reliant Robin tip over. So watching a dozen of them trade paint with the floor and each other (a handy broom handle in the cockpit righted fallen cars) put a smile on everyone's face. Genius.



**WILLIAMSON MAKES F2 DEBUT**  
McLaren AUTOSPORT BRDC Award winner Lewis Williamson showed off the FIA F2 racer



**RELIANT ON ROLLING**  
A Reliant Robin race was one of the comedy highlights of the show



**JASON AND TIFF JOSH ON THE MICS**  
*Fifth Gear* hosts Plato and Needell were masters of ceremony all weekend

PICS:LAT

# Big names are the torque of the town

Hordes of stars from track, stage and TV were grilled about their seasons past and their plans for 2011

**JASON PLATO**  
The double British Touring Car Champion got in on the act with the AUTOSPORT stage Q+A session



**JAKE HUMPHREY**  
BBC Sport's F1 frontman tries not to pay too much attention as Martin Brundle disses him on stage. He really is very tall, though, isn't he?



**JEROME D'AMBROSIO**  
The Belgian Virgin Racing F1 recruit will have to get used to more autographing from now on



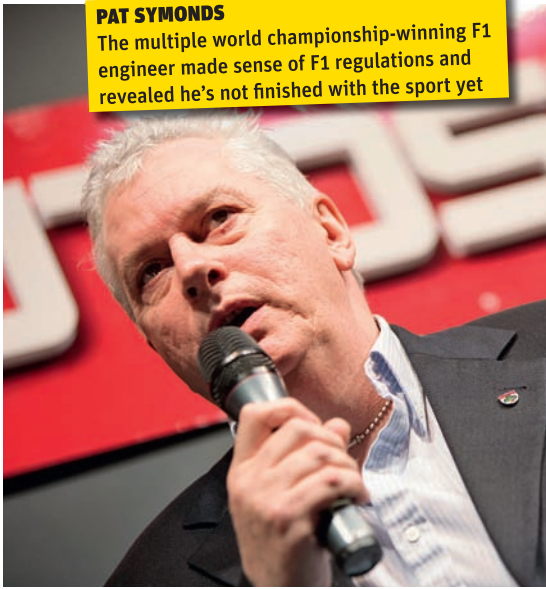
**5 LIVE'S NAT PINKHAM**



**DANNY WATTS AND JONNY KANE**  
The Strakka Racing LMP2 kings were joined on stage by their team boss Piers Phillips

**PAT SYMONDS**

The multiple world championship-winning F1 engineer made sense of F1 regulations and revealed he's not finished with the sport yet



**ANTHONY DAVIDSON AND ALLAN McNISH**

The Peugeot and Audi sportscar aces wound each other up about their new racers, the 90X and R18, as the endurance season approaches



**MARTIN BRUNDLE AND JODY SCHECKTER**

These two have 269 GP starts, 10 wins and a world title between them so what they don't know about F1 doesn't matter



**EX-MINARDI BOSS PAUL STODDART**



**'CROFTY' AND ERIC BOULLIER**

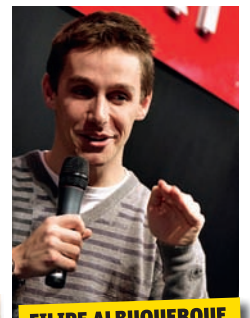


**DARREN TURNER AND OLIVER GAVIN**

Aston Martin top name Turner makes a point while Chevrolet linchpin Gavin takes a picture – no doubt for a bit of Twitter abuse later on



**MARTIN WHITMARSH AND CHRISTIAN HORNER**



**FILIPE ALBUQUERQUE**

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# Charity chaps' kart thriller

The Celebrity Karting Challenge is now well established as one of the main events at AUTOSPORT International, and once again attracted a quality grid of single-seater and sportscar – and even short-oval – stars for this year's bash.

For the past 15 years, Le Mans winner David Brabham and police officer Bill Williams have raised hundreds of thousands of pounds for numerous worthy

causes through Racing 4 Charity. And their first event of 2011 kicked off in style for the Starlight Foundation, with 20 teams entering, each with four professional drivers and two members of the public.

A rethink about the circuit design in the Live Action Arena, after last year's red-flag strewn crashfest, produced a brilliant oval-with-a-chicane layout, and the 90-minute event ran without a hitch.

It started in typically robust fashion, with BTCC Team Dynamics team-mates Matt Neal and Gordon Shedden managing to hit each other at the rolling start! The race culminated in a thrilling conclusion, as ex-Formula Renault UK and Star Mazda champ Adam Christodoulou – a veteran at winning these races at the NEC – nipped past erstwhile race leader and fellow ex-FRenault champ Duncan Tappy with just a

few minutes left on the clock. Christodoulou winning team comprised Top Gear 'Stig' and Le Mans Series racer Ben Collins, F2 driver Paul Rees, Salvo Cachia, Johnny Spencer and Matt Tiffin. After Collins escaped a clash with Rick Parfitt Jr, which caused the latter to be sin-binned, Collins said: "We moved up the order with some driver changes early on, but it came down to Adam passing Duncan for the win really."



ADAM CHRISTODOULOU LED WINNING TEAM



WINNERS CELEBRATE



BTCC STAR MATT NEAL

## AUTOSPORT.COM'S UNDERGROUND HUB

**JONATHAN NOBLE**  
GROUP F1 EDITOR

jonathan.noble  
@haymarket.com



We've come to know (and love) it as the 'bunker'. Deep underneath the main stand, it is AUTOSPORT.com's home for the show weekend.

But beyond just witnessing the news churn – it was from here we revealed that the Renault team was switching to a British racing licence in 2011 – the 'bunker' doubles up an informal social hub, as the great and the good from the sport pop on by for a chat.

One minute BBC Formula 1 presenter Jake Humphrey will be sat down hunched over one of our laptops to check out the latest Norwich City score. Then, moments later, drivers and team bosses will come to say hello – or steal some of our stash of sweets.

It was also a great spot for interviews – thanks to our super-comfy 'sofa'. Martin Whitmarsh, Christian Horner, Martin Brundle and Pat Symonds

all got comprehensively grilled – but the most surreal moment came with Nick Wirth.

The Virgin Racing technical director was talking about his favourite subject – computational fluid dynamics (CFD) – when a power cut took out the lights. In the pitch black, with the only light being the tiny red dictaphone 'on' button, we just carried on.

There really is nowhere else in the world like the 'bunker'.

# Modern missiles and retro racers: the cars are the stars

## McLAREN MEMORIES

The awesome line-up of McLaren F1, Indycar, Can-Am and Le Mans 24 Hours winners was complemented by the new MP4-12C road car



## CLASSIC LOTUS STUNNERS

Clive Chapman's Classic Team Lotus equipe showed cars raced by F1 legends Jim Clark and Ayrton Senna on its stand at the show



## F1 RACING GRID COMES TO BIRMINGHAM

AUTOSPORT's sister title F1 Racing featured the 2010 grid on its stand - led by double world championship winners Red Bull Racing's RB6





**COYS AUCTION**



**THE WRAPS COME OFF LOTUS RENAULT GP**  
The world exclusive unveiling of Lotus Renault GP's 2011 livery took place on the British marque's stand. It rolled out big guns Eric Boullier, Vitaly Petrov – and a watching Jean Alesi



**FABIA-LOUS, DARLING**  
Norway's Andreas Mikkelsen and Blue Peter's Zoe Salmon launched Skoda UK's IRC rally bid



**FORD UNVEILS FIESTA WRC**  
Mikko Hirvonen and Ford Motorsport supremo Gerard Quinn revealed M-Sport's new Fiesta WRC challenger on the first day



**ART LOTUS GP3 RACER**



**GROUP B FOR BONKERS**  
Rally fans of the infamous Group B era were treated to a stellar selection of machines, including the Audi Sport Quattro, Ford RS200, Peugeot 405 T16, Metro 6R4, Renault 5 Turbo and Mazda RX7



**RETRO RACERS ROCK**  
1980s F1 machines from Alfa Romeo and Arrows graced Geoff Page Racing's stand. All hail flag advertising, stubby noses, real sidepods and fat slicks!



**LOTUS CORTINA**



**PODZILLA MONSTER TRUCK**

# Brit racing booms as covers come

New cars, a fledgling series and the revival of a great category were the highlights on the national side of AUTOSPORT International in 2011.

Perhaps the most significant development was the appearance of new models from Caterham and Ginetta. Regular racegoers will be familiar with Caterham's successful family of Lotus Seven-inspired machines, but the British firm took the wraps off something quite different in Birmingham.

Caterham's SP/300.R is a sports-prototype, powered by a

machine will be the quickest car in the BTCC-supporting Ginetta GT Supercup. It is also set to provide Lawrence Tomlinson's firm with a GT3-level car for other GT series.

AUTOSPORT International also provided the perfect setting to show off new series. The EV Cup, a three-tier competition for electric vehicles, will kick off in Britain this year and both its THINK and iRacer machines made an appearance (see Sports Extra News).

The Smart Cup was also present, alongside some impressive Britcar machines, and organisers hope the



CATERHAM'S NEW SP/300.R



NEW SERIES TO REVIVE SPIRIT OF THE '70S

supercharged version of the Ford Duratec engine. It's also the result of a partnership between Caterham and another great British name – Lola. Expect to see a one-make series in 2012.

Hitting the tracks before then will be Ginetta's G55. An unfortunate factory fire at the bodywork supplier meant the car was naked for its first public appearance, but the 370bhp

diminutive tin-tops will provide low-cost motorsport this season.

The Historic Sports Car Club also put on a great display. This year it marked the launch of the Martini Trophy series for two-litre sportscars of the 1970s (above), which looks set to kick off at Silverstone in May. Along with the presence of national racing clubs, it helped demonstrate just how much variety you'll be able to see in British racing in 2011.

## ENGINEERING SHOW BUILDS BRANDS



If AUTOSPORT International caters for the whole spectrum of motorsport – from Formula 1 to the grassroots – then a true reflection of that was AUTOSPORT Engineering.

