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# CONTENTS

February 7 2013 – vol 211 no 6



**AUTOSPORT.COM**

Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

**"We're incredibly good at the difficult things; it's the simple things we have to focus on"**

**McLAREN SPORTING DIRECTOR SAM MICHAEL: IT'S BACK TO BASICS**

**COVER IMAGES: SPINNEY/McLAREN; FERRARI; RED BULL**



## F1 2013 LAUNCH SPECIAL

- 6 New racers hit the track**  
All the latest cars in action as Jerez test kicks off
- 12 McLaren MP4-28**  
Woking's 2013 challenger breaks cover; Mark Hughes on why Jenson Button could be a title favourite in 2013
- 18 Sergio Perez in the spotlight**  
The Mexican talks up his chances alongside Button
- 22 Evolution of the specics**  
How the current generation of McLaren F1 cars compare
- 24 Mercedes W04**  
This is the car on which new-boy Lewis Hamilton is pinning his hopes
- 28 Toro Rosso STR8**  
Can Ricciardo and Vergne deliver for the Red Bull Juniors?
- 30 Caterham CT03**  
Will Tony Fernandes' team make a decent step forward?
- 32 Marussia MR02**  
The British squad reckons its new car is a big improvement
- 34 Red Bull RB9**  
Revealed: the Adrian Newey-penned car going for a fourth consecutive world-title double
- 36 World beaters**  
How Red Bull has joined the greats in just four years
- 42 Ferrari F138**  
The car with which Fernando Alonso aims to win the title in his fourth season with the Scuderia
- 46 Our man in Maranello**  
We sent an F1-launch virgin to Ferrari HQ, of all places
- 48 Force India VJM06**  
What can Paul di Resta achieve with his third F1 car?
- 54 Sauber C32**  
New colour scheme and renewed focus for Swiss outfit

## REPORTS

- 65 World of Sport**  
Toyota Racing Series; European Rally Championship

## NEWS

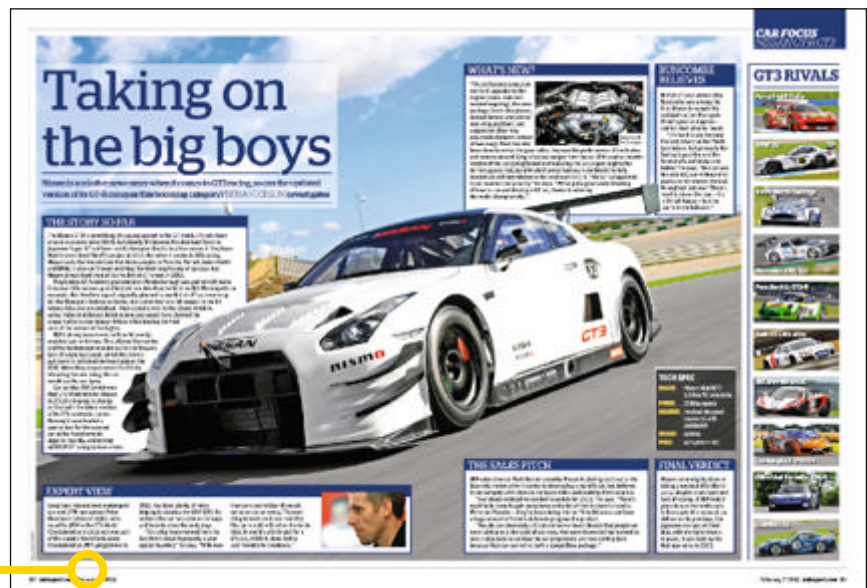
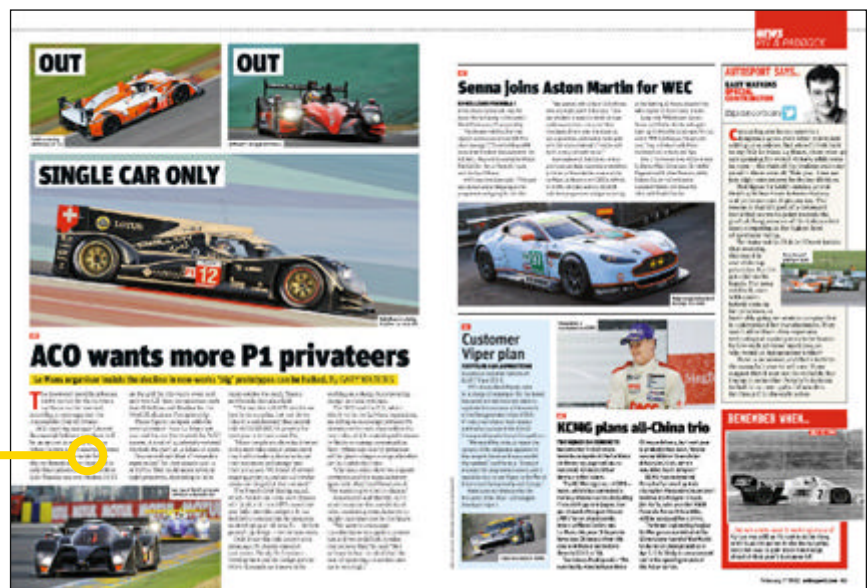
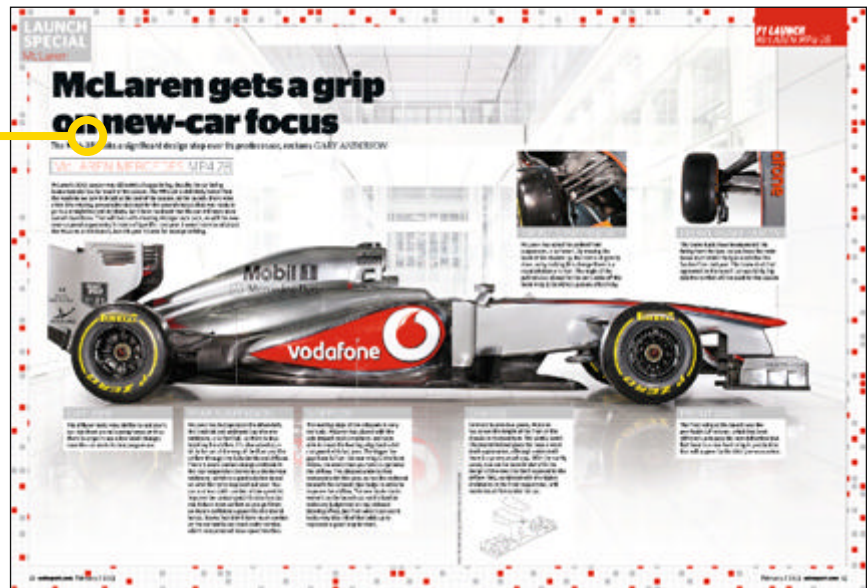
- 68 Le Mans organisers to boost privateer LMP1 ranks**  
ACO pledges to attract more top-class prototype runners
- 70 IndyCar plans reversed-grid races in 2014**  
Series chiefs aim to spice up races at double-header events
- 73 Loeb out to tame Rally Sweden one last time**  
Rally ace wants first 'real' victory on all-snow event this weekend before quitting for good.

## REGULARS

- 5 From the editor**
- 11 Mark Hughes column**
- 62 Subscribe for a free gift**
- 92 Final drive**  
Letters and latest gear
- 94 On track/on screen**  
The best action in the next week
- 97 From the archive**  
Bruce McLaren wins Le Mans in 1966
- 98 Race of my life**  
Robby Gordon, Indy 500 1999

## SPORTS EXTRA

- 85 PlayStation 'winners' banned from British GT**  
Academy graduates deemed too good for amateur status
- 86 Drivers sign up for new winged Fford concept**  
Fifteen entries and counting for single-seater series
- 89 Last chance for Rowland in Eurocup**  
Racing Steps youngster gets one last leg-up
- 90 National Focus**  
Can Nissan's updated GT-R mix it with the best in GT3?





# ENDURANCE SERIES



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# calendar 2013

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**MAGNY-COURS [FRANCE]**  
March 1<sup>st</sup>-2<sup>nd</sup>  
PRIVATE TEST DAYS  
HISTORIC, GT/TOURING,  
PROTO



**BARCELONA - CATALUNYA [SPAIN]**  
March 22<sup>nd</sup>-23<sup>rd</sup>-24<sup>th</sup>  
6H GT/TOURING  
6H PROTO  
FUNYO V DE V  
MONOPLACE V DE V



**MUGELLO [ITALY]**  
April 19-20<sup>th</sup>-21<sup>st</sup>  
2H HISTORIC  
6H GT/TOURING  
6H PROTO



**PAUL RICARD [FRANCE]**  
May 31<sup>st</sup> - June 1<sup>st</sup> - 2<sup>nd</sup>  
2H HISTORIC  
4H GT/TOURING  
4H PROTO  
FUNYO V DE V  
MONOPLACE V DE V



**DIJON-PRENOIS [FRANCE]**  
June 28-29-30<sup>th</sup>  
2H HISTORIC  
3H GT/TOURING  
3H PROTO  
FUNYO V DE V  
MONOPLACE V DE V



**MOTORLAND ARAGON [SPAIN]**  
August 30<sup>th</sup>-31<sup>st</sup> - September 1<sup>st</sup>  
12H GT/TOURING AND PROTO  
FUNYO V DE V  
MONOPLACE V DE V



**PAUL RICARD [FRANCE]**  
September 6-7-8<sup>th</sup>  
2 TOURS D'HORLOGE  
24H HISTORIC



**LÉDENON [FRANCE]**  
September 27-28-29<sup>th</sup>  
MONOPLACE V DE V



**MAGNY-COURS [FRANCE]**  
October 25-26-27<sup>th</sup>  
2H HISTORIC  
6H GT/TOURING  
6H PROTO  
FUNYO V DE V  
MONOPLACE V DE V



**ESTORIL [PORTUGAL]**  
November 15-16-17<sup>th</sup>  
6H GT/TOURING  
6H PROTO  
2H HISTORIC



HISTORIC ENDURANCE CHALLENGE



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## POLE POSITION

# Testing times for F1 – but who's got the nose for it?



**THIS TIME LAST YEAR I BEMOANED THE** “horrible” noses of the 2012 Formula 1 cars. A year on, most of the teams have opted for corrective surgery, thanks to the so-called ‘vanity panel,’ so in my book 2013 is off to a better start already!

Within these pages you will find Gary Anderson’s technical critiques of all nine new F1 cars launched this week, while our journalists have crisscrossed Europe to bring you the inside line from the main players behind the new carbonfibre. All have since converged around 2.75 miles of Spanish asphalt as pre-season testing kicked off at Jerez.

From here until Melbourne on March 15-17, we’ll start to get some answers as to who has got it right among the big boys, who’s messed up, and how the midfield battlers are getting on. And, naturally, we’ll be there every step of the way with live commentary on autosport.com from the tests and weekly wraps in the magazine about what’s really going on.

The arms race for the 2013 Formula 1 World Championship has only just begun – the really fun bit is what happens next.

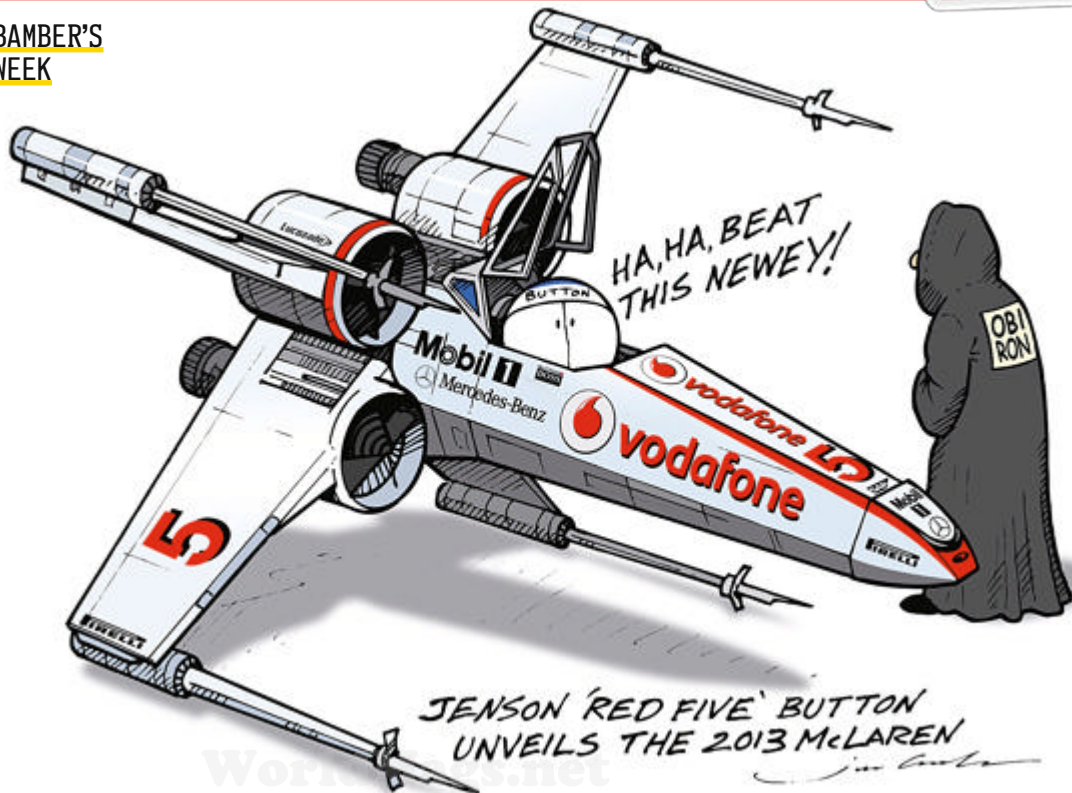
*Charles Bradley*

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## BAMBER'S WEEK





➔ P34 RED BULL RB9

# F1 testing kicks off at Jerez

Ten new grand prix cars hit the track on Tuesday morning in Spain – one of them even caught fire!



➔ P30 CATERHAM CT03



➔ P12 McLAREN MP4-28



➔ LOTUS E21  
(LAUNCH REPORT LAST WEEK)



➔ P32 MARUSSIA MR02

PICS: FERRARO, GRIFFITHS/LAT, GILHAM/GETTY

## 2013 TESTING NEWS

## FOLLOW ALL THE NEWS AT



➔ P24 MERCEDES W04

➔ P54 SAUBER C32



➔ P42 FERRARI F138



➔ P28 TORO ROSSO STR8



➔ P48 FORCE INDIA VJM06



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# THIS WEEK IN F1



## VAN DER GARDE IN AT CATERHAM

Caterham has given GP2 veteran Giedo van der Garde its second race seat for his Formula 1 graduation alongside Charles Pic. The 27-year-old Dutchman, five times a race winner in GP2, appeared for the team during Friday practice sessions late last season and took sixth place in the GP2 Series with Caterham Racing in 2012.