Europe's largest, dedicated trade-only motorsport exhibition for specialist technical suppliers to the motorsport and performance engineering sector was again open for business last Thursday and Friday, with thousands from all over the world filling the hallways and flocking around the stands.

"It's not just the quantity of people here, it's the quality," says Peter Whyman of heat management specialists Zircotec. "We get so many leads here, which we can then follow up."

An example of the diversity on offer was ATL, which had its latest fuel tanks on display, including a rarely-seen Formula 1 cell. It supplies the entire F1 grid, all on a bespoke basis, and last year's ban on refueling and upcoming return of KERS (systems for which are recessed at the bottom of the tank) has

# off new Caterham



meant huge revisions to the 240-litre rubber bladders.

Souriau displayed everything from major components like fuel cells to tiny electronic connectors. Like ATL, motorsport is just one aspect of the many applications for its products, but one it can use to flag-up its wares. "Since we were first here in 2008, this show has helped build brand recognition," says motorsport business manager Mark Richardson.

From every component you could ever wish for to the huge

manufacturing machines that help build them, it was all there – much to the delight of the many trade guests who stopped by.



## Horner and Newey square up to Brundle at ASI 2011

The 14th annual Sid Watkins Lecture, held in aid of the Motorsport Safety Fund, again attracted top names, with Christian Horner and Adrian Newey, the architects behind Red Bull's glorious 2010 season, the speakers. Asking the questions was Martin Brundle, host of the 2004 lecture...



**HORNER (LEFT) AND NEWEY**

### ON THE SECRET OF THE 2010 RED BULL'S PACE...

**CHRISTIAN HORNER:** Active suspension and flexible wings!  
**ADRIAN NEWEY:** It was an evolution of RB5, but the key difference was that it was designed around the double diffuser and no refuelling.

### ON MANAGING VETTEL AND WEBBER...

**CH:** It's a matter of being open and transparent. The one regret I have about last year was the front-wing situation at Silverstone. If we had communicated better with Mark, we wouldn't have found ourselves embroiled in the outburst that came at the end of the race.

### ON PREVENTING AIRBORNE ACCIDENTS LIKE WEBBER'S IN VALENCIA ...

**AN:** You could look at regulations for very low noses, but that brings other issues. The great thing about a high nose is that there is little danger if a car T-bones another one. With a low nose, the car that you are T-boning can end up on top of you.

### ON NEWEY'S RACING EXPLOITS...

**CH:** Adrian has tested most of the marshal services

throughout the country! He's a competent driver, but he's just as competitive in his hobby-racing as he is in his competitive activities. It's great that Adrian indulges in motorsport as a hobby but it's great that we have 20 grands prix this year so that his opportunities to test the marshals are limited!

### ON WHETHER WEBBER CAN BOUNCE BACK FOR THE 2011 SEASON...

**CH:** It's going to be about who can be the most consistent from start to finish. Mark is very focused on 2011 and has been for some time. I'm expecting him and Sebastian to push each other equally hard.

### ON THE RETURN OF KERS...

**AN:** Whether Kinetic Energy Recovery Systems really do anything for the sport is debatable. For us, it's a packaging challenge. It's an expensive thing, but it's the same for everybody. Safety is obviously a concern, but if you have high-voltage DC battery packs flying around in an accident like Robert Kubica's in Canada in 2007, there is a danger there. That's why marshals, in particular, need very good training.



BRILLIANT BRITS READY  
TO UNLEASH AN UPSET



Evans sits next to Meeke to get the Mini lowdown



## Kris Meeke and Mini are busy sharpening their weapons ahead of WRC 2011. *DAVID EVANS* joined in – and came away impressed

**O**ne corner. That's all it takes to convince me of three things. Three pretty big things, too. When the LED display switches from 'five' to 'six' at the exit of a particularly slippery corner of Warwickshire, I know the future of the World Rally Championship is safe; Kris Meeke is the mighty quick driver we'd expected him to be; and Mini's Countryman WRC is already a damned fine rally car.

Having watched the Countryman from the outside in Sardinia at the end of last year, I was now on the inside at Prodrive's Warwickshire test track. And former Intercontinental Rally Challenge champion Meeke is ready to show me what his new motor was capable of.

But what am I in? Is this the World Rally Car or the Super 2000 car? Is this test mule morphing into the PR machine? No. What I am in is still Prodrive's only mobile Mini Countryman. And it's the S2000 car – the World Rally Car bolt-ons aren't done yet.

Suddenly the whole thing takes on much more significance. This really is the only functioning Countryman and, with just four short months before the Countryman WRC's world debut (expected to be on Rally d'Italia in early May), Meeke is to be forgiven for not giving it the full beans.

Arriving at an apex crossed-up and with the right-rear almost leading the way, I think somebody might have forgotten to tell him.

"I think we were on the limit there..." says Meeke with a broad grin.

I hadn't known what to expect from this car at all. I knew the statistics and had a vague idea of torque figures and

transmission specification, but what would all of that mean when we left the line?

Absolutely nothing.

Preconceptions are dispatched in an instant. Clutch dropped, Meeke yanks the column-mounted gear-shift with his right foot buried in the throttle. Despite the co-driver's seat being mounted on the floor, I can still just about make out cones marking a right-hander, which we are now embarking upon at an alarming rate. With the shift light flickering in fifth, Meeke flicks the car to the right, simultaneously stabbing his left foot at the brake pedal to shift the weight in the car. Cue instant powerslide.

This is the interesting bit: the turn-in had cost us a few revs, but such is the torque of this 1.6-litre turbocharged 'Super 2000' car, Meeke doesn't bother with dropping it down a gear, he just feathers the throttle and looks out of his side window. And we are going very fast.

The high-speed stability of the Mini is exceptional, especially given that we are on a gravel set-up, complete with knobbly forest tyres. And, although Warwickshire is a little damp this Friday morning, this is definitely asphalt. The other strength immediately apparent from the Mini is the predictability of everything. Even in the top half of the gearbox, with Meeke forcing the car to slide at all attitudes, the feedback from the car is telegraphed, direct and user-friendly.

With a smaller restrictor and less boost from the turbo, I'm interested to see what the car is like in tight sections. Undoubtedly, there's not the same kick out of hairpins as you get from a 2010-specification World Rally Car, but this thing will leave a

naturally aspirated S2000 car for dead, courtesy of the torque available lower down the rev range.

The thing that's more noticeable than the engine in the lower-speed corners is that doesn't suffer overly from the lack of an active centre differential. I was expecting it to be more cumbersome; an off-boost understeery handful. It isn't. Granted, there might have been a couple more tugs on the handbrake than in an active car, but it feels nimble and light-footed. The same goes for the high-speed sections – the absence of cutting-edge, microchip-driven technology making millisecond decisions about the levels of slip in differentials is not noticeable from the passenger seat.

Meeke is adamant the car's current well-advanced state is thanks to the generic spadework Prodrive did on the new technical regulations last year and the year before.

"The team defined what the perfect car would be like in terms of roll centre, handling and all those things," says Meeke, "and that's how this car has been so perfectly born. I had my preconceptions when I first got in the car, but when I went down the road I was surprised by how well it did everything straight out of the box. It's fantastic already and it's only going to get better."

Overalls away, I stand, watch and listen. And relax.

Big skids at 8500 revs sound good? Then the WRC's the place to be. And Mini's ready to crash the WRC's duopoly in some style. Granted, there's no back-to-back testing for comparison, but from what I saw, the Countryman could be a Citroen/Ford botherer sooner rather than later. **✘**

David Lapworth:  
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**Race Team Track Support Engineer**

**Ref: LRGP\_ELE15**

We are currently looking for a degree/HND qualified electronics /systems engineer to work within our Electronics Department. This position will require travelling with the Race Team, and will involve operating and supporting all the team's on-car and garage electrical/electronic systems.

Candidates will need to have experience of operating complex electronic instrumentation in a motorsport environment. Practical skills in Raychem wiring, and experience of using McLaren Electronics Systems (Standard ECU) products is also highly desirable.

The successful candidate will be a good team player, an excellent communicator, highly organised, thorough, and have a positive 'can-do' approach.

**Weekend Dayshift Model Maker**

**Ref: LRGP\_AER71**

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**Ref: LRGP\_AER72A**

Candidates for these positions will need to have extensive model making experience, possess a sound engineering background and preferably have some experience of wind tunnel testing. Most importantly, the successful candidates will be expected to produce high quality components to tight deadlines.

The weekend position involves 3 x 12 hour shifts. Please indicate which shift you are applying for.

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You should be familiar with contemporary data analysis software and be fully conversant with Pi Toolbox. Extensive experience analysing and interpreting racing car data is essential and this should ideally include knowledge of engine and gearbox control systems. A sound understanding of the basic principles of racing car dynamics and engineering would be very advantageous.

Practical knowledge of data systems hardware installation is important and hands-on experience in the design and/or manufacture of wiring looms would be ideal. Candidates will need to be able to work under their own initiative quickly, accurately and efficiently and must be resourceful problem-solvers. This is a demanding role involving a wide and exciting variety of vehicles predominantly in the F2 race team but with some crossover to the PalmerSport fleet.

**Race Engineer**

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## AERODYNAMIC PERFORMANCE ENGINEER

In this role you will work with aerodynamicists, race engineers and vehicle dynamics engineers to analyse and report aerodynamic performance in new and innovative ways that provide clear direction in developing race - winning cars.

Although aerodynamic performance will be the focus of this role, experience in statistics, data analysis and signal processing, ideally using MATLAB, would be as valuable as experience in aerodynamics or vehicle dynamics.

## SYSTEMS TECHNICIAN

(Fixed Term Contract until Dec 2011)

This role will assume a high level of responsibility for the on-car systems performance and reliability. The successful applicant will be familiar with motor sport sensors and actuators and have a good appreciation of ECU hardware and software principles as well as transmission and ancillary hydraulics systems.

Previous motorsport experience would be highly desirable and an appropriate formal qualification would also be an advantage. Applicants for this role must be willing to travel to F1 venues across the world.

## VEHICLE DYNAMICS ENGINEER

This role will include developing and maintaining advanced vehicle dynamics simulation and analysis tools and supporting the use of these tools to optimise car performance. Extensive opportunities for innovation in many aspects of simulation and car performance are available.