### Force India set for driver decision soon

Force India is expected to finalise its driver line-up before the second pre-season test at Barcelona in the third week of February. Paul di Resta (above) will lead the team, but the second seat is still open, with Jules Bianchi and Adrian Sutil in contention. Britain's James Rossiter was due to fill in as the second driver at this week's Jerez test as AUTOSPORT closed for press.

PICS: COATES, TEE, DUNBAR/LAT, THOMPSON, GILHAM/GETTY

### Schumacher takes Mercedes role

Michael Schumacher has taken up an ambassadorial role with Mercedes working exclusively on the road-car side. Merc F1 team principal Ross Brawn confirmed that his ex-driver would not be involved with the team.



### Williams promotes

Xevi Pujolar (right of picture), Pastor Maldonado's race engineer at Williams for the past two years, has been promoted to the role of the team's chief race engineer. Andrew Murdoch, formerly Maldonado's performance engineer, now replaces Pujolar. Jonathan Eddolls has been appointed race engineer to Valtteri Bottas after working as Bruno Senna's senior performance engineer. The reshuffle comes in the wake of chief operations engineer Mark Gillan's departure at the end of last year.



### German GP gets Bernie's go-ahead

The Nurburgring has managed to complete a deal to host the 2013 German Grand Prix. Bernie Ecclestone confirmed last week that a deal had been struck for the race on July 7.

I'm confident, but to start the season as we did last year, being one of the fastest cars? Not so confident. The gap was quite big at the end of last year and first we need to close that gap



Merc's Nico Rosberg anticipates a tougher start to the 2013 season than he had last year.

### New deal for Horner

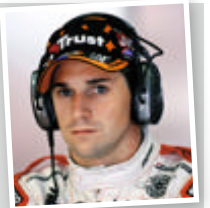
Red Bull has announced that team principal Christian Horner has signed a new 'multi-year' contract. The Briton, 39, has held the position since Red Bull took over Jaguar before the 2005 season.



### Ascanelli gets a brake

Former Toro Rosso technical director Giorgio Ascanelli has joined F1 brake supplier Brembo. He has been appointed the Italian company's chief technical officer.

# 14



Giedo van der Garde will be the 14th Dutchman to start a world championship grand prix and the first since Christijan Albers in 2007





# VANTAGE GT3 - EXCLUSIVE TEST

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To register your interest and apply to test the Vantage GT3, please contact:

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# MARK HUGHES GRAND PRIX EDITOR

Red Bull's Helmut Marko made news recently with his 'pressure' comments on Mark Webber. But they're unfair, unless you also apply them to a certain feted Formula 1 superstar

**M**ark Webber's declaration that "you can't win a championship without 100 per cent support from the team" could be taken as a pointed reference to the recent musings of Red Bull advisor Helmut Marko – in the company's own magazine – that Webber is susceptible to crumbling under title pressure.

The claim stands up only for the 2010 season, and Webber's unforced error in the rain of the Korean Grand Prix that took him from heavy title favourite to outsider. Yes, he was in the title mix mid-season in both '09 and '12 and in neither case was that challenge sustained – but not for reasons of personal performance.

In 2009, after 10 rounds he lay second to eventual champion Jenson Button, 18.5 points behind but with seven rounds still to go. He finally fell out of title contention with a brake-failure-induced accident in Singapore, the result of debris blocking a cooling duct. In the three

intervening races, the Red Bull simply didn't work in Valencia (he qualified 10th to Sebastian Vettel's ninth and finished ninth), his Spa race was ruined by a drive-through penalty for unsafe pitlane release by the team when he was running ahead of Vettel, who went on to finish third. At Monza it could be argued that he was at fault in a first-lap collision with Robert Kubica that put him out, but it looked more like just a typical traffic skirmish. Succumbing to pressure had nothing to do with the failing of his '09 title challenge.

Last year Webber's British Grand Prix victory put him second in the points table, just 13 behind Fernando Alonso. Subsequently a second-row qualifying effort was lost to a gearbox penalty at Hockenheim, restricting him to an eighth-place finish, he had an indifferent qualifying in Hungary and suffered a rare differential failure late in the race that damaged the latest gearbox – thereby ensuring another gearbox penalty at Spa. Effectively his title challenge was over from that point and, while it's true that Vettel was able to squeeze more from the updated RB8 than Webber from Singapore onwards, it was not pressure error that left him out of the fight.

No, the only time he's lost a title through pressure error was Korea 2010. He was 14 points clear at the head of the table with three rounds to go at the start of that race. Vettel was leading, Webber was in the spray of his wheeltracks. He had no need to be racing Vettel from a title perspective – he could have allowed him to simply sprint away and given himself an easy second which, in hindsight, would likely have become a victory as Vettel was later to go out with engine failure. But after

suffering a bit of a moment early on the 18th lap and dropping half a second, he was determined to make the time back up and simply took too much speed into a treacherously slippery corner. The subsequent crash and non-score left him devastated and behind. No one knows better than him what he lost in those few crazy seconds of overstriving in tricky conditions while his team-mate sprinted away.

But hang on... An unnecessary accident in the rain while a team-mate sprinted away at the front, trying to race him when there was no need? That was exactly what Alonso did at Fuji in 2007. In the immediate aftermath of the final round in Brazil, Fernando said: "We didn't lose the title here. I lost it at Fuji with my crash." It was an honest assessment.

But the other interesting thing the incidents had in common was that both occurred when the drivers were fighting against the grain of the team. By Fuji 2007, Alonso's relationship with McLaren had broken down irretrievably and by Korea '10 Webber had been left in no doubt about where he stood within the team in the wake of his being blamed for Vettel turning into him in the Turkish Grand Prix earlier in the season.

That is a point that is missed when Marko talks about Webber and pressure. In making him fight against the will of at least part of the team for his success, it can make a driver mentally exhausted and Mark's Korea accident – just like Alonso's Fuji one – had all the hallmarks of that. Dr Marko's observations are partly true, but partly self-induced. ☹

PICTURE: THOMPSON/GETTY



Marko – at least partly to blame for Webber errors?

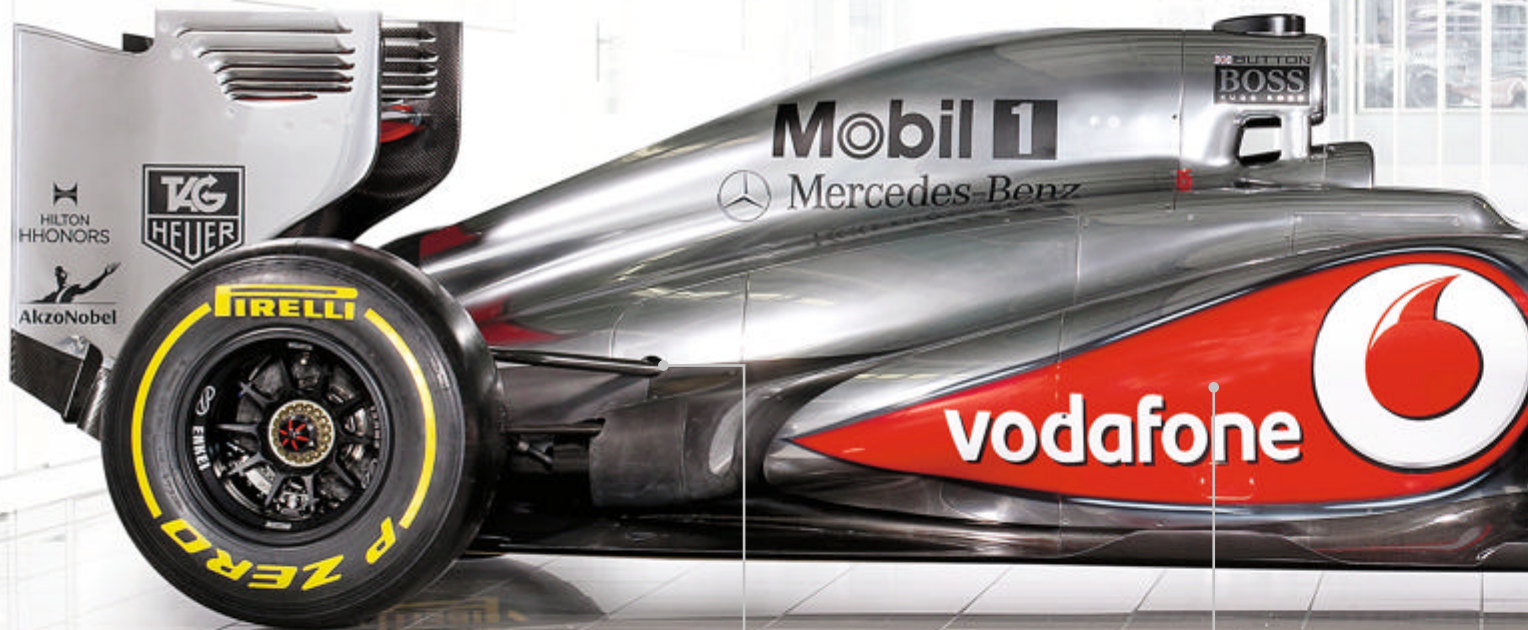
“Marko claims Webber is susceptible under pressure”

# McLaren gets a grip on new-car focus

The MP4-28 looks a significant design step over its predecessor, reckons *GARY ANDERSON*

## McLAREN-MERCEDES MP4-28

McLaren's 2012 season was ultimately disappointing, despite the car being fundamentally fast for much of the season. The MP4-28 is definitely better than the machine we saw in Brazil at the end of the season. At the launch, there were a few bits missing, presumably destined for the second chassis that was ready to go to a straightline test at Idiada, but I have no doubt that the car will have more overall downforce. That will help with showing stronger race pace, as will the new rear-suspension geometry in terms of tyre life. Last year, I wasn't convinced about the McLaren at the launch, but this year it looks far more promising.



### DIFFUSER

The diffuser looks very similar to last year's car, but there are no turning vanes on it so there is scope to see a few small changes once the car starts its test programme.

### REAR SUSPENSION

McLaren has incorporated the driveshaft, the trackrod and wishbone leg into one wishbone, a la Red Bull, so there is less blocking the airflow. It's also raised up a bit to be out of the way of the floor and the airflow through the Coke bottle and diffuser. There is more camber change available in the rear suspension thanks to a shorter top wishbone, which is a good solution based on what the tyres required last year. You can run less static camber at low speed to improve the contact patch for traction but you induce more camber as you go faster, so there's sufficient support for the lateral forces. Teams that didn't have much camber on the car had to run more static camber, which compromised slow-speed traction.

### SIDEPODS

The leading edge of the sidepods is very intricate. McLaren has played with the side-impact crash structures and been able to move the leading edge back a bit compared with last year. The bigger the gap there is from the rear wing to the front wheel, the more time you have to optimise the airflow. The sidepod undercut has increased a bit this year, as has the undercut beneath the exhaust pipe bulge in order to improve the airflow. The rear brake ducts weren't on the launch car, so it's hard to make any judgement on any exhaust-blowing effect, but from what I can see it looks very tidy. All of that adds up to represent a good step forward.



### FRONT SUSPENSION

McLaren has opted for pullrod front suspension, a la Ferrari. By moving the front of the chassis up, the centre of gravity rises, so by making this change there is a counterbalance to that. The angle of the pullrod also allows for the aero wake off the front wing to be tidied up more effectively.



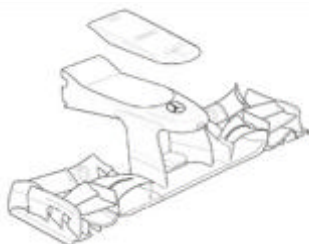
### FRONT BRAKE DUCTS

The brake ducts have incorporated the faring from the tyre, so you have the main brake duct inside the tyre much like the Sauber from last year. The brake duct that appeared on the launch car was fairly big relative to what will be used for the season.



### CHASSIS

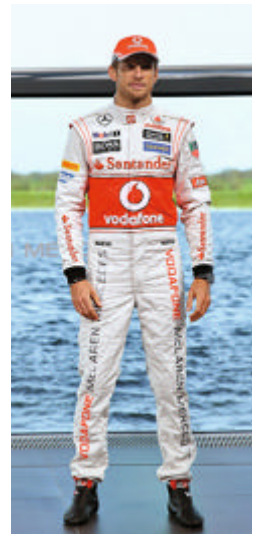
Contrary to previous years, McLaren has raised the height of the front of the chassis to its maximum. The vanity panel (illustrated below) gives the nose a more sleek appearance, although underneath there is a pronounced step. With the vanity panel, you can be more brutal with the design of the step that isn't exposed to the airflow. This, combined with the higher wishbones in the front suspension, will maximise airflow under the car.