Experience in the analysis of dynamical systems and of systems and control engineering would be an advantage as would a relevant postgraduate qualification. Extensive experience of the MATLAB / Simulink development environment is highly desirable.

## AERODYNAMICIST

In this role you will be required to contribute to the aerodynamic development of the race car. This will involve analysis of wind tunnel and CFD data, design of components and wind tunnel testing to demanding targets.

The successful candidate will have extensive experience within an F1 aerodynamics team and a proven track record of innovation and design. A PhD in Aeronautical Engineering would be an advantage.

**Applicants for all of the above roles must have a robust degree in engineering or a related discipline (with the exception of Systems Technician) and will be team players with the drive and ability to deliver high quality solutions in the most demanding of environments.**

**For these roles we offer a competitive package including private healthcare, access to an executive car scheme, company pension scheme and the chance to work in a truly unique environment.**

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# Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



Caterham launched the new car at ASI last week

**AUTOSPORT SAYS...**

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



**NOT EVERYONE** agrees, but I reckon the new Caterham-Lola looks great. Not only is it likely to be a seriously quick piece of kit, but it shows the company's health by being its first all-new design for well over a decade.

That Ginetta (the G55) and Radical (latest versions of the successful SR3 and SR8) also showed off new cars in Birmingham last week is a good sign.

My only concern is that all three share one key ingredient for success: they have single-make series. Such categories make financial sense for constructors. As Radical co-founder Mick Hyde (who has now moved on) likes to point out, it's much easier to sell cars if you're not up against other constructors who might produce a faster car than you.

But as a purist, I prefer multi-marque racing. Having different sights and sounds on the same grid is one of the great things about the sport. Imagine if a suitable Radical raced against the Caterham, and Ginetta built a club sports-racer...

A similar series already exists, of course, and the European SPEED series is gathering momentum after suffering a difficult time in the UK. Serious drivers (see p78) are adding to the promise, but it might be a while before we see full grids.

That's unlikely to be the case with the other multi-chassis sportscar category that starred at ASI. The HSCC rarely fails to put together great entries, even with a new series.

The Martini Trophy (p81) for two-litre sportscars of the 1970s, when Chevron, Lola, Osella-Abarth et al fought it out for the European championship, already looks like a great prospect. Like the club's Guards Trophy, it's bound to bring some cars together that haven't gone head-to-head for a generation.

**Extra contact details**

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ben.anderson@haymarket.com

## New Caterham breaks cover

Marque to produce supercharged sports-racer with help from Lola Cars

**CATERHAM HAS** joined forces with Lola Cars International to produce its first sports-racer, launched at AUTOSPORT International in Birmingham last Thursday.

The SP/300.R is the first Caterham not to be based on the Lotus Seven since the C21 of the 1990s. The £60,000+VAT machine is designed for circuit use and will have its own one-make racing series in 2012, which Caterham bosses hope will join the British F3/GT package.

The two-litre supercharged Ford Duratec-powered car has a projected top speed of 175mph and will top the Caterham racing ladder.

Caterham motorsport manager Simon Lambert said: "In the UK alone, Caterham has a massively successful pyramid of

motorsport in which every stage gives a greater driving experience. There is only so far you can go with a Seven, and we've known for a long time that there was a need for more. This is our car to stop people dropping off the top of the ladder and keep them in the family."

Core of the design is a two-seater aluminium honeycomb monocoque chassis (based on Lola's Bo8/90 track day car), to which the 305bhp supercharged engine is mated to a sequential six-speed Hewland FTR transaxle, in what is essentially a proven Lola F3 rear end. Pullrod suspension, 13-inch ATS wheels (9in and 10.5in wide) and four-pot AP Racing brakes are also specified.

The aerodynamic package, optimised in Lola's windtunnel with front splitter,

dive planes and rear diffuser, is said to generate up to 450kg of downforce at 150mph, with three distinct set-up configurations. The show car's single-plane carbon wing is likely to gain a trim flap in its final form. In production guise, the polyurethane bodywork will be split, with three-part nose and tail sections designed to facilitate cost-effective localised repairs at circuits.

Race cars will be equipped with LED running lights, but there are no plans to market the car – for which production is targeted at 25 per year – for road use. Caterham hopes a minimum of 18 will be out racing in next season's flagship series, but envisages some examples doubling-up as track-day steeds.

"Starting with a clean sheet of paper, we realised that we could not do this alone and the decision to work with Lola as a key development partner was important from a global view," added Lambert. "As with all Caterhams, sheer performance and driving enjoyment were crucial, but the car had to look gorgeous.

"Our aero targets have been exceeded, but we've not lost sight of ease of operation or value for money. What every customer will get is a high-spec racecar, with paddleshift gearchange, push-to-pass (330bhp on boost) and air jacks as standard, not something requiring pages of extra cost upgrades to be competitive."



New car is Caterham's first sports-prototype

## CONTENTS

**p82** MARQUE FOCUS  
SPECTRUM



Sutton took Carrera Cup GB title in 2007

# Sutton and Hetherington join forces in Carrera Cup

Former champ and scholarship winner secure Redline Racing drives

## James Sutton, 25

- 2007 Porsche Carrera Cup GB** champion with Redline Racing
- 2008 British GT** race winner with CRS Ferrari
- 2009** Second in **Porsche Carrera Cup GB** with Redline Racing

**FORMER PORSCHE** Carrera Cup GB champion James Sutton will return to the series this season with leading squad Redline Racing.

The 2007 title winner will race alongside current Porsche scholar Benji Hetherington and 2010 scholarship winner Michael Meadows for Simon Leonard's team, which took Tim Harvey to his second Carrera Cup crown last season.

The latest specification of 911 GT3 Cup car will be introduced into the Carrera

Cup GB this year after making its debut in some of Porsche's other series in 2010. Sutton has already experienced the new car in the Carrera Cup Italia last year.

Hetherington, who will move into the Carrera Cup after finishing third in the Ginetta G50 Cup last season, identified Sutton's return as "a big deciding factor" in his own choice of team for 2011.

"I did two tests with [Team] Parker and Redline and they're both amazing teams," said Hetherington. "But with

James on board with a new car it's going to be such a help.

"Harvey and [2010 runner-up Michael] Caine are so experienced – they know exactly what changes do what to the car, and they get the best out of it straight away. We can use James in the same way."

Redline team boss Leonard is confident Hetherington, 18, who only started car racing in 2008, will be a frontrunner despite his relative lack of experience. "James will act as driver coach and

nudge him along," said Leonard. "He's had a test in an old car and we were very impressed with his pace. I'm absolutely convinced it won't be long before he'll be up there with the frontrunners."

● The Carrera Cup GB will drop its proposed round at Croft to make the new Porsche Carrera World Cup race at the Nurburgring Nordschleife part of the UK championship. The June 25 event will only count for a single set of points, making the Carrera Cup a 19-race series.

### Mini Challenge

## Mini return for BTCC racers

**BRITISH TOURING** Car racers Arthur Forster and Martin Depper will return to the Mini Challenge this season.

Forster and Depper both took Mini titles before graduating to the BTCC last year in Forster Motorsport BMWs. Forster came back to the series at Donington Park last year, but both are now set to make more appearances.

Depper said: "We are still doing the BTCC, initially with the BMWs again.

But I am looking for a front-wheel-drive touring, hopefully to replace mine.

"There are some clashing dates, but we are doing the Minis for fun and to keep us both in shape tactically."



Depper: Mini return

### British Formula Ford

## Advent targets UK Formula Ford

**TIN-TOP SQUAD** Advent Motorsport is planning a return to its single-seater roots in 2011 by running a pair of Van Diemen LA11s in British Formula Ford.

Andrew Crighton's squad has taken a number of saloon titles in recent seasons, but is now looking for racers to help its switch.

"Having enjoyed a lot of success with T-Cars, Minis and SEATs in recent years, heart rules head at long last,"

said Crighton, who still has a pair of Lola T644E FF1600s. "Single-seaters is where we should be again, and I see Ford as the most affordable step.

"As a team we have invested in new infrastructure, and I'm delighted to be working closely with Lindsay Allen at Van Diemen. I have also persuaded my old friend Alan Langridge [who worked with Damon Hill in F3000] to return from France to engineer the cars."

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**Ginetta GT Supercup**

## Murrells steps up to GT Supercup as Breeze targets BTCC prize drive

**REIGNING GINETTA** Challenge champion George Murrells and G50 frontrunner Carl Breeze will both race in Ginetta's GT Supercup this season in new G55s.

Murrells will race for the Optimum Motorsport outfit that carried him to last year's Challenge crown in a G20, while 2001 Formula Renault UK champion Breeze will continue with Total Control Racing. Breeze, who finished a close second to British

Touring Car graduate Frank Wrathall in last year's G50 Cup, hopes to secure the inaugural Supercup title prize with a funded drive in the BTCC.

"TCR is a great team and I am proud to have been their most successful TOCA support series driver during my time with them," said Breeze. "The prize of a BTCC drive for the champion is what I'm aiming for. Although I've won 16 races over the past two years, a championship is missing and I want to change that this season."

Ginetta expects the GT Supercup grid to attract 12-14 G55s and nine G50s in its first season. The marque also confirmed it will not contract a team to run a guest car in the series. Instead, it will offer G40 'celebrity' drives in the Ginetta Challenge.

G55 chassis broke cover at ASI last week



**British GT**

## Reid joins Chevron for British GT

**FORMER BRITISH** Touring Car star Anthony Reid will drive a works Chevron GR8 in the British GT Championship this season.

Reid will share the car with Jordan Witt, who secured Class B in the Sport Maxx series last year and was a race winner in the one-make GR8 Challenge. The car will run in the GTC Class, with an improved aero kit over the car that appeared at the Donington Park GT finale last season in the hands of Reid and Chris Hart.

Reid, who hopes to continue appearing in

historic events during 2011, said: "Last year I didn't have a full campaign to really get my teeth into, so it's good to be back in mainstream motorsport."

"What's really appealing is that it's working with a manufacturer, and

I can see a good future at Chevron. I'm trying to get myself back on the map of GT racing."

● Chevron has confirmed that it will run slick tyres in its GR8 Challenge this season and is planning a test in Spain for prospective customers.



Reid will race GR8 in Brit GT in 2011

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Radical showed three new variants at ASI

These may be hard times, but two days at AUTOSPORT International convinced me that there is much to look forward to on the British racing scene and a real buzz about 2011 and beyond. I've attended 21 annual events, seen the National Exhibition Centre complex evolve, and there was something for everybody at the biggest show since 2007.

For me it stacked up with the best, but the magnificent McLaren collection trumped the lot. From a bi-winged M7C Formula 1 car through Can-Am M8D and Indy M24B, to the latest MP4-12C supercar (from which another iconic racer is hatching), it left McLaren Technical Centre's concourse looking like the Marie Celeste, but cannot fail to have stirred the souls of real enthusiasts.

Amid another sportscar bonanza, Caterham's eye-popping SP/300.R rightly commanded a great deal of attention. It also signalled a bold departure for a company rooted in the 1950s but ploughing new furrows away from the Nearn family's 7 recipe, itself spawned by Colin Chapman's Lotus original.

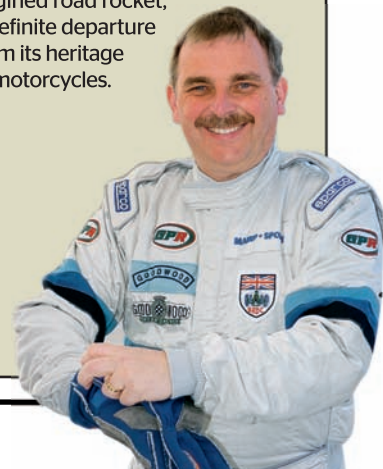
Presented as a non-runner, which attracted deposits from Thursday's launch photos alone (how they will do it for £72k including VAT, deep into Radical territory, is not my worry!), the focused racer has projected an ambitious timeline. Details like who will manufacture the aluminium honeycomb chassis (componentry will all be

outsourced, as per Caterham tradition) has yet to be decided. And with tasks like sorting the supercharged engine installation, prototype running (spring), testing (summer) and production of a run of 25 (starting autumn), a 2012 series debut may prove tough. I look forward to trying one.

The same applies to the Chevron GR8, of which a dozen or so now exist. Unveiled in the pit of recession a year ago, it was always going to be a slow burner initially. Now sorted, receiving rave reviews from serious drivers, and with customers climbing down off the fence, more are on the way from Vin and Helen Malkie's Cheshire base. And Paul Owens, marque founder Derek Bennett's indispensable boy wonder in the 1960s, is even there to imbue the Ford Duratec-powered GT cars with 'grandson of B8' DNA.

Radical's rise is proof that a dynamic and forward-thinking company, from which Phil Abbott's co-founder Mick Hyde has now retired, can buck industry trends by creating a marketplace and sustaining it. Now the world's leading maker of series production racing cars (200 plus in 2010 alone, allowing it to pass the 1000 mark in 12 years, just as Van Diemen did in '85), its display was topped by the delightfully liveried Ford EcoBoost-engined road rocket, a definite departure from its heritage in motorcycles.

“Amid another sportscar bonanza, Caterham's new car commanded a great deal of attention”



**Toyota Racing Series**

## Evans, Pye and Lynn take wins

**KIWI RACER** Mitch Evans outpaced a strong field to win the opening round of New Zealand's Toyota Racing Series at Tereonga last weekend.

Last year's Australian F3 runner-up Evans, 16, put himself on course to retain his TRS title by finishing second, first and third to come away leading Aussie Scott Pye and Briton Alex Lynn.

British Formula Ford champion Pye claimed race one with a late pass on Evans after the Kiwi missed a gear. Race two was an all-the-way victory for Evans, before reigning Formula Renault Winter Cup champion Lynn took the wet finale from pole.

Damon Hill's son Josh suffered offs in the first two races.

## Ford Fiestas

# Fiesta series to add class for new Zetec S

**BRSCC FORD** Fiestas will include a class for the new-shape Fiesta Zetec S this season.

The championship already includes classes for earlier Fiesta models, including the Class C STs of the previous shape. Now fresh cars will be part of a new Class D, racing with class A (Mk3s) and B (Mk5) cars.

Series boss Kevin Shortis, who confirmed leading Fiesta squad Daniels Motorsport is already preparing a new machine for the category, said: "I did it to check the water and you need three years' lead-in time."

Shortis also believes the new Fiesta Junior series for 14 to 16-year-olds, which will use two-litre ST machines producing 150bhp, will be a success in 2011.

"Interest is good," he said. "Once people see the car they seem quite smitten. It will build. I would like to see 24 cars on the grid, but to make it viable we need 10-14."

Fiesta aces Edward and Harry Cockill will drive with Daniels Motorsport in the main ST class this season. Edward won the Si class last year, while Harry was Zetec and overall champion.

Ford Fiesta series will cater for new Zetec S



InterSteps

RSF-backed InterSteps is attracting new teams

# Mofaz to join InterSteps

## Ambitious Malaysian Renault World Series team is set to join Fortec in Martin Phaff's new home for outgoing Formula BMW Europe machines

**FORMULA RENAULT** 3.5 team Mofaz Racing is the latest outfit to commit to running cars in the new InterSteps (nee Young Guns) single-seater championship.

According to InterSteps boss Martin Phaff, the Malaysian outfit has bought the Formula BMW cars of French single-seater powerhouse DAMS, which ran Spaniard Javier Tarancon to fifth in the final FBMW Europe championship in 2010.

Mofaz joins Fortec Motorsport, which has run FBMW cars since the category first came to the UK in 2004, Motaworld and Falcon Motorsport (which has purchased Mucke Motorsport's cars) in committing to the series, which will cater for drivers aged 15-19, after securing special dispensation from the MSA.

Ex-Ginetta boss Phaff is hopeful that fledgling Formula Renault squads MGR and SWB will also join up for InterSteps, which has worked its inaugural race calendar around the academic year in an effort to avoid impacting negatively on its drivers' schooling.

He confirmed the cars, built by French manufacturer Mygale, will run in the same specification as in FBMW Europe, but with Dunlop tyres instead of Michelins. The series has also secured financial support from the RSF and entered a tie-up with the MSA Academy.

Phaff said: "Having the RSF involved, having the MSA Academy, having the Formula BMW car and Mygale supplying parts – it's these things that give people confidence, give us credibility and allow the likes of Mofaz and Fortec to join us."

## Castle Combe Saloons

# Total ban on 4WD in 2011 Combe Saloons

**CASTLE COMBE'S** saloon car championship will be all two-wheel-drive for 2011, with a new entry-level class for less modified machines superseding the 4WD division.

All but one 4WD regular switched to the AAA series last season, and now the series will only allow 2WD machines. It is hoped the new class, for close-to-standard 1800cc cars, will attract more racers to the series.

Combe competitions boss Haydn Earl said: "We are always concerned about costs, so regulations for the new Class D, for stock-engined two-wheel-drive cars up to 1800cc with limited modifications, are written to be both attractive and accessible.

"It became a bit of a power and money race [with 4WDs]. By bringing in Class D we'll have an affordable class for new cars that should be quick straight



Combe wants to boost saloon grid

OLIVER READ

away. We want to concertina the grid back together again."

The class rules do not permit changes to suspension pick-up points (although uprated dampers or strut inserts are allowed) or major brake upgrades, and tyres from MSA list 1a or 1b must be fitted on rims of original diameter and width.

An updated list of eligible cars adds choice, while previous classes B (2wd 1801-3000cc), C (2wd 1401-1800cc) and D (2wd up to 1400cc) now become A, B and C respectively.

## SPEED

# FPA aces see need for SPEED

**EX-FORMULA** Palmer Audi stars Tom Bradshaw and Melroy Heemskerk are set to contest the European SPEED series this season.

Bradshaw, who was FPA runner-up in 2008 before moving to the Porsche Carrera Cup, is likely to appear in selected events of the Le Mans Series-supporting sportscar category for the works Juno team.

Heemskerk, 22, starred in the 2009 Brands Hatch Formula Ford Festival

before becoming an FPA race winner last year. He is close to a deal with an as yet unnamed SPEED squad. "You have to look at GTs and sportscars – financially it's the only way at the moment," said the Dutchman.

● Team WFR's new SPEED contender, designed by Bentley tech boss Peter Elleray, was revealed at ASI. Two WFR O3s will be entered in the series and the lead car will be driven by Warren Hughes and Jody Firth.

European SPEED is gaining momentum



DAVE LORD

**IN BRIEF**



**THE UNIQUE** Amon F101 F1 car (above) will appear at the second New Zealand Festival of Motor Racing, which celebrates the career of constructor/driver Chris Amon at Hampton Downs over the next two weekends. Masters Historic Racing prime mover Ron Maydon, who owns the distinctive 1974 car, will race the Cosworth DFV-powered machine in rounds two and three of the F5000 Tasman Cup Revival Series.

**LEADING GINETTA** Junior squad Hillspeed will run 2010 winter series champion Seb Morris and KF3 karting graduate Struan Moore in the full 2011 championship. Richard Ollerenshaw's team, which carried Tom Ingram to the title last season, will also run Sean Walkinshaw - son of the late Tom Walkinshaw - alongside Indian racer Zaamin Jaffer in Formula Renault BARC.

**FORMULA RENAULT** BARC champion Alice Powell was awarded the British Women Racing Drivers Club Elite GoldStar Award by BBC F1 presenter Jake Humphrey at ASI last week (left).



**FORMER BMW** and TVR Tuscan star Steve Guglielmi is planning a full season of racing in 2011 after spending the last few years on the Time Attack scene. "We are running a Lotus Elise in the Britcar Production class and I will share the drive with Jeff Mileham," he said.

**RADICAL EUROPEAN** Masters racer Jamie Patterson is returning to the UK Cup this year in a brand new works-run SR8SL. Ex-champion Derek Johnston will team up with 360 racing boss and class champion Terrence Woodward, who hopes to run eight cars in the series.