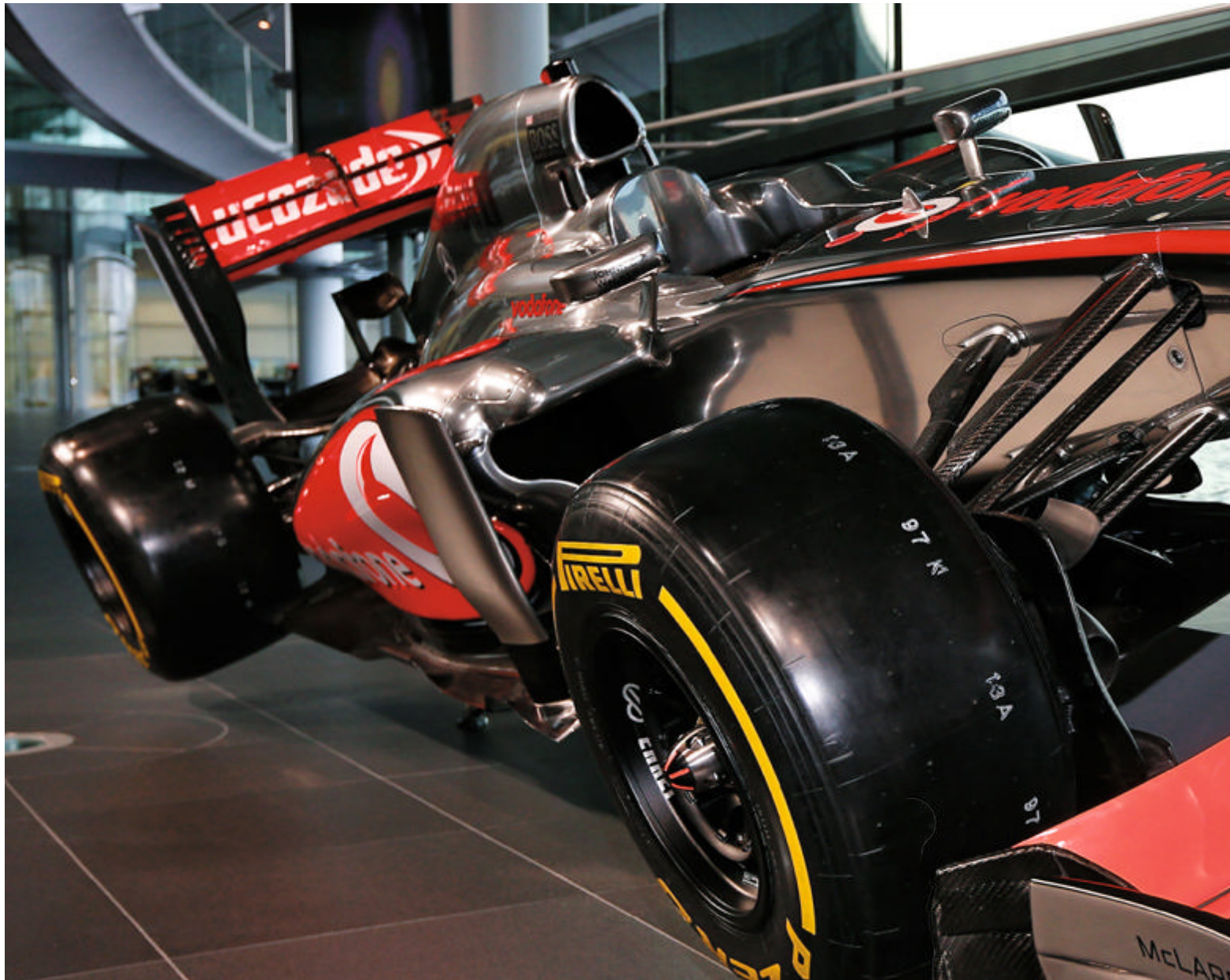
### FRONT WING

The front wing at the launch was the pre-Austin GP version, which has been stiffened up to pass the new deflection test. But there is a new front wing in production that will appear by the third pre-season test.

# Why Button can be world champion again



Two months more development over Red Bull and Ferrari has given McLaren a head start. By *MARK HUGHES*



The logic of Jenson Button taking a second world title in the new McLaren MP4-28 is quite an appealing one and it goes something like this: the team finished last season with the fastest car, the regulations for the final year of the V8 formula are little changed, the team's most obvious rivals Red Bull and Ferrari were each caught up in a title race right until the final event, giving McLaren vital weeks of development steam over them.

Sergio Perez has replaced Lewis Hamilton, which might mean the team by default can centre its championship challenge around one man (just as happens at Ferrari and Red Bull) and not too many of the team's points are split between its two drivers. Then there's the bigger influence Button has had on the concept of the car, given that Hamilton was effectively

frozen out of it for as long as he refused to commit his 2013 future to the team – and, maybe most significant of all, the new range of Pirellis with their more flexible construction for easier thermal management could have been tailor-made to eliminate the key weakness of Button's silky-smooth style.

That's a lot of logic. But none of it means anything of course – at least not until Saturday afternoon in Melbourne when everyone's relative performance becomes properly clear.

For a long time – since the second half of 2012, in fact – the team has been excited by the numbers the new design was giving in simulation and Button's repeated claim that he's more excited about the beginning of a season than at any time since arriving in F1, 13 years ago, is based on that. However big those aero gains are, they only mean something if

they add up to better numbers than everyone else's final attempts at the ultimate 2.4-litre V8 formula car before we move onto the V6 turbo era. But with no-one looking to re-invent the wheel for one year, the 2012 car's form at the end of the season is probably a pretty solid basis from which to assess the MP4-28's prospects.

As the team's sporting director Sam Michael explains: "Although we've changed quite a few things on the car – front and rear suspension, rear crash structure in particular – we didn't want to rip up what we had and start again. It worked well already and it's all going into the bin at the end of 2013 because of the new formula."

But it's more than just a simple evolution of the old car. Director of engineering Tim Goss: "We actually looked at just developing what we had but we realised we needed a ▶



PICT: THOMPSON/GETTY

◀ further step. There were a couple of key areas on the old car that were very responsive to development but we'd gone about as far as we could, given that car's architecture. The changes we've made to that architecture for this car will give us scope to exploit the areas of the car we know it responds to."

The areas Goss is referring to are the front wing and narrower rear bodywork – the keystones to the much-improved performance of the MP4-27 seen from Hockenheim onwards. For the new car, if McLaren could just get that front wing working even harder and make the undercut at the rear of the sidepods around the exhaust yet more extreme, it would surely release a big chunk of performance. That was the message last year's car was giving the team. Releasing the blockages to those two aims has been the guiding theme in the conception of the MP4-28.

The first of those aims pushed the team in the direction of maximising the front bulkhead height to the limit of the regulations, creating more volume for airflow aft of the front wing. The downside to this is an increase in the centre-of-gravity height and partly to offset this McLaren has emulated the 2012 Ferrari by switching from pushrod to pullrod front suspension. But not only does the low siting of the rockers bring the weight lower down, the layout is also aerodynamically cleaner behind that front wing. So with two key

blockages reduced, that front wing was instantly working harder – in simulation at least.

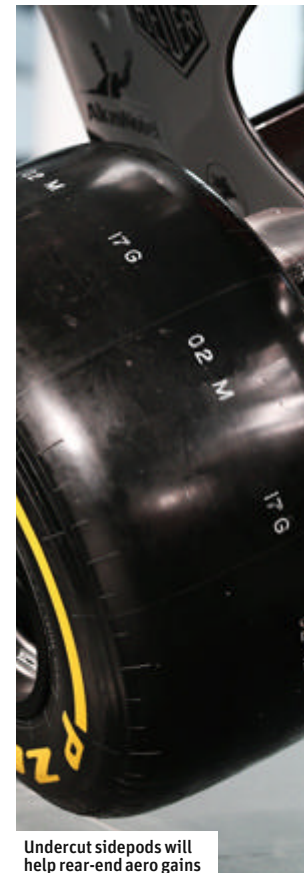
"Just like a lot of people, we looked at the Ferrari's pullrod front and thought, 'Why?'" admits Goss, "But after a lot of research we understood how it could benefit our car and what we were trying to achieve with it. The benefit of the aerodynamics overcame the kinematic and structural negatives of doing more extreme anhedral [downward slope from the centre] suspension."

Moving towards the rear of the car, there is a more extreme version of last year's tightly-waisted Coke-bottle area. The sidepods are big in plan-view from above but cut inwards sharply at the rear, and at the sides are undercut to an extreme degree. In combination, it creates a huge expanse of space around the diffuser top. There has been no attempt to emulate the extreme ramp of the Red Bull or its inlet tunnels; instead, just the clearing of this vast area for the Coke-bottle section. The team says this allows the exhaust flow to be directed more easily to the diffuser sides – sealing off the diffuser and allowing it to suck harder on the underfloor – without being swamped by the airflow coming off the sidepods.

"For 2012 we did look at what Red Bull eventually ran," says Goss. "We termed it the 'slopy top deck' but we found significant negatives to it. It was difficult to feed the diffuser ramp and



MP4-28 features intricate air intake and turning vanes



Undercut sidepods will help rear-end aero gains



Button puts early laps on first chassis at Jerez



starter hole, so we then looked at the tunnel arrangement to help with that but we found greater benefit using our extreme undercut to drive the diffuser and starter hole. It's two different approaches to the same thing."

The new rear crash structure, new rear suspension and yet-tighter packaging around the gearbox has liberated the room to achieve this extremely narrow rear bodywork.

By the time you read this the car has been pounding around Jerez, but at the launch had yet to turn a wheel – other than in simulation.

"I've tried the old car and the new in the simulator," says Button, "and already I can feel the new one is nicer in the way it responds to steering inputs and the feedback I get from it."

Given Button's notorious sensitivity to handling traits, this is a good start. But he feels it's not a co-incidence.

"My input is massively important to how the car is and I've been able to do that with this car since half way through last year. That's what really gives me confidence for 2013 because the team has really listened to my direction. I'm not a designer or aerodynamicist but I am the guy that knows exactly what something is doing in the car, whether it works or not."

With Hamilton not committing to the team as the car's hard points were laid down, Button's influence has been greater than ever.

"I think Jenson takes too much of the blame for himself about that phase last year when we got a bit lost on his set-up," says Goss. "I don't think he should blame himself. A large part of it was the team trying to understand how to get best from the tyres."

"In Montreal we tried a few different things that didn't work. But in terms of tyre management for the final third of season, both drivers did a fantastic job – it was about the team understanding better and educating the drivers in what to do. We put a high emphasis on the understanding of the vehicle dynamics of the car and knowing how to exploit the tyres to the max."

Tyre management will almost certainly be a whole lot less complex this year anyway as the new range of Pirellis have been specifically designed to have a wider temperature band in which they will function effectively. So Button's laser-precise style should not induce the difficulties he had in getting the front tyres up to temperature before the rears began to overheat.

Button's singular style of one-sweep-of-the-wheel precision has been a drawback in situations where generating tyre temperature was difficult. But with these tyres and this car, he's optimistic that not only will his speed be more robust, but his style

should actually be an advantage.

"I try to be as precise as I can through a corner," he explains of that style. "If the car is unstable upon corner entry or I am too aggressive with the steering I can't be as precise as I'd like. So I don't want to feel any rear movement, then I turn in trying to be as smooth as possible and hit the corner apex correctly. Whereas other people can maybe come in with more oversteer [heating the rear tyres], turn in more aggressively [heating the front tyres], and they have the rubber temperature for when they get on the power to have good traction."

"I drive the way I drive – but I wouldn't want to change it, as I think it's actually the quickest way, so long as the car can be made to work that way. Rather than changing to a less-efficient driving style, and trying to fight to get tyre temperatures, it's far better to design a car around my style. And that's what we've tried with this car."

The team's 2012 season was characterised by pitstop errors in the first half and a string of mechanical failures in the second, somewhat blunting its title challenge. The pit dramas came as it pushed the envelope in procedures and equipment and had been eliminated before the summer break, leaving them with consistently the fastest stops. The reliability issue was less clear-cut.

"We've changed a few things around the rear of the car to help iron that out," says Sam Michael, "but mainly it was to do with internal processes and it was actually quite simple to identify and eliminate them. Either the process itself wasn't robust enough or it wasn't being properly followed."

It all adds to the feeling that this car is a highly refined version of what went before, with its weak points eliminated, its blockages released and that's been painted with very fine brush strokes. Meanwhile, the 2014 car project is already underway with far coarser brush strokes – reflecting not only the early stages of its conception, but also the major changes for 2014.

"The change in front-wing regulation for 2014 and the disappearance of the rear lower wing are both first-order changes," says Michael, "so basically you have to start again in defining what you want from flow structures."

Quite how and when further resources are diverted from the MP4-28 to the turbo car may depend upon how McLaren's 2013 title challenge is going – which is pretty much where we came in with this car. Might the two months of enhanced MP4-28 development afforded by Hamilton being out of title contention post-Singapore turn out to have been crucial in giving Button a car with which to win the 2013 title? ❧

PICS: FERRARO/LAT; BATCHELOR/XPB

## Perez at McLaren

# Ready or not, here I come

In only his third season of grand prix racing, Sergio Perez has joined a team capable of winning the world title. Question is, how ready is he? *EDD STRAW* finds out

When McLaren last raided Sauber for a driver, it was for a guy who arguably should have won the world championship for the team if not for the frailty of its Mercedes engines.

Eleven years after Kimi Raikkonen first raced a car for the boys from Woking, it is unclear whether Sergio Perez — who has followed the Finn in making the switch from Sauber to McLaren — is destined to match or eclipse the success of Raikkonen's half-decade tenure at the team.

There are legitimate question marks over Perez's prospects now that he has traded Swiss white-and-blue for McLaren silver, especially when he has to step into Lewis Hamilton's Reeboks.

But at the same time the demands have to be high on a man who has a great shot at becoming the first Mexican to win a grand prix since Pedro Rodriguez claimed his second and final victory in 1970.

Perez, who celebrated his 23rd

birthday only a few days before last Thursday's launch, looked far from overawed as he joked with new team-mate Jenson Button and hopped from side to side with excitement at the car's unveiling.

He has come in for a bit of stick for repeatedly stating that his aim is to win the world championship, but that's nothing more than his recognition that, when you're driving a car that is likely to be one of the strongest in the field, you have to deliver.

Even so, Perez isn't the finished article as a grand prix driver. He's very much a work-in-progress, even if he did post several eye-catching results in 2012. He's not the guaranteed future champion that some were proclaiming him as in the first half of last year, but nor is he the mishap-prone buffoon that some tried to cast him as after some late-season blunders.

"I'm coming into the best team, so I have a lot to learn," admits Perez. "It will be my third year in F1 and I am



SERGIO PEREZ

**HIGHS**

**AUSTRALIA 2011**

On his grand prix debut, finished a stunning sixth on the road after being the only driver capable of one-stopping in the first race of the Pirelli era. Later disqualified for a minor technical infringement.



**ITALY 2012**

Capitalised on running softer rubber to charge from eighth, 25 seconds down after his pitstop, to second, just four seconds behind. Great first stint on harder tyres was the bedrock of this unexpected result.



**MALAYSIA 2012**

Drove a well-judged race and looked odds-on to pass Fernando Alonso for victory in the closing stages. A brief off after running wide onto a damp kerb condemned him to second, but it was still an impressive drive.



**LOWS**

**MONACO 2011**

Had done a great job to make it into Q3 on his first Monaco Grand Prix appearance, only to lose it on the bump approaching the chicane and strike the barrier side-on at just over 60mph. The impact put him out for two races.



**ABU DHABI 2012**

A few seconds of madness earned Perez a double penalty as he first pushed Paul di Resta off the track, then hit Romain Grosjean when rejoining the circuit, putting both – and the following Mark Webber – out of the race.



**JAPAN 2012**

After pulling off one stunning passing move on Lewis Hamilton, he overcooked it attempting to repeat the move after dropping behind again in the pitstops. The result was a Sauber buried in the gravel.