**BRITISH CONSTRUCTOR** Juno is planning a revamped model for its British Formula Ford challenge in 2011. Century Motorsport will continue to run the car and is talking to drivers for the JA2011.

**ALVIN POWELL** is planning a full season of racing with his pair of ex-BTCC Ford Mondeos (below), having solved an ECU problem that has plagued him for two years. "I am planning to do Classic Thunder and believe there will be eight Supertourers out there with me," he said.



**EV Cup**

**New green racing initiative to get four UK race dates in 2011**

**THE ELECTRIC** Vehicle Cup will have four UK events and has tweaked its class structure for its inaugural season.

The series, aimed at promoting electric alternatives to fossil-fuelled machines, will visit Silverstone on August 6, then move to Snetterton, Rockingham and Brands Hatch. MSVR is set to run the UK races, and events in Portugal and Spain are also planned, with an American trip a possibility.

Since the initiative was launched (see AUTOSPORT, December 3, 2009), the city car and sportscar classes have become one-make. The Norwegian and American-built THINK city car will be upgraded and run centrally on a rent-a-drive basis, costing £16,500.

Race director Grahame Butterworth, who helped launch the Fun Cup in the UK and runs Formula TKM karting, said: "It should be quicker than a 1.4 Fiesta and I think it will have close racing."

The twin-motor Westfield-based iRacer, which produces the equivalent of 240-260bhp, will provide a sportscar element and get its own races. There will be the option of rent-a-drives, but

Butterworth expects most cars to be bought by competitors and teams at £50,000-£60,000 apiece.

The final element is a multi-marque prototype category, which could run as a time trial or race series, depending on interest. "It's an opportunity to showcase cars," said Butterworth, who has formed a partnership with successful entertainment and sports



THINK will be one of EV Cup's cars in 2011

**MSA**

**Team UK elite get analysed**

**THE MSA'S** Team UK elite squad visited the Porsche Human Performance Centre at Silverstone earlier this week for fitness and psychological testing.

Ex-Formula Renault UK title battlers Tom Blomqvist and Lewis Williamson, Formula BMW Europe runner-up Jack Harvey, FR Winter Cup champ Alex Lynn, rally drivers Elfyn Evans, Harry Hunt and John MacCrone, plus co-drivers Andrew Edwards, Stuart Loudon and Seb Marshall, join F3 men Oli Webb, Will Buller and Harry Tinncknell on the driver development scheme.

**Smart 4two Cup**

**Britcar prize for Smartest racer**

**THE TOP** driver in the new Smart 4two Cup will win a drive in this year's Britcar 24 Hours racing series.

Former Britcar racers James Palmer and Paul Bates are behind the new series, which will use 125bhp 1000cc versions of the Smart. The leading driver before the Silverstone enduro at the end of September will get to drive a 4Four with the pair in the 24 Hours.

Palmer believes the concept will be successful. "It's affordable and motorsport isn't affordable," he said. "The idea is to make it about the driver."

The Dunlop-shod cars weigh 860kg and have five-speed paddleshift



Smart series will offer Britcar prize

gearboxes. They will cost £17,860 plus VAT and around £4000 per year to run. Palmer estimates they should lap Brands Hatch Indy in around 60 seconds.

"I think we can reach 16-20 cars in the first season," said Palmer. "We've got a lot of teams looking at it who have done the Fun Cup or are in Britcar."

**SEMSEC**

**New SEMSEC series for kit cars and saloons**



SEMSEC wants sports kit cars

**THE SOUTH** East Motor Sport Enthusiasts Club has launched a new series for kit cars and saloons, plus a new novice driver initiative.

The Invicta Kit Car Challenge will cater for sports kit cars, including Lotus 7s, Caterhams, Westfields and Sylvas, while the Meridian 14/16 Challenge will be a six-race contest for two-wheel drive normally aspirated saloons and hatchbacks of up to

1600cc, with a separate class for cars up to 1400cc.

The SENLAC Novice Cup will be part of the club's Open Single Seater Championship. It is open to drivers who have not obtained more than six signatures on their National B licence when they contest their first SEMSEC event of the year.

Points will be awarded according to class finishing positions.

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[www.CLUB100.co.uk](http://www.CLUB100.co.uk)

**IN BRIEF**

**LEADING GINETTA** squad Total Control Racing has re-signed Swiss Joachim Ritter for its 2011 GT Supercup line-up.

**CLASSIC BELGIAN** circuit Spa will host its own historic racing event in 2011. The Spa-Francorchamps Classic will take place on May 27-29 and include races for Classic Endurance Racing, pre-1963 sportscars and pre-'66 GTs, and pre-'66 Italian GT and sportscars.

**THE EX-MARTIN** Raymond 1971 Daren Mk3 (below) will return to action in the HSCC Martini Trophy series, almost 20 years after Daryl Clark last raced it in Canada. The second built by designer John Green in Leighton Buzzard – four later examples were made by Hugh Dibley's Palliser concern – is being restored by ex-GT40 replica racer Phil Froud.



**A RACE** for FF1600s will be on the bill at Masters Racing's first visit to Oulton Park on March 12. Champion of Brands competitors have also been given another race, on the Brands Indy circuit, as part of the Masters bill on May 28-30.

**CROFT WILL** return to the British Rallycross calendar this season, for the first time since 2008. It will host the eighth and final round on November 8.

**MOSCOW-BASED** Crossle collector Paul McMorran is to debut the 12F chassis (below) in which Roger Barr won the 1968 SCCA Formula B national title in the USA, in the HSCC's Classic Racing Cars series opener at Donington on March 20.



**HISTORIC RACING** ace Willie Green has lost his appeal against his legal defeat by Goodwood Motor Circuit, the BARC and TV producer Sunset & Vine. Green lost the original case concerning his 2005 Goodwood Revival crash in 2009 (see AUTOSPORT, July 16 2009), but took the issue to the Court of Appeal, which upheld the original decision.

**REX NYE**, son of successful Ford Fiesta racer David, will graduate to the top ST class of the BRSCC Ford Fiesta series in 2011 with leading team Daniels Motorsport. Rex finished fifth in Class A in 2010, his first season of racing.

**MG TROPHY** racer Alastair Rushforth will graduate to the Renault Clio Cup this season with new outfit Team ARM. Also planning to join is club racing partnership Team Calder Racing and Outpace Racing.



GIBSON/LAT

Martini Trophy made our front cover in '71 (inset)

**Martini Trophy**

# Martini name for new series

Famous trophy returns as part of the HSCC's two-litre sportscar revival

**THE HISTORIC** Sports Car Club's new-for-2011 two-litre sports racing series, unveiled at AUTOSPORT International last week, has been given a boost by the granting of permission to use the Martini Trophy name and branding.

Silverstone's Martini Trophy race was an important sportscar event on the calendar from the 1960s, when it was part of the RAC British championship. It then morphed into a round of the European two-litre championship, which ran between 1970-'75.

To be run initially over four meetings – at Silverstone, Brands Hatch and Oulton Park, plus Dijon-Prenois in France – the HSCC series will also admit later chassis (up to the end of 1978) of a type that contested World Championship rounds.

HSCC executive director Grahame White said: "The Martini name has been in motorsport for a long time and it's a privilege for us to be involved."

"The important thing this year is to encourage cars out. Over the course of

the year we will be doing strict scrutineering checks and we will expect cars to be closer to original spec for the following year.

"I would love to see over 20 cars and it would be achievable for the first race."

Rapid Italian historic F1 and GT racer Manfredo Rossi di Montelera – whose family sold Martini to Bacardi in 1992 – is set to compete in the series, having bought Grant Tromans' '73 Abarth-Osella PA/1-09. More than 100 eligible cars are currently active in Europe.

**Jaguar E-type Challenge**

## Racers flock to E-type anniversary series

**FULL GRIDS** are expected for the series of Jaguar E-type races marking the 50th anniversary of the famous GT in 2011.

The Historic Sports Car Club and Jaguar Heritage are running a five-event calendar for FIA Appendix K

E-types. Cars will be split into two classes, based on the level of modification – two homologation forms were issued for it in period.

The HSCC's Grahame White said: "The interest is phenomenal. We know of a number of cars that are



E-type series looks strong

BLOWHAM/LAT

being prepared and 87 people have signed to say they'd like to race.

"We do not want brand new cars. We want to keep it as pure as possible."

The first event will take place at the Brands Hatch Superprix on July 2-3, followed by Silverstone, Nurburgring, Oulton Park, and the Revival.



Mawby raced before big crash in 1973

## Ian Mawby 1942-2011

**MORE MOTORSPORT** enthusiasts might, without making the connection, have known Ian Mawby as a deviser of *Daily Telegraph* cryptic crosswords since 2005, rather than a racing driver.

His competition career was cut short when brake failure presaged a 130mph Formula Atlantic accident at Snetterton in 1973, in which he broke his neck.

Originally from Newcastle, Mawby

– who died on New Year's Day – relocated and founded Cambridge Sports Cars, which specialised in Lotus single-seaters after Lotus Components ceased trading. Ian graduated from FF1600 to an ex-Reine Wisell (F2) 69 in which he had his shunt.

Despite being wheelchair-bound, he enjoyed driving a 200mph Mercedes-Benz on the road in recent years.

# Aussie-rules Ford racers

Spectrum is Australia's premier single-seater constructor, and is chasing success in the UK. MARCUS PYE went down under to take a look



Australia's Spectrum cars have earned a reputation for fine engineering and quality craftsmanship in the Formula Ford arena for 25 years now. But Michael Borland, 47, the man behind the marque, has ambitions to mirror success at home in the UK. No one-trick pony, he also produces the sell-out Sabre Formula Vee and has a Spectrum FF2000 design on the stocks for the US market.

Borland's rise mirrors that of Briton Tony Sinclair – designer/builder of the Jade sports racers – who learned his craft at his uncle Bert Ray's side. Michael eagerly spent his youth in the Mordialloc workshop of his uncle, champion racer Brian Shead, whose excellent Cheetah cars won countless Australian national crowns.