**FIRST TWO YEARS**



**JENSON BUTTON** AGE: 22 (ON FEB 7 2002)  
**SERGIO PEREZ** AGE: 23 (TODAY)

34 STARTS 37

4TH BEST FINISH 2ND

0 PODIUMS 3

3RD BEST QUALIFYING 4TH

USING CURRENT POINTS SYSTEM

91 POINTS 80



Perez tested at Fiorano in 2011 as a Ferrari protege

a very young driver – don't forget that. At the same time, I'm ready to deliver good results. It will take some time, of course, and it will not be easy. But the target is clear: to win and to fight for the title."

Sounds good, doesn't it? But the key is whether Perez has really bought into the idea that he has a lot to learn. Those who have worked with him, both within Sauber and in the Ferrari Driver Academy, privately admit to being frustrated by the flashes of arrogance

shown over the past two years.

There are two ways of interpreting that. Firstly, that he's a young guy, and therefore the dash of youthful overconfidence that comes with the territory will fade over time. Secondly, it's a potential Achilles' Heel that may make it difficult for him to capitalise on the opportunity he has at McLaren.

The validity of Ferrari's public reasons for not bringing Perez in to replace Felipe Massa for 2013, claiming that he wasn't ready, are at the heart of whether McLaren has made the right choice. On pure performance grounds, the Brazilian made a very weak case for being retained until his post-August revival, so from that perspective Perez had a clear run at being a cut-price alternative. If he couldn't hit that target, then what hope is there for him? But it could be that, simply, Massa fits in very well as back-up to Fernando Alonso and in the second half of the season raised his game sufficiently to justify his suitability for the role,

rendering Perez's potential irrelevant. Either way, the irony of a Ferrari protege being picked up by McLaren when everyone expected him to start this season in red is not lost on the man himself.

"It's been very strange," he admits. "I thought my opportunity would have come with Ferrari and it was very close with them. But then the door opened with McLaren, which is the best place for me. It's such a great team with nice people.

"Life's strange; you never know where you will end up, and I'm very happy that the opportunity with McLaren came. I had other options with good teams, but McLaren was always my first choice.

"I have no idea [about Ferrari's suggestions that he was not ready]. This is a question you should ask them. All I can say is that I'm very motivated and looking forward to my future. It's good to have some confidence; it's good to know I can

◀ do the job. But I know that I have to work a lot as well. It's important to have a good balance."

If Perez truly did get too big for his boots at times in the environs of Sauber, there's every reason to expect that life at McLaren has beaten that out of him. He's now working for a huge team, with massive resources. He recognises that, while three podium finishes for a midfield team is a great effort, three wins would probably represent a par return at McLaren. That would be humbling for all but the most self-destructively cocksure, so the circumstances are right for him to round off the rough edges that meant that, for the impressive high points in Malaysia, Canada and Italy, his failure to score in more than seven races played a major role in Sauber's failure to capitalise on the open goal Mercedes offered it in the battle for fifth in the constructors' championship.

There are two obvious areas where Perez needs to improve, and the first is in qualifying. Here, his record relative to Sauber team-mate Kamui Kobayashi was nothing special, shading him 21-17 over their two campaigns together. With all but four of last year's races being won off the front row, that's an area where he must improve – no easy feat considering that qualifying pace has occasionally been a problem for him, even before his F1 days.

Were he up against Hamilton, he would face an impossible task, but Button, while a tough test, could be a realistic target. What it does mean is that two drivers who are not counted as dynamite qualifiers will fight for in-team supremacy.

The second area to improve is in battle. It's not much good having a knack of going quickly while making your tyres last if you're going to go through a series of on-track incidents, such as those that meant Perez didn't score a single point in the final six races of 2012. Much was made of the fact that the errors happened after he had inked his McLaren deal, although Perez vehemently denied that this was



### HIT OR MISS

Sergio Perez was signed by McLaren with two seasons and 37 grand prix starts under his belt. Here's how other young blood (our criterion: a maximum of two years as an F1 racer) have fared at the team in the Ron Dennis era.

#### HIT

**LEWIS HAMILTON (2007-12)**  
Pre-McLaren F1 career: **0 starts**  
There were some who doubted the GP2 champion's readiness to be thrust into a top F1 team, but as a rookie he won four races and came within an ace of the title, going on to win 21 races for the team.



#### MISS

**HEIKKI KOVALAINEN (2008-09)**  
Pre-McLaren F1 career: **17 starts**  
There were flashes from the Finn, but by his own admission he failed to make the most of his McLaren shot. A lucky win in the 2008 Hungarian Grand Prix aside, Kovalainen's stint was largely disappointing.



#### HIT

**KIMI RAIKKONEN (2002-06)**  
Pre-McLaren F1 career: **16 starts**  
Plucked from Sauber to take the seat vacated by Mika Hakkinen, he finished on the podium on his McLaren debut and never looked back. In five seasons at Woking, he twice finished second in the championship.





Button, Perez and the MP4-28: reason to smile?

their root cause. In this case, it's more plausible that correlation doesn't equal causation on this front. More compelling is the suggestion that, with the tyre allocations proving conservative in the closing stages of the year and the races being far more predictable, it was harder for a team like Sauber to get the big results. Perez's mistake was to try to force the issue rather than doing what a great driver would do in that situation – accepting that, if the best you can do is finish 11th, you damn well make sure that you finish 11th rather than retire chasing an impossible goal.

But while Perez has some sympathy with that view, he accepts that merely being in a top team and looking more at the long game won't insulate him from errors.

"Joining McLaren doesn't mean that I will stop making mistakes," he says. "But what really helps is that I will be fighting for the title and wins, so the position is very different."

He already has a good idea of just how different life is going to be for him from now on. Perez has spent time at McLaren HQ, driving the MP4-28 in the simulator long before doing so in the real world, and he's now been a McLaren employee for a whole month. But the real starting point, the moment when he finally became a bona fide McLaren Formula 1 driver, was due to come yesterday, after AUTOSPORT closed for press.

"It will be a really great moment for me," said Perez at the launch. "In Formula 1, the years fly by like these two years at Sauber. I'm determined to enjoy my time at McLaren and to be as successful as I was at Sauber."

That, of course, is a slip of the tongue. He doesn't just mean as successful *relatively* either. Instead, it's time for Perez to hit maturity as a grand prix driver. If he does so, he'll give himself every chance of improving in those key areas that will make all the difference.

He has earned his opportunity. Now comes the tough part. ☹

**HIT**

**DAVID COULTHARD (1996-2004)**

Pre-McLaren F1 career: **25 starts**

The Scot did yeoman service as a number two – mostly to Mika Hakkinen – for much of his McLaren career and was capable of superb drives on his day. Started a record 150 races for the team and won 12 times.



**HIT**

**HIT: MIKA HAKKINEN (1993-2001)**

Pre-McLaren F1 career: **30 starts**

After two promising campaigns with Lotus, Hakkinen replaced Michael Andretti late in 1993. Outqualified Ayrton Senna on his McLaren debut, came close to death in Australia in '95 and went on to win '98 and '99 drivers' titles.



**MISS**

**MISS: MICHAEL ANDRETTI (1993)**

Pre-McLaren F1 career: **0 starts**

The 1991 Indycar champion struggled to make an impression alongside Senna at McLaren. In 13 starts he managed only one podium – in his final race at Monza – plus a fifth and a sixth place, scoring just seven points.

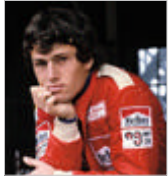


**MISS**

**MISS: ANDREA DE CESARIS (1981)**

Pre-McLaren F1 career: **2 starts**

Reputedly the driver who made Ron Dennis very wary of employing Italian drivers, de Cesaris scored only one point in his 1981 campaign. Sporadically fast, but error prone, he was thrashed by team-mate John Watson.



PICS: LATARCHIVE

# Racing evolution

In the final year of the current rules cycle, *EDD STRAW* takes an overview of McLarens, from the MP4-24 to the brand-new MP4-28

## 2009

### MP4-24

**Constructors' position:** 3rd  
**Wins:** 2 (Hungary, Singapore)  
**Poles:** 4 (Europe, Italy, Singapore, Abu Dhabi)  
**Fastest laps:** 0



Started the season without a double diffuser, and therefore significantly lacked downforce. Upgrades improved matters, and the car excelled on slower circuits such as in Hungary and Singapore.

## 2010

### MP4-25

**Constructors' position:** 2nd  
**Wins:** 5 (Australia, China, Turkey, Canada, Belgium)  
**Poles:** 1 (Canada)  
**Fastest laps:** 6 (China, Spain, Europe, Belgium, Brazil, Abu Dhabi)



Long-wheelbase car pioneered the f-duct, a driver-operated rear-wing-stalling device, but the car had to run too stiff to ensure the aerodynamic platform worked, making it very pitch-sensitive on bumpy circuits.

## 2011

### MP4-26

**Constructors' position:** 2nd  
**Wins:** 6 (China, Canada, Germany, Hungary, Japan, Abu Dhabi)  
**Poles:** 1 (Korea)  
**Fastest laps:** 6 (Spain, Canada, Germany, Italy, Singapore, Japan)



Bold exhaust layout had to be ditched pre-season amid overheating problems, although team recovered well to have a strong season. Qualifying pace was a weakness though.

## 2012

### MP4-27

**Constructors' position:** 3rd  
**Wins:** 7 (Australia, Canada, Hungary, Belgium, Italy, USA, Brazil)  
**Poles:** 8 (Australia, Malaysia, Hungary, Belgium, Italy, Singapore, Abu Dhabi, Brazil)  
**Fastest laps:** 3 (Australia, India, Brazil)



On average, the MP4-27 was the fastest car during the 2012 season, despite a mid-season development lull, with reliability problems arguably costing Lewis Hamilton three victories. Excelled in fast corners.

## 2013

### MP4-28



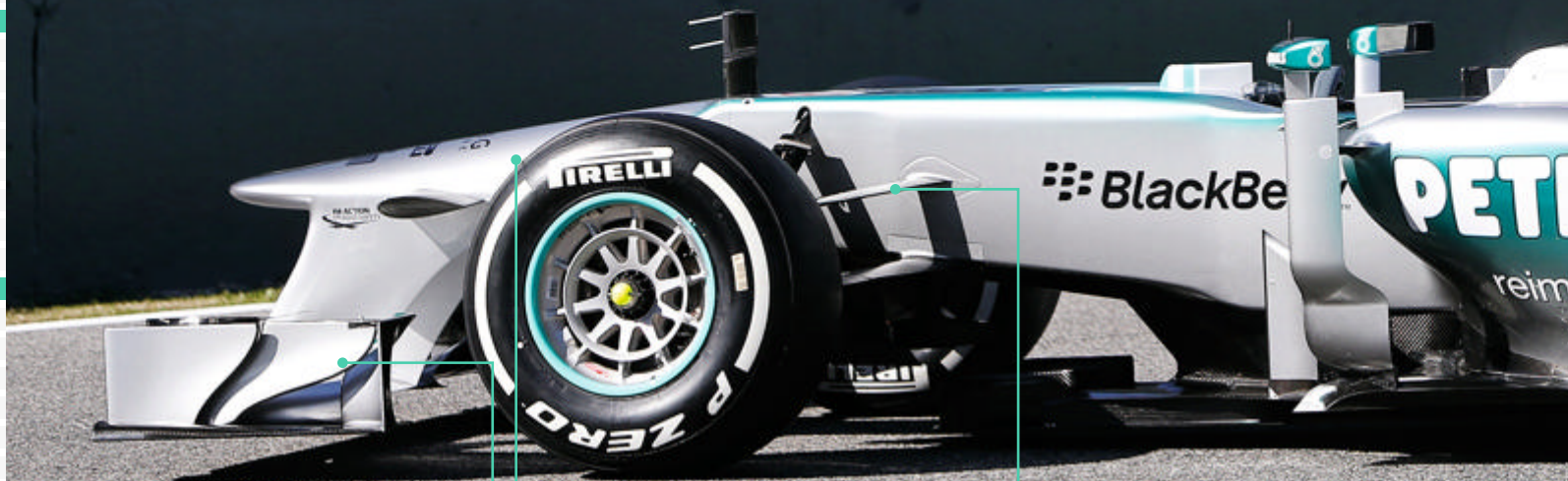
Launched last Thursday, this is the first McLaren of its generation to feature pullrod front suspension. Huge effort has gone into the sculpting of its sidepods, both in terms of its leading edge and undercut.

# The car on which Hamilton's hopes rest

Merc's 2013 car is non-aggressive, says GARY ANDERSON, so keep an eye out for upgrades

## MERCEDES W04

I expected the Mercedes to be a bit more aggressive and take a step towards the cars that were leading the way last year but there's not much here to jump up and down about with the launch car. There's a little nice detail work, like integrating the rear driveshafts and wishbones, but there are some areas of this car where it doesn't seem like Mercedes has taken the step it needs to. As everyone keeps saying, the devil is in the detail and there can be changes under the body, but the body-surface aerodynamics aren't a dramatic change. I'll be keeping a close eye on the car as new parts are introduced during testing.



### FRONT WING

The front wing of the launch car was similar to last year's car. That design wasn't really producing the level of downforce needed and presumably that will change, unless there's something wrong.

### NOSE

Mercedes does have a vanity panel, but the sides of it fall away so that airflow can drop off the top off the nose more easily into the gap between the front wheels and the monocoque. You should really be trying to take that air in off the front wing rather than the top of the chassis. The nose has a very small cross-section, which indicates Mercedes is trying to minimise the airflow blockage, which is a positive sign.



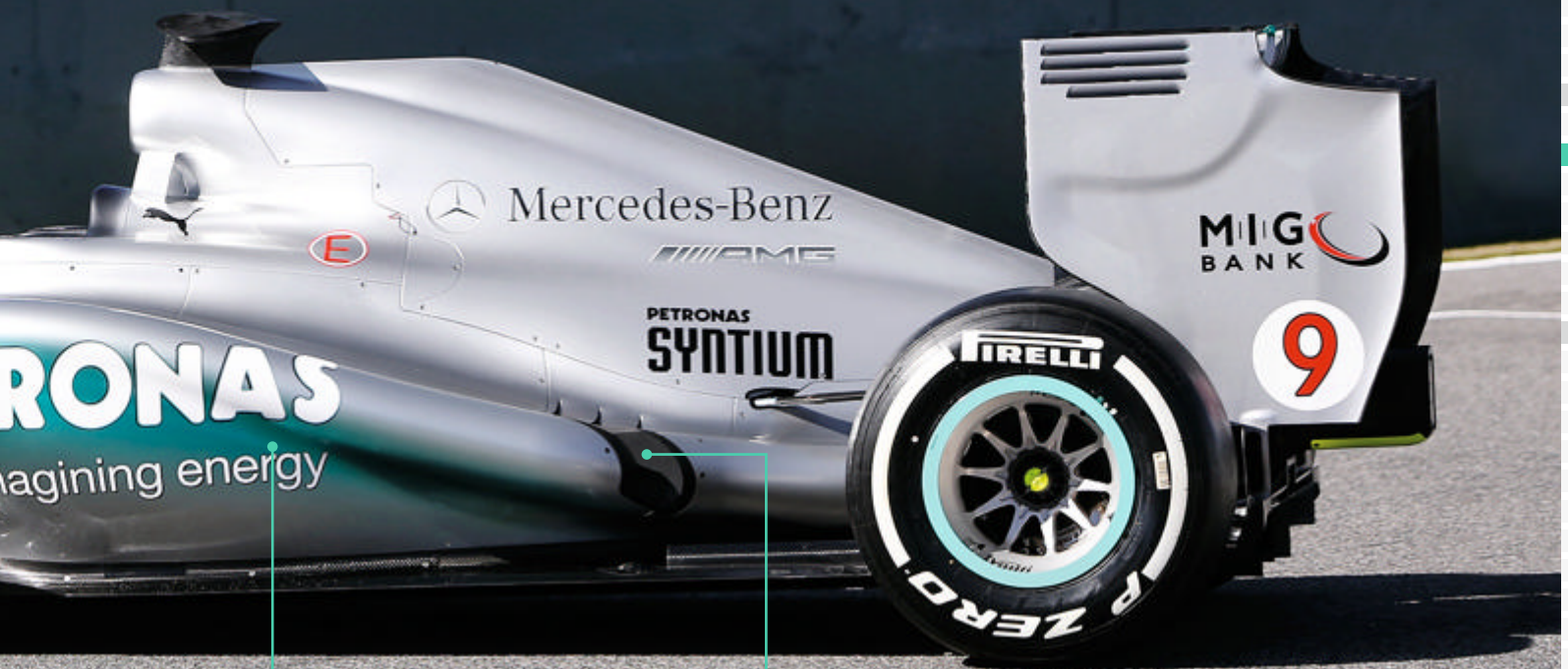
### FRONT BRAKE DUCTS

The front brake ducts are new and are a bit more elaborate. They feature more turning vanes to try and manage the airflow better.



### FRONT SUSPENSION

W04 has a steep front wishbone, which a lot of teams have opted for. But you can suffer from that in the fast corners, where the front wheels run positive camber. It also reduces the contact patch for braking.



## SIDEPODS

The leading edges of the sidepods are conventional. To work with the undercut, the car has some turning vanes on the side of the monocoque to try to guide the airflow coming off the front wishbones over the top of the sidepods. There is a bulge to the outboard end of the sidepods, which is to stop the airflow dropping off the side and to maximise the flow to the back of the car. But then there are two turning vanes on top to take the airflow off it, so that seems to be a contradictory philosophy. If you get too much air, you can get lift, so Mercedes seems to have created a problem with the increased airflow and is then trying to simultaneously solve it!

## EXHAUST

The exhaust pipes are pretty similar to last year's, except there is a tunnel through which they exit. That tunnel carries on through the inside of the rear wheels to the gearbox bodywork, so there is blockage in there in the tightest area. It's not the nicest looking thing in the world. The Coke bottle is tight, but that blockage isn't going to help its efficiency.



**W**ith the capture of Lewis Hamilton and a winter of speculation fuelled by a major management overhaul, Mercedes was always going to be one of the top stories at its Jerez launch earlier this week.

But if its new car was short, at least for now, on the kind of aggressive innovation that some had expected after its struggles at the end of 2012, there is a feeling from its management and drivers that it's at least heading in the right direction.

As team principal Ross Brawn says: "We have to improve from where we are. Where we are is not acceptable. The objective of the team is to go forward."

These, then, are the key factors that will determine Mercedes' chances of doing that in 2013. ☒

# What Mercedes needs to do

After a mediocre 2012, Mercedes has got Lewis Hamilton and a new management structure. *JONATHAN NOBLE* looks at what the Silver Arrows have to look out for in 2013



Brawn (l) with new boss Wolff

## MANAGING THE POLITICS

During the winter, Norbert Haug was ousted after being involved in the F1 project since day one, and in came Toto Wolff.

But the changes are unlikely to end there. Wolff's arrival was followed by intense speculation about McLaren technical director Paddy Lowe being drafted in for a senior management role, as well as questions about the future of the team's CEO Nick Fry.

Lowe will not be joining soon, as he remains under contract at McLaren until the end of this year, and Fry will be staying at Mercedes

– albeit perhaps in a different role.

Wolff is insistent the one thing Mercedes needs right now is stability. "We are just ahead of a difficult season, a very important season for the team," he says. "So let's keep the ball flat at the moment and see how it develops."

Wolff appears more than ready to stop any internal political tensions from simmering over, and has taken up residence at the team's Brackley headquarters to ensure that he has more of an eye on developments than if he was based out of Mercedes HQ in Stuttgart.

## DELIVERING THE CAR

Mercedes started 2012 strongly but fell away from its rivals because of a disrupted aero programme – caused by the departure of aero chief Loic Bigois and the vacuum created until replacement Mike Elliot joined – allied to an upgrade of its windtunnel facility from 50 to 60 per cent.

Those issues should not have hindered the development of the 2013 car, which Brawn reminds us is the first one to have been produced by the new technical structure of Bob Bell, Geoff Willis and Aldo Costa.

Although the new car is outwardly similar to its predecessor, Brawn says

the outfit has pushed a lot in the areas it needed to improve on, which included suspension and exhaust development.

"Simple aero performance is always very significant," says Brawn. "If you can improve the downforce and improve the efficiency, then the management of the tyres and other factors become not easy but easier."

"We've wanted to take the car forward in terms of basic principles – centre of gravity, stiffness, dynamics of the suspension – things that have been worked on hard since the car started to be conceived."



W04 was revealed at Jerez



Rosberg puts the W04 through its early paces

## MAKING THE MOST OF LEWIS



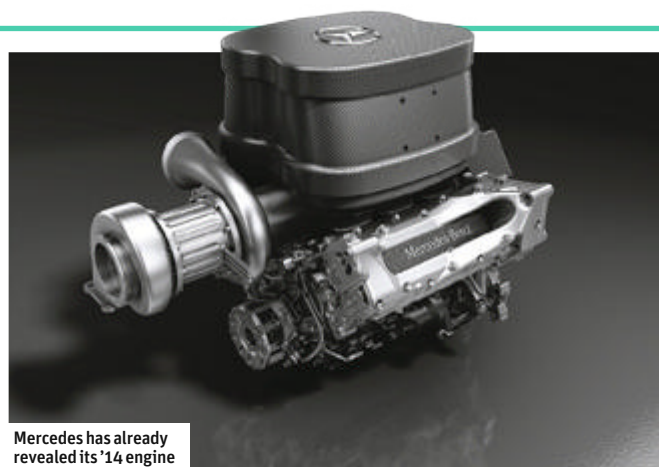
Lewis Hamilton is one of Mercedes' biggest assets this year. As well as being phenomenally fast, the Briton's enthusiasm should be a bonus as the outfit heads into the early stages of the campaign.

His impact is already being felt: he has started to declutter the team's steering wheel to make life more straightforward in the cockpit.

While Hamilton expects to compete at the front, he's realistic about the size of the challenge he and the team is facing.

"I try to prepare myself knowing that the car was a long way off last year," he says. "They were a long way behind; some places they were almost two seconds off the pace."

"I do know that they have some improvements on this year's car, but it's an evolution of last year's car. The foundation is the same, but it has just been improved in certain areas."



Mercedes has already revealed its '14 engine

## THE 2014 CONUNDRUM

Brawn admits that 2014 offers a great opportunity for his team. The 'manufacturer factor' has been cited as one of the key reasons Hamilton joined. Yet equally Brawn is mindful his outfit cannot simply shut down developments of its W04 too early.

"It is not our plan to reduce the effort on the 2013 car at any stage during the season," he says. "We want to be able to put maximum pressure. That is where

we were weak in 2012.

"We started the first half strong and we faded. We don't want to fade in 2013, so we are planning to support the 2013 programme all the way through the year."

Mercedes faces a potentially tricky decision weighing up how to get the most from the opportunities having Hamilton in the car brings against trying to gain the maximum benefit from the 2014 regulations.

# Italian squad has Key to unlock results

New technical director James Key has done a tidy job with the STR8, says *GARY ANDERSON*

## TORO ROSSO-FERRARI STR8

This car is a neat-and-tidy step forward from last year's STR7. It's a very well-engineered car, as you can see from all the detail work in the pushrod front suspension. It looks likely to move the team on from where it was last season. I know technical director James Key from our days at Jordan. He's well-versed in vehicle dynamics and 'underneath the bonnet' there has been a hell of a lot of work done with the suspension and the like. James is excellent at that and good at managing a group of people to achieve set objectives, and I imagine he's been able to come up with as fine a solution as anyone in the pitlane on the vehicle-dynamics front to work with the Pirelli tyres. That should give the platform you need to get the best out of the aero side.



### FRONT WING

The front wing looks good, but I'm a little bit confused by the endplates. They're a bolt-on part, so new ones could appear, perhaps at the second test, but I'm not convinced about the philosophy.



### SIDEPODS

Toro Rosso has done away with the twin-floor design, so can get the centre of gravity back down again with the radiators lower. The leading edge of the sidepod will be able to accelerate the airflow, which gives more downforce even though you lose a bit of straightline speed. In that area, there's a good step forward. The Coke-bottle treatment also looks nice and should produce downforce effectively.



PICS: FERRARI, GRIFFITHS, STALEV/LAT



## REAR SUSPENSION

This is very tidy. The rearward leg of the rear wishbone is in front of the sidepod and the trackrod behind it. With two separate pieces as opposed to a big shroud around it, you can have a smaller section and less blockage.

## RADIATOR EXITS

I would question the radiator exits just at the front of the rear tyre. With the regulations as they are, preventing them being further forward, that's the first place you can put them, but at that point you're trying to get the maximum airflow velocity through the Coke-bottle area and the airflow from the radiator exits is very slow. So while you're accelerating the air with the exhaust gases, you're slowing it with the air from the radiator outlet.

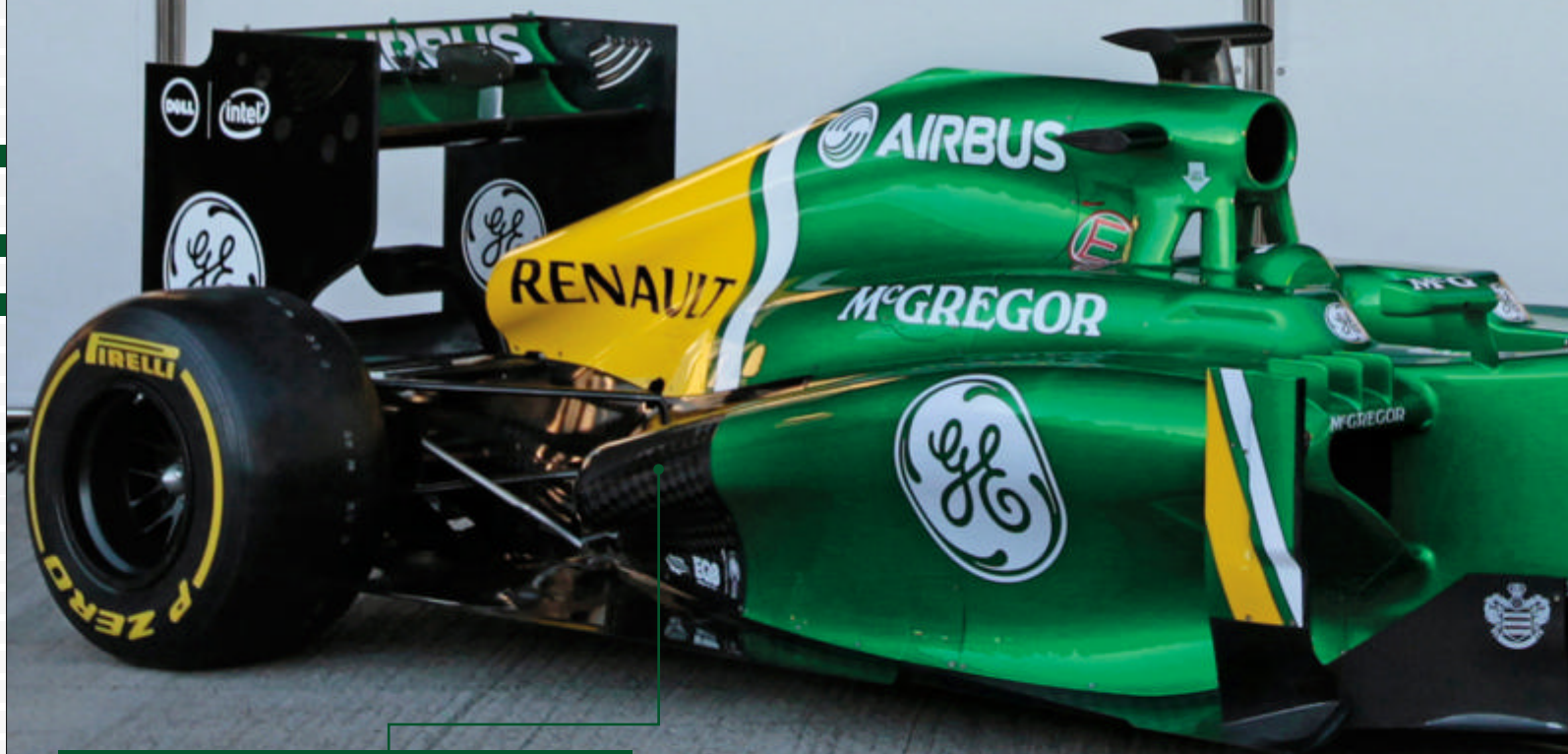


# New challenger unlikely to move up the order

Marussia/STR rival doesn't appear to have made dramatic step forward, reckons *GARY ANDERSON*

## CATERHAM-RENAULT CT03

Compared to last year's car, this doesn't appear to have any dramatic steps forward, although there is some refinement of the aerodynamic package. That's a case of dotting the i's and crossing the t's, so there is some progress there. The team needs to take a leap forward and it's not going to be easy. Last year it was a case of trying to hang onto Toro Rosso, but that's a team targeting P6 this season, so it's a big ask, especially with Marussia putting on some pressure.