"From the age of eight I was balancing wheels behind Brian's house, where he built the cars, but I started work properly on Brian Sampson's Formula Atlantic Cheetah Mk8, then went on to help Peter Macrow [in FA

and Australian F2]," he recalls. "Borland Racing Developments was founded in '84, when I went full-time to engineer Peter Glover and he won the first of two successive AF2 titles. Later I ran Jon Crooke and Rohan Onslow, the '88 AF2 and CAMS Gold Star champion."

Aided by a small and dedicated team of fabricators, Borland has now surpassed the equally modest Shead's output of "50 to 60 cars", ranging from his personal 1960 Formula Junior to the ultimate Formula Holden chassis in '89. Indeed the 100th Spectrum FF car should roll out of BRD's bright-and-airy factory at Braeside, south-west of Melbourne, during 2011.

The first Spectrum, designated 02 (01 was drawn but not built), was an FF for Crooke in 1986. It was wrecked first time out at Oran Park but its successor – one-off 03 – is still with Borland. Darren Hossack drove 04 to the Victorian state title in '92, while Jason Bright drove one of two 05s.

The 1998 season was a red-letter one, for Adam Macrow (Peter's son) and

## TOP SPECTRUM GRADUATES

### STEVEN RICHARDS

V8 Supercars race winner and two-time (1998 and '99)

Bathurst victor

### JASON BARGWANNA

V8 Supercars race winner and 2000 Bathurst victor

### JASON BRIGHT

V8 Supercars race winner and 1998 Bathurst victor

### MARK WINTERBOTTOM

V8 Supercars race winner

### JOHN MARTIN

Superleague Formula race winner

### SCOTT PYE

2010 British Formula Ford champion

Christian Jones (1980 F1 World Champion Alan's lad) finished one-two in the national FF1600 title race. Armed with its 'new-generation' sidepodded 06b chassis, Spectrum had arrived.

Over the years, the roster of up-and-coming young drivers through BRD's doors has been impressive, including V8 Supercar aces Jason Bargwananna, Mark Winterbottom and Steven Richards. Reigning British Formula Ford champion Scott Pye cut his teeth in the cars back home too, the CAMS Rising Star finishing third in 2009.

Since 2004, BRD's cars have been a consistent force in Australian FF. Yet they were virtually unknown outside the Antipodes until '06, when John Martin came to England and rocked the establishment with a debut win on the fabled Brands Hatch GP circuit in an 011. "To go there was a buzz enough, but to win was fantastic," says Borland.

The company has been knocking at the door in the UK ever since, but the vital recipe for sustained success – aligning top drivers, budgets and teams



Martin took win on firm's UK debut in 2006

EBREY/LAT



Mostert dominated Aussie Formula Ford last season

## FORMULA VEE: SABRE RATTLING



Reinhardt's Sabre became the car to beat

ROBLANG

to topple class master Jamun Racing's Mygale-Duratec onslaught – has eluded it. Dan Cammish did virtually no running between races last season, but at least Ben Norton's Castle Combe Kent-motivated FF1600 title in 2009 left its mark in history.

"The British scene is hugely important, and [with UK agent Mark Bailey Racing] we'd love to crack it," says Borland. "We know its strength – Adrian Campfield and Daniel Erickson won rounds in 2008 and '09 – and are constantly working to up our game and forge winning partnerships. The currency exchange rates are not in our favour at the moment, but we never stop trying. It's unfinished business."

The US, another difficult marketplace to permeate from a distance, also beckons. "We've had an FF2000 [derivative of the 011/012 FF design] two-thirds built for a couple of years, but we're very keen to get a Formula Ford chassis into the US, with the Honda Fit engine," says Borland. The SCCA's approval of the light,

modern 1500cc unit as a replacement for the venerable FF1600 Kent pushrod may signal the start of a new era.

Underlining the strength of the latest 012, introduced last year, Chaz Mostert dominated the Australian Duratec title in 2010, despite CAMS's team switching its racers to Mygales. Older Spectrums carried Jesse Fenech and Luke Ellery to the Victorian Duratec and FF1600 crowns respectively, while the promising Stefan Borsato took the New South Wales rookie of the year award.

"We've always tried to manufacture stiff, safe, chassis with low centre of gravity, small frontal area and top-quality components," asserts Borland. "Aero efficiency is vital too, but it's important not to get sucked in to the latest fashions for their own sake." With right-hand man Paul Zsidy fielding some of the day-to-day pressures at the factory, where a record 17 cars were produced in 2010, Michael can concentrate on doing what he enjoys best: designing, building and running great racing cars.

**Formula Vee** has been a fixture in Australia with 1200cc engines since the late 1960s. With 300-plus cars in the country, and 1600cc air-cooled engines adopted in 2003, it's hugely popular as both a cheap entry-level competition (with dedicated historic races too) and a stepping stone to Formula Ford and beyond.

Michael Borland made 23 Sabre Vees in the 1990s and, cajoled by loyal owners, re-entered the fray last year. The Sabre 02 – which took on rivals such as the Jacer and Checkmate – dominated from its debut at Sandown Park in May, with Daniel Reinhardt y.

The 'state-of-the-art' design incorporates the mandatory VW front-suspension beam and

other components, but shares the Spectrum 012's central bodywork. Having blitzed most races thereafter, Reinhardt – whose VW business markets the cars – shifted the rest of the initial batch of five immediately. The next six have sold like hot cakes too!

Differences in UK Vee specifications (1300cc engine and parts are standard in the 750MC-run series) and the disadvantageous currency exchange rate may preclude Sabres racing here – unless a bold team with strong engineering back-up bites the bullet, buys a chassis kit and masterminds the conversion.

Having now seen the product, I'd put money on it being a winner!

Erickson scored last British Formula Ford win in 2009



EBREY/LAT

## YOUR SAY

What you think of the motorsport news of the past week



### Motorsport's in a sexist timewarp

I've enjoyed attending motorsport events for two decades. These days I go less often and spend my time instead at kart circuits with my son. So I was saddened to see, when I picked up last week's AUTOSPORT, that women's role in motorsport hasn't exactly progressed since I first used to attend; lycra-clad women on the starting grid may represent – to many – the last vestiges of a male-centric sport, but if tobacco advertising and racism can be kicked out of sport, why can't we dispense with the sexism?

**Polly Green**, Saffron Walden, Essex

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Thank you** for the excellent feature on Virgin Racing and their innovative approach for F1 (Jan 13). I shall follow their progress this season with a lot more interest than I did last.

If they are right in their philosophy, is there not the intriguing possibility of echoes of Enzo Ferrari's contempt for the English 'garagistas', as the little team with a head full of laterally clever ideas steals the thunder of the high-spending establishment? Just maybe it is what we are really good at: clever blokes in sheds.

**Nicholas J Newton**  
Woodbridge, Suffolk

**I wasn't** thrilled with your article on Virgin Racing; if ever there was a squad that demonstrated how *not* to race, it was this little lot. Drab-coloured cars, poorly turned out – a 180-degree turn on the quality of McLaren, Ferrari, Red Bull etc.

Even Force India, a mid to low team, showed how to make a presentation on a limited budget. For my money I'd like to say cheerio to HRT and Virgin; it's like having spam fritters at the Savoy Grill.

**Clive Drake**  
Dedham, Essex

**The reduction** to 1.6-litre engines is nowhere near enough to give F1 green credentials. Cars should be pedal-powered. This would save oodles of money.

To ensure F1 retains the fans who like cars to make nice noises, drivers could be encouraged to make 'brmm, brmm' sounds into their microphones.

It's a plan that makes as much sense as most things suggested in recent years.

**Vernon Coleman**

Devon  
Sent from my iPhone with the aid of a rubber band and a small, forked piece of wood

**I see the** following quote from Fernando Alonso on AUTOSPORT.com:

"There will be five world champions on the track and the most dangerous champion for me is always Michael."

Does he mean as a championship rival, do you think?

**Philip Mann**  
By email

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. RENAULT REVEALS FINAL COLOUR SCHEME
2. ALONSO SEES SCHUMACHER AS MAIN THREAT
3. BRUNDLE: SPOTLIGHT ON McLAREN DUO IN 2011
4. SCHUMACHER'S CRITICS 'TOO JUDGEMENTAL'
5. RENAULT TARGETS VICTORIES IN 2011

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### TOP STORY ONLINE

ALONSO ON HIS SECOND YEAR AT FERRARI

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://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](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

Last week's obituary of former Lotus man Jim Endruweit mistakenly featured a photograph of Len Terry. Thanks to Jonathan Briggs and Derek Wild for pointing out the mistake.

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](mailto:autosport.editorial@haynet.com)

# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



**RENAULT R30 1:18 MODEL**

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Renault's incorporation of a more traditional colour scheme for its 2010 challenger reinvigorated interest in the marque and its F1 history (Alain Prost and Rene Arnoux if you're French, Derek Warwick if you're British).

Norev's highly detailed 1:18-scale model of the yellow-and-black R30 is sure to be popular among collectors, with both the Robert Kubica and Vitaly Petrov cars available.

The team has lost much of its French identity thanks to the Lotus tie-up, so fans with a bit of Gallic flair need to act.



**KENNY MCKINSTY DVD**  
£21.99  
[rpm-motorsport.com](http://rpm-motorsport.com)

Kenny McKinsty has been a massive star of Irish rallying for over 40 years and this DVD – part of the Tarmac Titan series – certainly confirms that.

Packed with archive footage and personal recollections from Kenny and his close-knit, long-suffering family, it's a fitting tribute to the big man.



**RACE OF CHAMPIONS DVD**  
£16.99  
[dukevideo.com](http://dukevideo.com)

The annual thrash around a purpose-built indoor arena for the big names of racing and rallying moved to Germany for 2010.

This film captures all the best bits – including Filipe Albuquerque's surprising individual win and the less surprising Nations' Cup victory for Sebastian Vettel and Michael Schumacher.



**NISSAN GT-R MODEL**  
£39.99  
[autosport.com/shop](http://autosport.com/shop)

Ebbro has produced this 1:43-scale replica of the Sumo Power Nissan GT-R that raced in the 2010 FIA GT1 World Championship.