### EXHAUSTS

These are similar to Marussia's and blow the brake ducts. But the brake ducts themselves don't look like ones that work so well with the exhaust. Compared to the other teams, it looks more like an orthodox rear-brake duct. The others have inlets that are very small and in a different position, while the aerodynamic parts on the duct are the prime part for creating downforce. Caterham seems to be blowing the inlet itself. You don't need excessive rear-brake cooling so you're trying to run the ducts there to produce downforce. There's definitely room for improvement here.

2



## STEPPED NOSE



It's good to see that a few teams have kept the ugly nose, which is a nice reminder of how bad they look! There's a good reason for doing this, as it maximises the height of the chassis to allow the underbody airflow to be maximised, and Caterham has decided against the vanity panel favoured by many teams.

## FRONT WING

The nose features a much smaller cross-sectional area, which is good to minimise the blockage to the airflow. The front wing itself, though, looks very similar to last year's, although there is some aerodynamic detail work in various parts of the car.



# Marussian evolution

Small team has come up with a solid car, reports *GARY ANDERSON*

## MARUSSIA-COSWORTH MRO2

This is probably Marussia's best starting point in the team's four-year Formula 1 history. Previously, it had always been playing catch-up. While this car is relatively simple, it's a step forward and very tidily put together, which should give the team the baseline it needs to make progress. That's encouraging, because at the end of last year it was proving a rival to Caterham. Technical consultant Pat Symonds has clearly played a major role in this.



### ENGINE COVER

It's nice to see the clean airbox on this car. The regulations state that the engine cover has to go past a certain point, which is why you see those flat lines on cars such as the Ferrari. But Marussia has gone the simpler route and shaped it. It looks nice, but it does increase the cross-sectional area and it is near the rear wing, which isn't ideal.

### SIDPODS

There are two or three theories on the exhaust system up and down the grid: Red Bull, with the bodywork for airflow to attach itself to; the McLaren route, where there is less of a bulge for the exhaust pipes; and then there's the path Marussia has taken. If you look from the front of the car and down the sidepod, this does cause significant blockage to the Coke-bottle section so that's not ideal. But these are bolt-on bits and can be changed. It's difficult to simulate the exhaust effect onto the brake duct and some teams are trying to get too much out of it, while some of the top teams have remembered not to compromise the Coke bottle too much. I'd expect to see some changes from Marussia here.

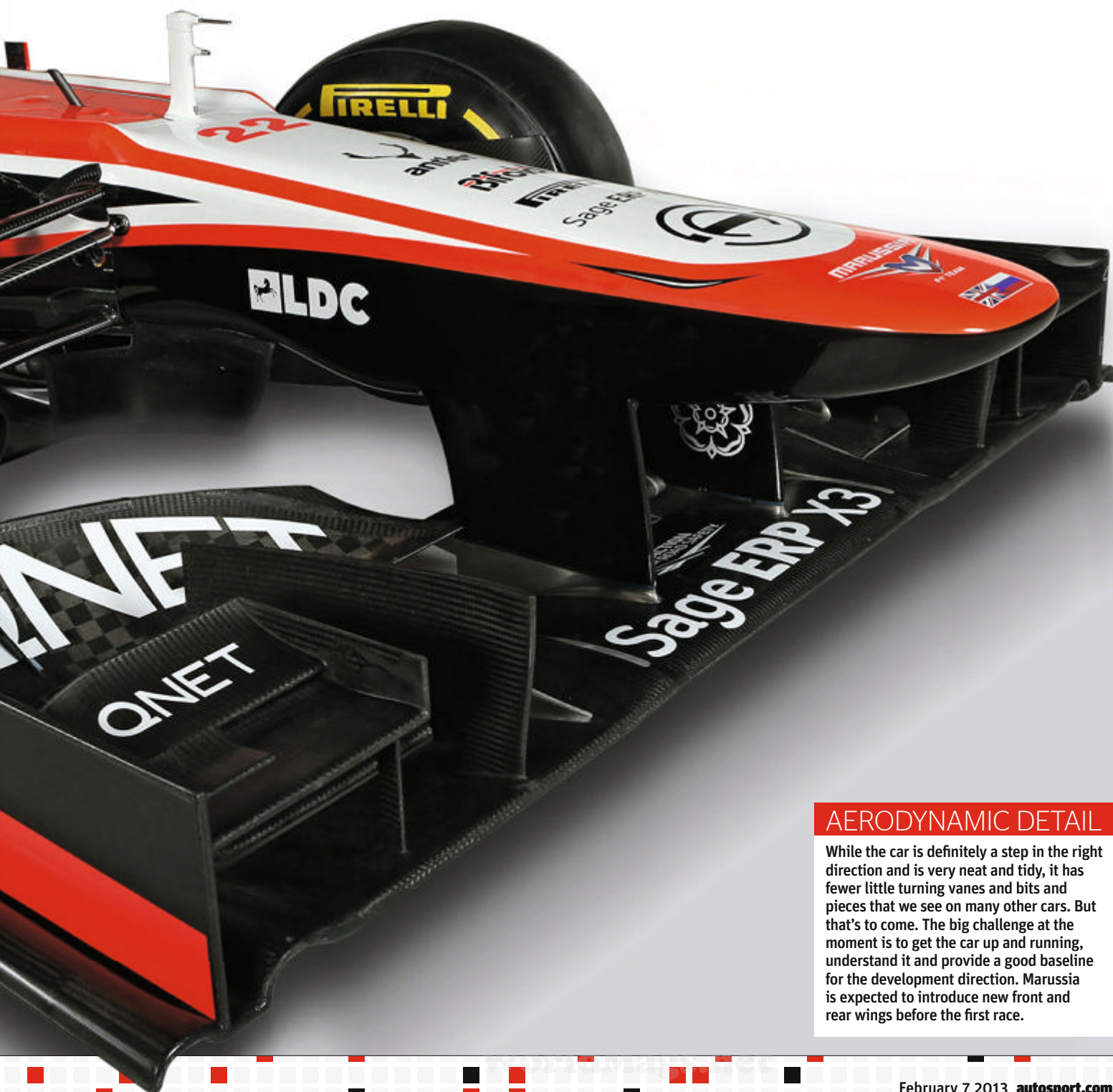


## KERS

Marussia didn't run KERS last year, but struck a deal to run the Williams unit. One of the main objectives this year was to accommodate it in the car. Under the bodywork, the car is very tidily packaged although it's impossible to see exactly what has been done with KERS. But Williams will have defined where certain things go and how much airflow is required for cooling, so that should minimise the problems caused by adapting to it.

## CHASSIS

It didn't run the stepped nose last year and the chassis height appears to be the same. It certainly doesn't look dramatically different, even though it has to be changed to accommodate KERS. For a small team, you can only bite off as much as you can chew and while there are small gains to be had here, there are bigger advantages to be found elsewhere in the position this team is in.



## AERODYNAMIC DETAIL

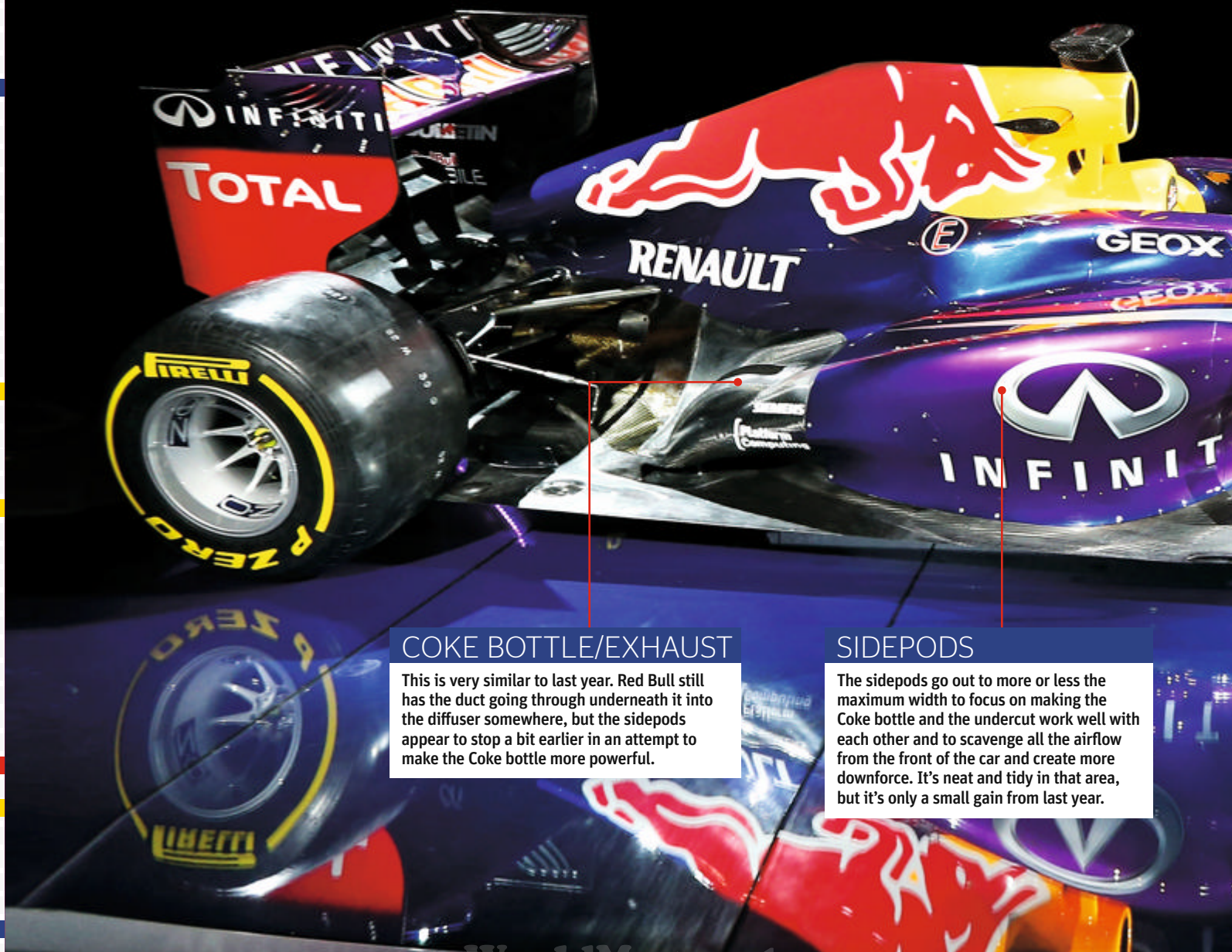
While the car is definitely a step in the right direction and is very neat and tidy, it has fewer little turning vanes and bits and pieces that we see on many other cars. But that's to come. The big challenge at the moment is to get the car up and running, understand it and provide a good baseline for the development direction. Marussia is expected to introduce new front and rear wings before the first race.

# Champion's choice: if it ain't broke...

The RB9 is a refined version of last season's title winner, concludes *GARY ANDERSON*

## RED BULL-RENAULT RB9

The new Red Bull doesn't feature as many changes as I'd expected. If you compare it with the McLaren, which has a lot of detail changes that show where the team has squeezed more performance out of it, the Red Bull is less attention-grabbing. Not that there aren't positives, because there are – it's just that there aren't so many obvious areas that demonstrate a step forward. But the stopwatch will reveal all...



### COKE BOTTLE/EXHAUST

This is very similar to last year. Red Bull still has the duct going through underneath it into the diffuser somewhere, but the sidepods appear to stop a bit earlier in an attempt to make the Coke bottle more powerful.

### SIDEPODS

The sidepods go out to more or less the maximum width to focus on making the Coke bottle and the undercut work well with each other and to scavenge all the airflow from the front of the car and create more downforce. It's neat and tidy in that area, but it's only a small gain from last year.



### VANITY PANEL

The Red Bull features a vanity panel, but it's not the fully permitted length because of the increase in weight. It does, however, cover up the letterbox slot the car featured for cooling last year, so that airflow will have to come from somewhere else.



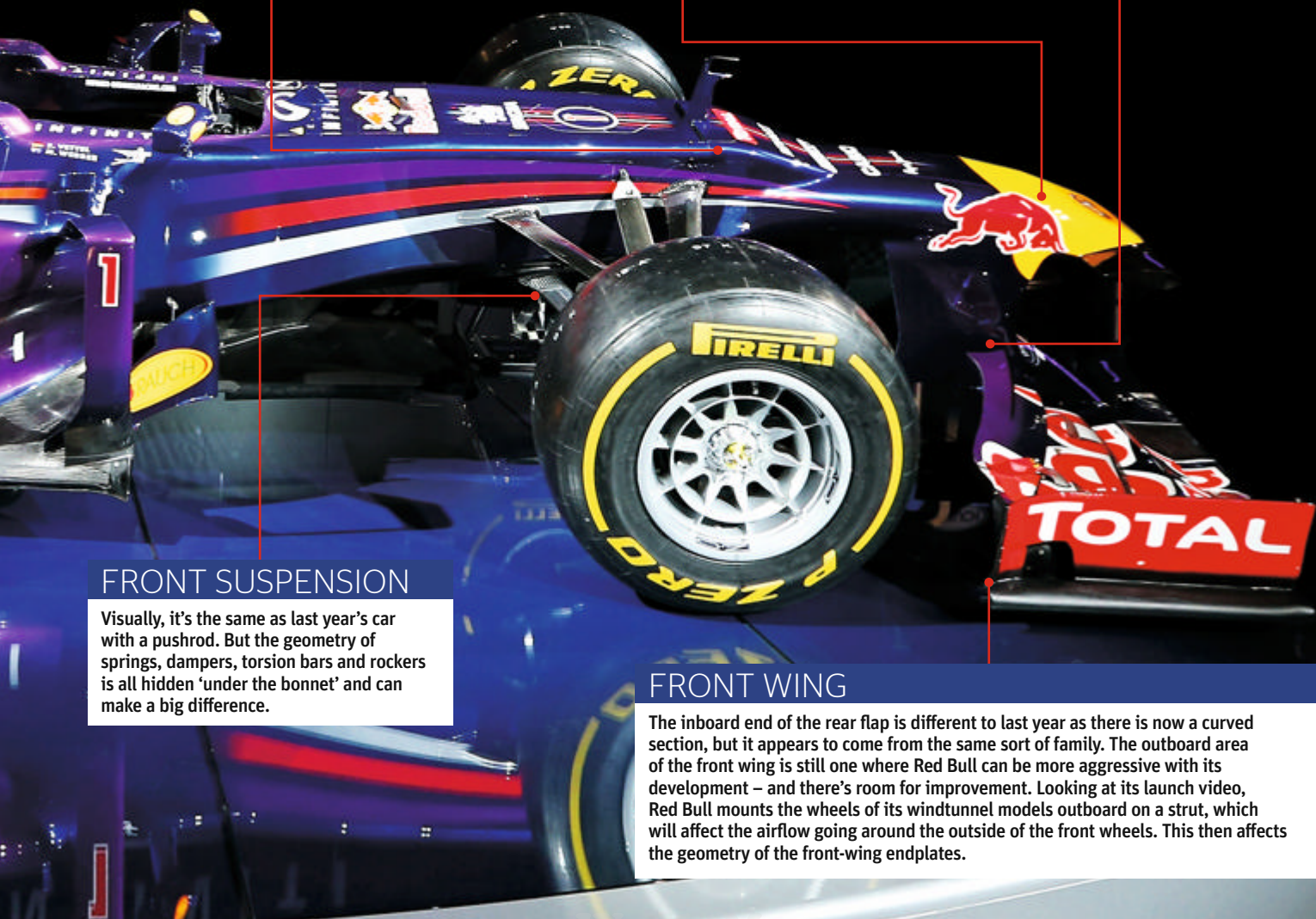
### NOSE

The nose has a very small cross-section. Everything that goes through the air displaces airflow and you want to minimise the disruption caused by the nose, which is basically there for crash protection and to support the front wing.



### FRONT WING MOUNTING

As Adrian Newey pointed out at the launch, the new test designed to prevent the front wing deflecting rotationally has been a challenge to adapt to. Last year, the wing was mounted via a very small area in the centre section. This time, it looks like the pillars that attach to the wing cover a bigger area.



### FRONT SUSPENSION

Visually, it's the same as last year's car with a pushrod. But the geometry of springs, dampers, torsion bars and rockers is all hidden 'under the bonnet' and can make a big difference.

### FRONT WING

The inboard end of the rear flap is different to last year as there is now a curved section, but it appears to come from the same sort of family. The outboard area of the front wing is still one where Red Bull can be more aggressive with its development – and there's room for improvement. Looking at its launch video, Red Bull mounts the wheels of its windtunnel models outboard on a strut, which will affect the airflow going around the outside of the front wheels. This then affects the geometry of the front-wing endplates.

# Joining the list of greats

It may not have been winning for very long, but Red Bull is climbing the ranks in the list of the most successful teams in F1 history. By *EDD STRAW*

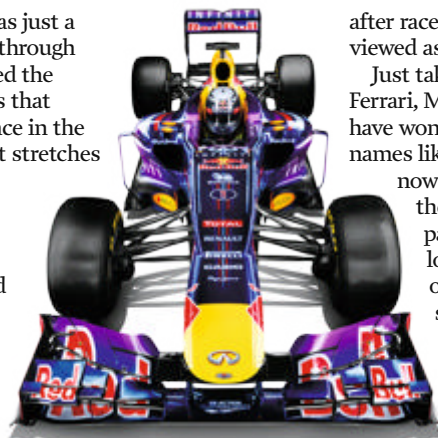


A few years ago, a visit to Red Bull's unassuming three-buildings-on-an-industrial estate base on the outskirts of Milton Keynes would have offered little opportunity to gawp at silverware.

At the start of the 2009 season, AUTOSPORT headed there to interview Sebastian Vettel ahead of his debut campaign with the Red Bull A-team and the trophy cabinet in reception, which contained the spoils of a couple of third places for David Coulthard (Monaco 2006 and Canada 2008) and Mark Webber (Nurburgring 2007) seemed to represent the failure of another

big-budget dream. But this was just a few months before that breakthrough victory in China, which opened the floodgates for a run of success that matches any spell of dominance in the history of F1. Now, the cabinet stretches higher than the eye can see.

Red Bull is not the most popular team. Emotional connections with Ferrari, McLaren or even the recreated Mercedes teams are far easier to buy into than what looks like a can of Red Bull with four wheels and a few Infiniti logos winning race



after race. But Red Bull deserves to be viewed as more than a fleeting success.

Just take a look at the statistics. Only Ferrari, McLaren, Williams and Lotus have won more championships and great names like Cooper, Brabham and BRM now rank behind Red Bull. You see the same pattern no matter which page of the record books you look at. Granted, Red Bull has only been winning for four seasons and has a long way to go before it joins the Ferrari/McLaren club but that's not to say its achievements shouldn't be taken seriously.



Can the F1 dream team continue its success?

## RED BULL'S PLACE IN HISTORY

Red Bull has a long way to go to challenge Ferrari's success as a constructor, but in just eight years it has established itself as one of the most successful grand prix teams in history.

### DRIVERS' CHAMPIONSHIPS

1 Ferrari	15
2 McLaren	12
3 Williams	7
4 Lotus	6
5 Brabham	4
6 Red Bull	3

### CONSTRUCTORS' CHAMPIONSHIPS

1 Ferrari	16
2 Williams	9
3 McLaren	8
4 Lotus	7
5 Red Bull	3
6= Cooper, Renault, Brabham	2

### RACE WINS

1 Ferrari	219
2 McLaren	182
3 Williams	114
4 Lotus	80
5= Brabham/Renault	35
7 Red Bull	34
8 Benetton	27
9 Tyrrell	23
10 BRM	17

### POLE POSITIONS

1 Ferrari	207
2 McLaren	155
3 Williams	127
4 Lotus	107
5 Renault	51
6 Red Bull	46
7 Brabham	39
8 Benetton	15
9 Tyrrell	14
10 Alfa Romeo	12

You may not like Red Bull, but it has earned the right to be considered one of the great teams of grand prix racing, even if joining the greatest club requires success over 40 years rather than four.

"It means a lot because you look at some of the names you are ahead of - Benetton, Brabham, BRM, Tyrrell... there are some great teams that Red Bull has achieved as much as, if not more than," says Christian Horner when asked what it feels like to be at the helm of a team that has written its name in the annals of F1. "And it has been done in eight years. It's incredible and there is a great sense of pride in that.

"Hopefully the success has now been sustained for long enough that we've proved it's not a flash in the pan. What we have achieved is quite remarkable and something we are determined to achieve more of. But we can never afford to be complacent and think that we have arrived now. You have to keep pushing the boundaries."

The above isn't arrogance on Horner's part, just a recognition of just how much has been achieved. The Jaguar team that Red Bull took over in late 2004 was a laughing stock that delivered a shockingly low return for prodigious investment. Despite being pilloried as ▶



Celebrating last year's third title double

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◀ a far-from-serious party team in its early years, Red Bull has converted that operation into the current market leader.

On top of the on-track success, Red Bull can legitimately claim no longer to be a mere plaything for co-owner Dietrich Mateschitz. After all, with partners such as new title sponsor Infiniti – the team's first backer with naming rights – the squad's parent company is now only bankrolling around a quarter of its budget. On the flip-side, there is still plenty of back-biting about potential infringements of Formula 1's resource-restriction agreement, but that's par for the course. It is far from alone in spending big bucks.

On paper, this year's world title is Red Bull's to lose. It won last year, not to mention the two years previously, and with rules stability this year anything less than a repeat performance would have to go down as failure. In 2012, Red Bull proved it could recover from a difficult start to win a championship, but arguably its final challenge will be to emerge from the major rules revamp as a title-winning force in 2014. Success in two eras will then be one of a dwindling number of empty boxes that gets ticked.

"Last time there was a big rule change, we adapted very well," says Horner. "As you can see with all the cars, through stability of the rules you get into the law of diminishing returns so the exciting thing is that 2014 presents a new technical challenge. I think we're well-placed. We've shown good ability to adapting to rule changes, even within the current rules with tyre changes, and exhaust-blown diffuser changes *after* the significant changes of 2009. It's something we're looking forward to."

That is, of course, where chief technical officer Adrian Newey comes in. He has a good record when it comes to adapting to rule changes. In 2009, Red Bull produced fundamentally the best car concept and was only beaten to the title by a combination of the perfect storm at the Brawn team and its own operational immaturity that cost it too many points. Back in 1998, when grooved tyres and narrow-track cars were introduced, it was McLaren, then penned by Newey, that won both titles.

Not that Newey is infallible. Contrary to the caricature, not everything he touches turns to a flood of silverware (look at the unraced McLaren MP4-18, a car too ambitious for its own good) and his mere presence doesn't guarantee success. From 2009 until, presumably, the end of this season, Red Bull has reaped the benefit of nailing the fundamental concept of the first car of the current rules cycle better than anyone else. Now, it must do so again.

During the launch of the RB9, Newey confirmed there are small groups already working on the 2014 project and that he and his key allies – Mark Ellis, Rob ▶

## NEWHEY: CHANGING AHEAD OF THE TIMES



Newey began his F1 career with Fittipaldi

The days when one man can design a whole grand prix car, even if that man is Adrian Newey, have long gone. But to use cinema parlance, Newey, more than any other technical supremo working in F1 at the moment, should be considered the 'auteur' of the all-conquering line of Red Bull Grand Prix cars.

Newey has regularly bemoaned the throttling regulations that strangle innovation and has often reiterated his desire not to spend his whole career in F1. But that's not to say the 54-year-old isn't still utterly engaged by the sport. He embraces the fact it is now all about huge teams, both in terms of personnel and resources.

"F1 has changed hugely," says Newey. "I graduated from university in 1980 and joined the small Fittipaldi team, where I was hired as junior aerodynamicist, which also turned out to be senior aerodynamicist once I started! We had a total of five or so engineers in the team. Even in my Leyton House days, say in 1990 when I left the team, I had a department of myself and one other person and the company was only about 60 in total.

"When you compare that with today, Red Bull probably has 130-140 engineers in a company of about 550. So there has been more than a tenfold, if not twentyfold,

increase in the resources for research. That's the biggest single change, coupled with ever-more restrictive regulations.

"It has been very stimulating to be around during that period of change. It's not about saying it's better or worse, it's about adapting. If you don't adapt, you're dead."

Newey is the master-adaptor, having set the agenda for development technology in F1 for several decades. He nevertheless still has a sense of nostalgia for those pre-'80s days when he fell in love with the sport.

"The thing that must have been really fascinating would have been for the guys in the 1960s and 1970s, where the regulations were extremely free but the resources to research and understand the ideas that went into those cars were extremely limited," he says. "It must have been a very exciting but equally very frustrating time, I imagine."

Newey would surely have thrived in those days as he does today. But it's a measure of the man that his thoughts aren't of the past, they are of shaping the future. For Newey, it's always about the next challenge and working out the solutions before everyone else. That's why he's been at the cutting edge of F1 design for 25 years now.



Leyton House, here in '88, had just 60 people



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Mateschitz is an ally of Mark Webber...

## A FOURTH LAST CHANCE FOR WEBBER

The Mark Webber/Red Bull combination is the longest-running and the most fragile on the grid. Red Bull motorsport advisor Helmut Marko's recent comments in an in-house magazine didn't go down well with the nine-time grand prix winner, leading many to assume that the 36-year-old will end 2013 on the scrapheap. But it's not that simple.

Firstly, Webber's relationship with team owner Dietrich Mateschitz is excellent, so regardless of what Marko thinks it's no forgone conclusion that this will be the end. Secondly, he's a very good grand prix driver. Granted, he's not as good as Sebastian Vettel and, like all the true greats, the German has it within him to make extremely good team-mates look very ordinary at times. But Webber remains a guaranteed heavy scorer, which has been vital in the team's constructors' championship success.



... but Helmut Marko has been critical

Most likely, there will be more of the same again in 2013 for Webber, namely a decent haul of points and a few wins in support of Vettel. Whether he stays on depends on matters largely outside of his control. If Scuderia Toro Rosso's Daniel Ricciardo continues on the same upward curve as the second half of last season, then he will be in a very strong position to take the seat. But that remains a big if because, as Heikki Kovalainen proved at McLaren, scoring effectively alongside a gold-standard driver is no foregone conclusion.

With the 2013 Pirelli tyres offering better mid-corner grip, Webber may well be more in his element this year. A repeat of 2010, when he almost beat Vettel to the title, is a long shot, but expect him to set the bar pretty high when it comes to the standard any replacement would need to attain.



Vettel took Red Bull's first win in China, 2009

◀ Marshall and Peter Prodromou – must have more than half an eye on next year, along with trying to win the 2013 development war. With Red Bull having suffered a little with the RB9 after the intensity of 2012, combining an intense development war this year with exploring the brave new world of 2014 offers an even sterner test.

“We obviously had a very tight battle last year and it was difficult trying to develop last year's car as well as doing research into this year's car,” says Newey. “Some of that research did suffer in the championship battle. It worked for us, but it gave us a tight time frame to design and manufacture this car and, actually, to have it here today two days before the first test is a remarkable achievement by the guys.

“It [2014] is a real battle for all of the teams. We've all got limited resources, so we can't do everything, and how you

allocate between 2014 and this year is difficult. Like many other teams, we have got a very small group looking exclusively at 2014. We have the heads of department wearing two hats and overseeing that but also 2013. Everybody will handle that differently, probably depending on how their championships go. The teams that feel they have got a chance of the title will have to focus on 2013 and the teams that feel they have assured sponsorship and aren't going to win the championship won't.”

It's impossible to see Red Bull falling into the category of teams that will be in a position to write off 2013 and that simply goes to emphasise the scale of the challenge. It's next year when Red Bull can claim to be one of the all-time great F1 teams. If it can pull that off, then some of those illustrious record holders ahead could come under threat.