The model is based on the team's #22 machine, driven to victory in the Silverstone TT round of the series by Brits Jamie Campbell-Walter and Warren Hughes.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: RACE AND RALLY ACES GO HEAD TO HEAD**



**SEARCH FOR:** BBC Rally Sprint 1983 - Race (10.53)

F1 stars of the day Nigel Mansell and John Watson are pitched against rally legends Tony Pond and Stig Blomqvist in identical Austin Maestros around Donington Park. What a shame this doesn't happen any more...

# 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

**Intercontinental Rally Challenge**

Rd 1/13

January 20-22

[www.acm.mc](http://www.acm.mc)

It began yesterday (Wednesday), but there's still plenty of the 100th anniversary running of the Monte Carlo Rally to enjoy. The nine stages from today include some true classics, as the Intercontinental Rally Challenge regulars do battle with some star names in one-off outings, including Petter Solberg, Francois Delecour and Stephane Sarrazin.



The Monte celebrates its 100th anniversary



## ANDROS TROPHY

Rd 6/7

**Saint-die-des-Vosges, France**

January 23

[www.tropheeandros.com](http://www.tropheeandros.com)

**ACCESS  
ALL  
AREAS**

Our guide on how to keep the motorsport flame burning through the cold winter months

## THE RACE CENTRE

RACING SIMULATORS are all the rage at the moment. Although you're unlikely to ever sample a million quid's worth of kit from a Formula 1 team, if you want more of an experience than just playing games online on your PS3 or Xbox, then look no further than The Race Centre.

Based not far from the M3 motorway in Chandler's Ford, Hampshire, its boffins have linked 10 'pods' together to allow you to race against your mates in a variety of cars – from Formula 1 and hairy sportscars to fun-packed Mini Coopers

and Formula Fords – at a host of top tracks from around the world. Each pod has a steering wheel, pedals and headphones set-up, with a huge projected screen. The pedals are adjustable to accommodate heights from 4'5" (for little ones) to 6'11" (for giants).

The Race Centre offers either exclusive venue hire or simple arrive-and-drive bookings. Race formats include its 'Grand Prix Heats' of short and sharp races, which really get you dialled in to the cars and tracks, or longer distance

Pray this bloke isn't there if you go, he's far too rapid!



GIBSON/LAT

team endurance events.

It also offers regular Open Race Meeting events and membership deals, and this month they are offering some off-peak discount rates. For full details call 0238 026 9927 or visit the website

[www.theracecentre.co.uk](http://www.theracecentre.co.uk).

In fact, AUTOSPORT is no stranger to its pods, and we're entered in our very own Castle Combe FF1600 Carnival this week, the follow-up to a successful Brands Hatch Festival!

## Television

### THURSDAY JANUARY 20

[1105-1210 ESPN Classic](#)

**F1 Retro: 1980**

Re-live Alan Jones defeating Nelson Piquet to claim his only world title.

[1115-1300 Sky Sports 2 & 1500-1645](#)

[Eurosport LIVE](#)

**IRC: Monte Carlo day two**

Catch some live action from the second day of the most famous rally in the world in its 100th year.

[1830-1900 Eurosport](#)

**IRC: Monte Carlo day two**

[1900-2000 Sky Sports 4](#)

**Racemax**

[1930-2000 Sky Sports 2](#)

**Sunoco Rolex 24 at Daytona Challenge**

See how Radical racer Ross Kaiser won a free drive at this month's Daytona 24 Hours.

[2000-2100 Motors TV](#)

**Andros Trophy: Lans En Vercors**

[2315-0000 ESPN](#)

**European Rallycross: Kouvola**

### FRIDAY JANUARY 21

[0000-0100 Sky Sports 4, 0300-0400 Sky Sports 2 & 1300-1400 Sky Sports 3](#)

**Racemax**

[1000-1045 ESPN](#)

**European Rallycross: Kouvola**

[1415-1515 Motors TV](#)

**Andros Trophy: Lans En Vercors**

[1745-1945, 2200-0100 Eurosport LIVE](#)

**IRC: Monte Carlo day three**

[1825-1855 Motors TV](#)

**Australian Minis: Townsville**

[2240-2340 Motors TV](#)

**AUTOSPORT International**

The UK motorsporting season gets underway at the NEC in Birmingham.

[2345-0100 ESPN](#)

**European Rallycross: Maasmechelen**

### SATURDAY JANUARY 22

[0115-0215, 1720-1825 Motors TV](#)

**Andros Trophy: Lans En Vercors**

[0245-0315, 1925-2000 Motors TV](#)

**Australian Minis: Townsville**

[0355-0420 Five](#)

**Motorsport Mundial**

[0505-0600, 0900-1005, 1825-1925 Motors](#)

**AUTOSPORT International**

[0600-0700, 1310-1415, 2345-0045 ESPN](#)

[Classic](#)

**F1 Retro: 1980**

[0700-0725 Channel 4](#)

**GT Academy**

[2100-2205 Motors TV](#)

**V8 Utes: Eastern Creek**

### SUNDAY JANUARY 23

[0600-0700 ESPN Classic](#)

**F1 Retro: 1980**

[1210-1310 Motors TV](#)

**Andros Trophy: Lans En Vercors**

[1310-1415 Motors TV](#)

**AUTOSPORT International**

[1620-1650 Motors TV](#)

**Australian Minis: Townsville**

[1845-1915 Eurosport](#)

**IRC: Monte Carlo review**

[2330-0030 ESPN](#)

**European Rallycross: Buxtehude**

## Online

### AUTOSPORT.COM

Coming up on the web this week

#### MONTE CARLO RALLY

The 2011 motorsport season gathers speed this week with the 100th running of the Monte Carlo Rally, and we'll keep you up to date with events there throughout the week. You can also read exclusive interviews with F1's two leading team bosses, Christian Horner (right) and Martin Whitmarsh. From the other side of the pond, we'll also have NASCAR correspondent Diego Mejia's take on the Sprint Cup's winter movements.



GIBSON/LAT



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this year's TV coverage



This year, you'll get this in HD. Enjoy...

IN THE land of the blind, they (I don't know who, heartless souls) say the one-eyed man is king. But this year, in the land of thus-far low definition Formula 1 TV coverage, all hail those with high-definition tellies. Your time has come.

From this year you can be crowned king, and lord it up over those with less-good TVs. Peasants!

F1 has been a bit late in catching the HD gravy train, with NASCAR in America, for example, having had it for years. Being American, they've already gone a step beyond with a 3D broadcast of last year's Daytona night-time

Sprint Cup race. Wonder how many times they used that low-down shot with the cars going straight over you?

But back to HD: when you view SD (standard definition) and HD next to each other, there's a clear difference in which is superior. You get a brief moment of sheer euphoria, like if you wear specs and suddenly realise you haven't cleaned them for a while. Bang – everything's brighter, clearer and, frankly, better. Graphics in particular are pin-sharp and easier to read – a bonus as they seem to be ever-shrinking.

But (and you knew that

was coming) remember too you'll get to see every spangle in Eddie Jordan's distressing shirts, every fibre of his hair and you'll need sunglasses when his ice-white disco pants are in shot. And what about when your eyes become accustomed to this visual majesty? As the novelty value wears off, aren't you back to square one?

The techno-geeks will label me a Luddite, but I'll answer them like this: over the Christmas break I feasted on two sporting extravaganzas, the Ashes

and the World Darts Championship. One sport benefited greatly from pin-sharp HD coverage, especially when it came to third-umpire referrals; the other was some fat, sweaty blokes chucking arrows into some cork.

So, for me, it's HD for the action, and – quick! – back to normal-vision as we cross to EJ or Ted in the pits. The irony being that the BBC has signed easy-on-the-eye Natalie Pinkham for the radio this year...

*Revved Up*

"Formula 1 has been a bit late in catching the high-def TV gravy train. In the US they've used 3D in NASCAR"

# THE WEEK IN PICTURES

The lensmen pounding the beat from hot Chile to chilly Madonna di Campiglio

## PARTING SHOT FROM THE 2011 DAKAR

Volkswagen's Nasser Al-Attiyah held his nerve - and ignored the helicopters - to claim victory in this year's Dakar



WWW.MEDIA



## PIPED MUSIC FILLS THE HALLS

A new year of IndyCar Series was piped in at Indianapolis as its 2011 season was launched amid pomp and ceremony



## NICKY, FELIPE IS FASTER THAN YOU, DO YOU UNDERSTAND?

We're not actually sure if team orders were issued in the 'Wroom!' event last week as Ducati's Nicky Hayden leads Ferrari's Felipe Massa

## HE'S A MADE A RED BALLS-UP OF THAT

An AUTOSPORT International highlight was the Fifth Gear Live Action Arena oval racing, Reliant Robin-style!



GIBSON/LAT

## RINDT'S LOTUS 49B PLAYS A STARRING ROLL

You've already seen loads of great cars from AUTOSPORT International, but here's one more

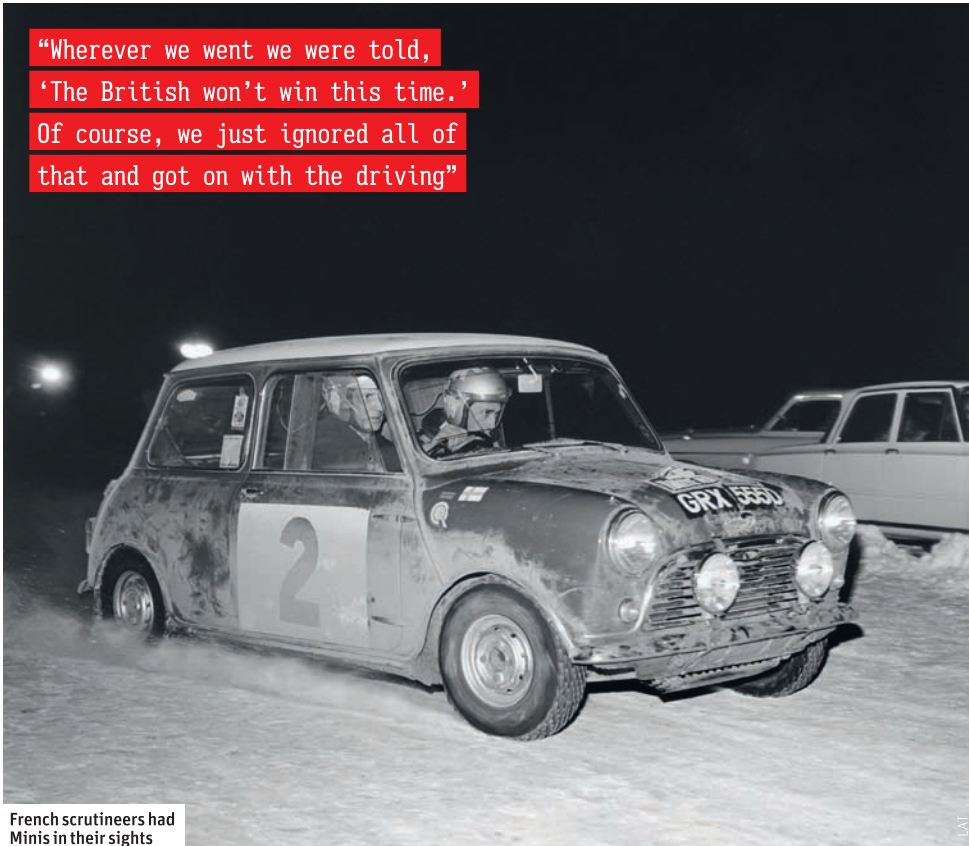


GIBSON/LAT

# FROM THE ARCHIVE

Paddy Hopkirk, Monte Carlo Rally, 1966

“Wherever we went we were told,  
‘The British won’t win this time.’  
Of course, we just ignored all of  
that and got on with the driving”



French scrutineers had Minis in their sights

**ANOTHER BRITISH** win, so the commentators at the time said, would simply not be tolerated. Those Minis had to be stopped. And they would be. Mini would not win the 1966 Monte Carlo Rally. But it did. Then, ultimately, it didn't.

The British Motor Corporation, under the guidance of Stuart Turner, was the super-slick crack rally team of its time. Allied to successively strong Cooper Ss (the 1071 followed by the 1275cc car) and the Monte's own handicapping system, which favoured small cars, BMC and the Mini had ruled the Monte in 1964 and '65. Going into World Cup year, Britain was riding a sporting wave, and Paddy Hopkirk and co were aiming for the hat-trick.

Hopkirk says there was plenty of bar talk about the result expected in the Principality. “Wherever we went we were told, ‘The British won’t win this time,’” he says. “Of course, we just ignored all of that and got on with the driving. But then it became clear that the scrutineers were looking for something, anything, to get us. They took the tyres off the rims and weighed the wheels, talked about us swapping cars, all sorts – it was crazy.”

But then, in the end, the scrutineers did get BMC.

After a repeat of his dominant 1965 Monte win, Timo Makinen's winning Mini was excluded. Worse was to follow. The sister cars of Rauno Aaltonen and Paddy Hopkirk – which had ended the competition second and third, providing BMC with a podium lockout – were also booted out. Conveniently, Roger Clark's Lotus Cortina was also removed to leave Citroen as the winning make.

The exclusions were due to the lack of double-filament bulbs in the headlights, which meant the cars lacked the ability to go from main to dipped headlights on the same bulb – hardly the most heinous of crimes, but a transgression of the regulations nonetheless.

The news of the exclusions genuinely rocked the motorsport world and turned people against the Monte.

Pauli Toivonen was declared the winner of the event in a Citroen DS21, which had actually finished fifth on the road. Such was the Finn's disgust at the turn of events he refused to drive for Citroen again. A spokesman from BMC said 1966 “would be the end of the Monte Carlo Rally”.

It wasn't.

And, despite rumours that BMC would never be back in the Alps, the Mini did return 12 months later. And won. ❧

## THIS WEEK IN...



**JANUARY 21 1982**

**THE SPEED** and muscle of NASCAR 'stockers' is captured by our cover photo, which focuses on Bobby Allison's Buick at Daytona.

Our seasonal survey of the 1981 NASCAR circus hailed Darrell Waltrip's first Grand National title for Junior Johnson's Buick-equipped team, while long-time points leader Allison finished runner-up for the fourth time.

The Rothmans Opel team dominated the first portion of the Monte Carlo Rally (below). The Ascona 400 of 1980 world champion Walter Rohrl led the sister car of team-mate Jochi Kleint, Guy Frequelin's Porsche 911 SC and Hannu Mikkola's Audi Quattro after 14 stages.

Elsewhere, Nigel Roebuck previewed the first round of the 1982 F1 World Championship in South Africa, and the wraps came off the new Group 44-built Jaguar IMSA GTP car.



**NEXT ISSUE**



What's been banned, and what's new...

## F1 IN 2011

What to look out for this season

On sale Jan 27

**PLUS**

Monte Carlo Rally action;  
Indy 500 centenary: starting  
a five-part lookback

# PETTER SOLBERG

■ Rally Great Britain ■ November 14-17, 2002 ■ Subaru Impreza WRC ■ Final-day scrap for first WRC win



Solberg/Mills took control of the Welsh forests in '02

**RALLY GREAT BRITAIN** has to be my favourite event, the rally of my life. But I'm not sure which one to choose! I have won the event a few times, but two of those wins are really special: I took my first World Rally Championship win in Wales in 2002, but then a year later I also won the title there as well – this was just like Colin [McRae] did, when he won his first Rally GB and title in 1994 and '95.

I will choose the first win in 2002. I had been on the podium earlier in the year [on the Acropolis Rally] for the first time and that was special, but I was desperate for that first win. Like always in Rally GB, the event was a big fight, this time with Ford's Markko Martin.

The weather was changing a lot of the time on that event, but when it got wet, our Pirelli tyres were working well. The final morning had the really long stage [the 33-mile Resolfen test]; in fact the final day was really long – not like the final days we have now. And I knew it was going to be a big fight with Markko. He was leading going into that final day, but fastest time

**"We were fastest through the final stage in Margam Park, both times to make sure. I really like that stage, Margam - coming down the hill at the end is incredible"**

in Resolfen was enough to get me the lead back. He hit back in the next stage, but we'd done enough and we won the event by 20 seconds or something. We were fastest through the final stage in Margam Park, both

times to make sure. I really like that stage, Margam – coming down the hill at the end is just incredible. It was the last part of that stage that helped me beat Sebastien Loeb two years later, when we were having a massive

battle in the same place.

It was a big, big kick when I won the event. I actually don't remember the party afterwards, but I'm told it was a pretty big one! Maybe the party is the reason I don't remember more about winning the actual event! Of course, it was also pretty special to win because it was the home event for Phil [Mills, co-driver], so it was a little bit the home event for me also.

Actually, I'm changing my mind a little bit now. Maybe the year after was the bigger event, when I won the title. Oh, I don't know. They were both massive, massive results for me on a great rally. *Petter Solberg was talking to David Evans*

## IN PROFILE



**EFFERVESCENT NORWEGIAN** Petter Solberg began his career in rallycross, taking two national titles in 1995-96. He dabbled in rallying with a borrowed Toyota before emerging onto the WRC scene full-time in 1998 in a Celica. He landed a Ford gig for '99, where he stayed until moving, with co-driver Phil Mills, to Subaru for the final four events of '00. The duo stayed at the Prodrive-run squad, taking 13 wins and the '03 title, until Subaru pulled out in 2008. Solberg formed his own team for 2009, campaigning a Citroen. He took a superb third in the drivers' points last year.

**NEXT WEEK**  
**Roberto MORENO**





Volkswagen Motorsport recommends Castrol EDGE

# STRENGTH TO PERFORM



## NO MATTER THE CONDITIONS.

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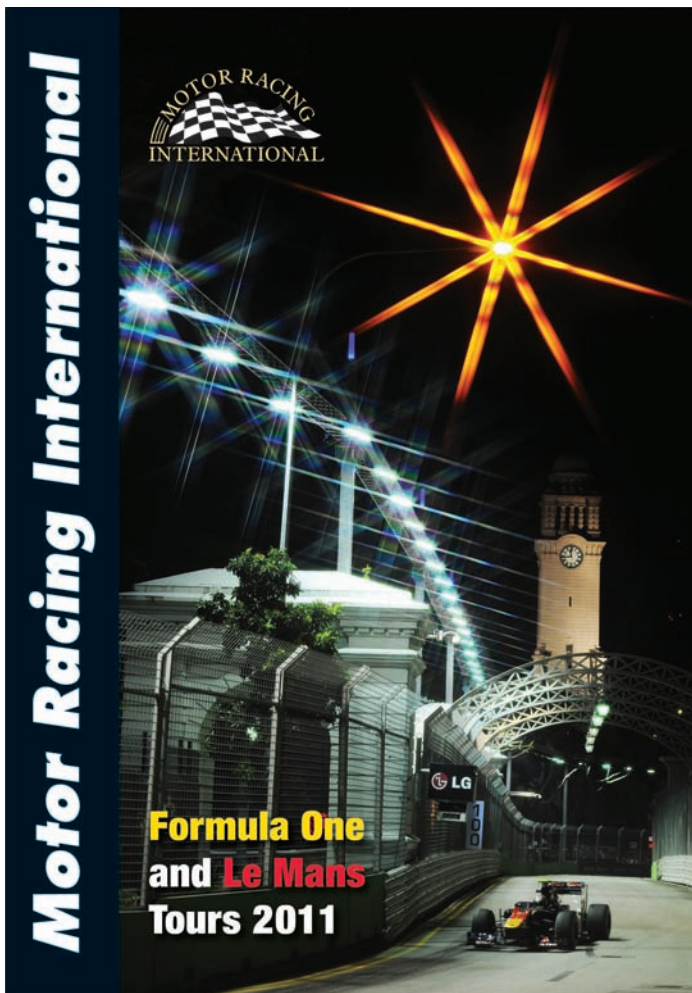
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Our 2011 Tour Collection is available now. As ever, we are featuring each and every round of the F1 World Championship and the Le Mans 24 Hour Race. A small selection of our vast choice of travel arrangements is outlined above. Put your trust in the UK's only fully bonded, independent motorsport travel specialist.

\* Prices do not include race tickets.

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