Not bad for a party team... ❄

# The prancing horse that cannot go lame

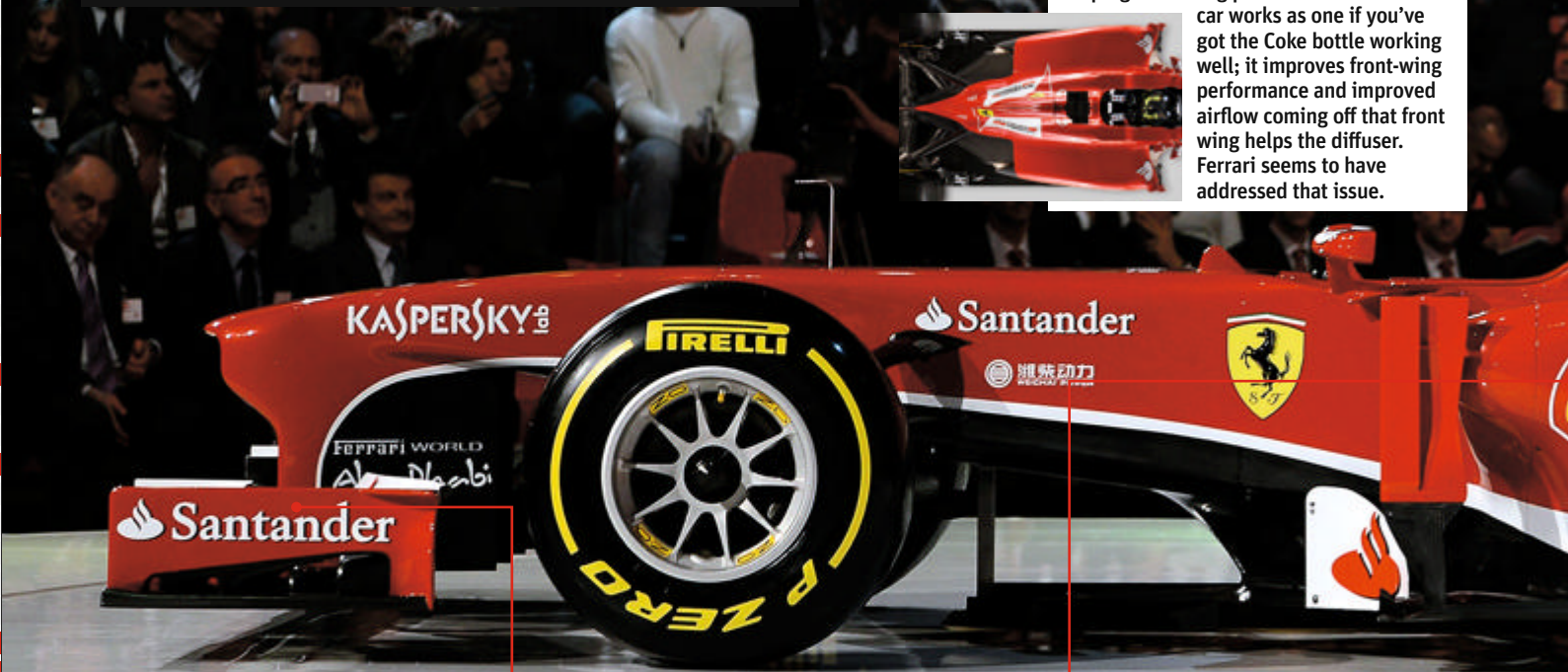
The Scuderia has made good progress, reckons *GARY ANDERSON*, but will it have done enough?

## FERRARI F138

Ferrari has done a lot of work on the rear of the car, from the front of the engine backwards, with an aggressive Coke bottle – an area that was neglected last year – and there's sure to be more downforce generated in that region. But it's important to get the front of the car working as well and for all those benefits, there's a danger that the front might have been neglected in focusing so much on the rear. Overall, it looks like Ferrari has done a good job and made a good stop, but the trouble is that so have its main rivals.

## COKE BOTTLE

Ferrari appeared to forget about the value of the Coke bottle last year. Getting air to the diffuser upper surface is vital, but it's important to make the front of the car work. The Coke bottle gets its airflow through the undercut in the sidepod, which in turn helps the bargeboards. All this helps scavenge airflow from under the chassis, helping front-wing performance. The whole car works as one if you've got the Coke bottle working well; it improves front-wing performance and improved airflow coming off that front wing helps the diffuser. Ferrari seems to have addressed that issue.

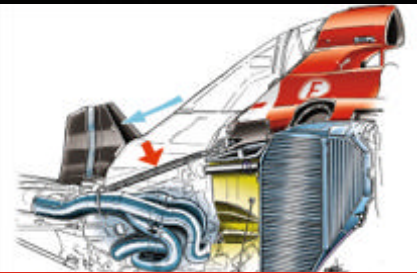


## FRONT WING

While the front wing is similar to last year, it's not the same as Ferrari finished the year with. The outboard end has six elements and the slot gaps are actually quite long. A multi-element wing is great for consistency, but you lose downforce by sacrificing the overall surface area. If consistency was a problem last year, that's the right way to go, but if Ferrari needs more downforce, it's the wrong route. That could be a loss for it and there will be plenty of development work in that area.

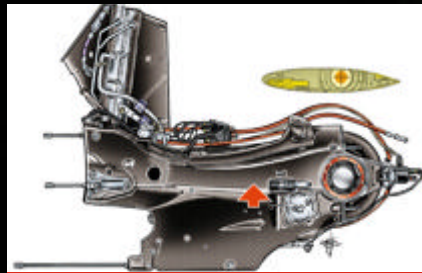
## SIDEPODS

There is a question mark over this part of the car. The vertical radiator seems to be retained and that allows Ferrari to change the direction of the undercut very quickly. This effectively starts the Coke bottle earlier than anyone else in a bid to make it more powerful. The downside of that is it's not so good for the undercut in front of the radiator inlet. This sudden and abrupt change of airflow direction could cause airflow separation. That means that the Coke bottle might not talk to the underneath of the front of the car as well as it should, compromising the effectiveness of the front of the car.



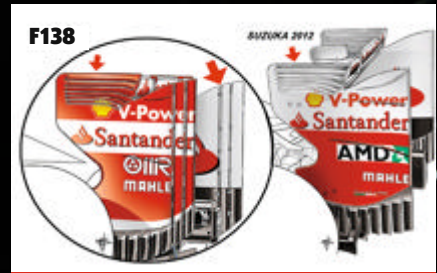
**COOLING INLET**

This inlet behind the main airbox intake appeared on last year's car and is for cooling the hydraulics. It could be used for a passive double DRS system, but there are big question marks over whether or not that's worth doing.



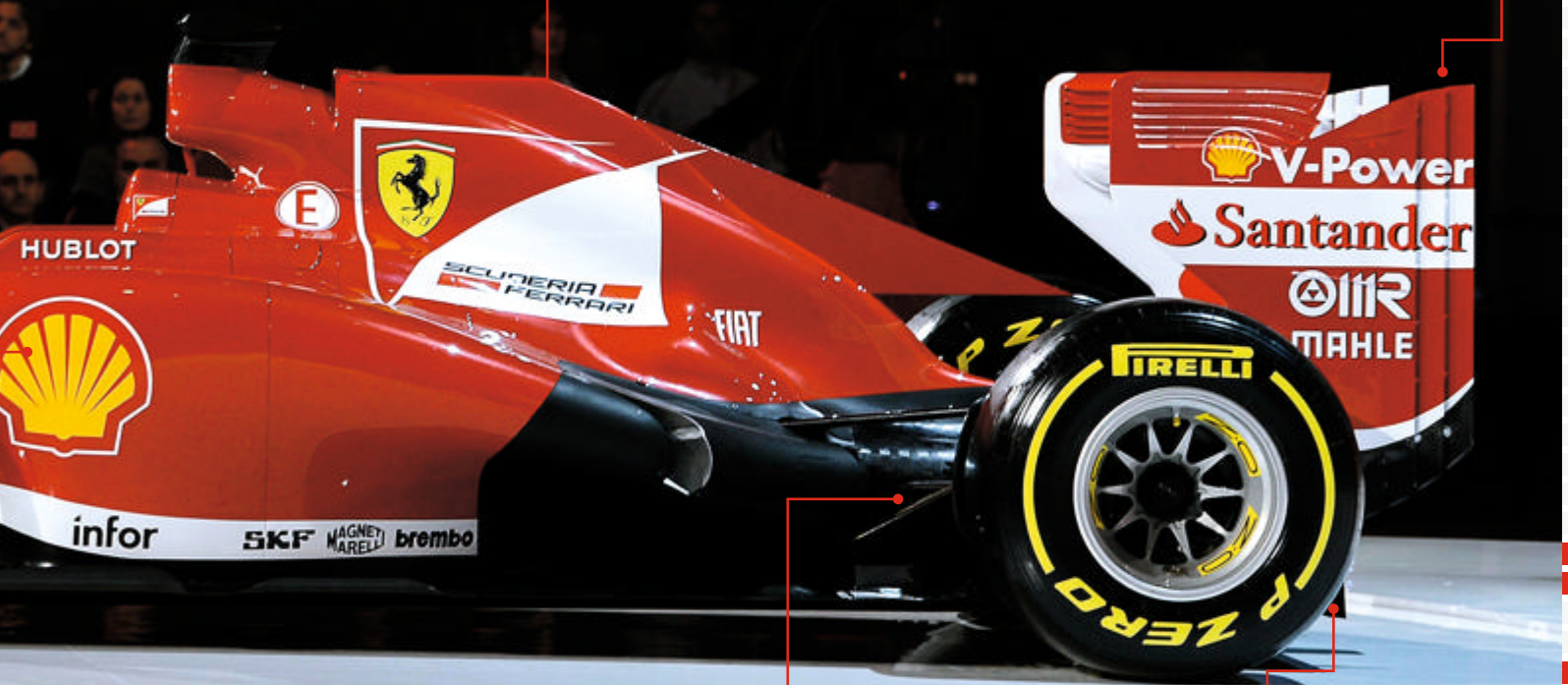
**GEARBOX**

The compact rear packaging exposed the Williams-style tightly packaged gearbox.



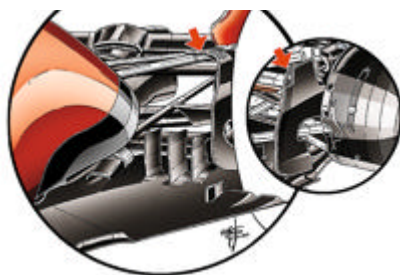
**REAR WING**

The trailing edge of the rear-wing endplates feature turning vanes. They are there to work the wing harder now that the airflow to it has been increased.



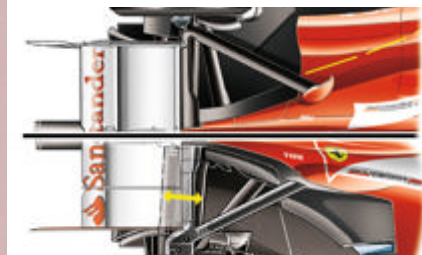
**BRAKE DUCTS**

The rear brake ducts are bigger and beefier, with more aerodynamic components on them than last year, so Ferrari has increased the potential of the exhaust-blowing effect.



**REAR SUSPENSION**

The lower rear wishbone has been moved upward as on the McLaren and Force India to incorporate the driveshaft and the track rod. This creates one aerodynamic component that will be more powerful and result in less blockage.



**DIFFUSER**

Ferrari felt the need to blank off the diffuser at the launch. There's a limit to what you can do with it, but it will be interesting to see what it looks like on track at Jerez.



**F138**

# Alonso's title winner?

Ferrari made the best of a bad job (car) in 2012, but now the challenge is to build a contender that is quick from the off. *KEVIN TURNER* examines the hopes resting on the new F138



The F138 must be quick from the start of the year

**C**an Ferrari give Fernando Alonso a car with which he can win the championship? That's the key question for the Maranello concern after the Spaniard almost pulled off a remarkable third world title in 2012.

The team agrees Alonso did a superb job last year. Ferrari was, on average, the fastest team in the pits and, with a few exceptions (Spain, Monaco, Canada?), its strategy was solid too. Only the not-so-insignificant challenge of building a quick enough machine prevented Alonso from ending Ferrari's five-year drivers' title losing streak.

The early problems of the F2012 – over a second off the pace at the start of the year – and a lack of significant improvements later on are the reasons Ferrari is being both bold with its design and cautious with what it says about it.

It wants to avoid the bad news phone call Felipe Massa made to Ferrari president Luca di Montezemolo as testing started last year.

"I called him to tell him the truth – things were not going well at that time," says Massa. "I hope it will be a different experience this year."

#### REALISTIC EXPECTATIONS

Ferrari has claimed it needs to be more aggressive with its design for 2013, reckoning some of its rivals gained an edge in recent years by pushing the regulation limits more.

Pullrod suspension has been retained front and rear, but rear changes have been made to allow the exhaust layout to be improved. The intakes on the sidepods have also been developed to optimise the aero.

"The engineers have been almost maniacal about reviewing the car from last year," says di Montezemolo. "Last year our starts and reliability were good – otherwise we would not have finished second – and our strategy too. There were some positive aspects, but also some issues.

"There were huge changes last year with the working methodology to try



Alonso leads the meet-and-greet at the launch

to improve our approach. I think we can be hopeful with the car – we have paid a lot of attention to details and aerodynamics. Hopefully the car will be competitive from the first race."

Team boss Stefano Domenicali confirmed the team had tried to follow a more radical path, but remains cautious. "The real changes have come in the details, in going to the extreme," he says. "The main thing is to make available to Fernando and Felipe a competitive car.

"I don't think we can expect a car that is much faster than the others – this would be fantastic – we have to keep our feet on the ground and have a car that is equal to our competition."

Which, reading between the lines, Ferrari believes would be enough for Alonso to get the job done.

#### ALONSO'S TITLE QUEST

With Alonso confirmed for the next four years, combined with a strong 2012 title effort despite an inauspicious beginning, the pressure on Ferrari could perhaps be considered a little less this season. But failure will still tend to be viewed as the team's rather than Alonso's, as he looks for that elusive third title to follow up his 2005 and 2006 successes with Renault.

And the 31-year-old won't yet be drawn on how good he thinks the F138 will be. "It's impossible to know," he says. "The difference at the front is just

tenths – tenths you cannot see by looking at the car. Sometimes you don't know why a particular car holds sway.

"We need to get on track and really see how competitive it is, but for us second place is not good enough. That's the great thing about Ferrari.

"I have a contract for four more years – the target will be the same."

#### MAINTAINING A CHALLENGE

One of Ferrari's weaknesses in 2012 was its failure to bring useful updates to the car during the latter part of the season. Di Montezemolo hopes focusing on one windtunnel – Toyota's facility in Cologne while work continues on its own – rather than two could be crucial in rectifying this.

"That's very important for development and we are confident we can improve this year," he says.

As with all the teams, though, Ferrari will also have to balance evolving its 2013 challenger with making sure it doesn't drop the ball for 2014, when the new V6 turbo engine rules arrive. That could provide an extra obstacle.

"A big team has to focus very soon on 2014," says Domenicali. "It is a big change and very complex.

"It will be important to focus on our targets for 2013, but at a certain stage of the season we have to make sure we have the right people on the project for 2014.

"We want to fight for the championship this year and have a competitive car for 2014."

That could be a tough challenge, but if Ferrari can at least start 2013 on the pace there's a good chance Alonso will head into the closing stages once again fighting for the crown. He'll just be hoping that the odds are stacked more in his favour this time. ☼



Scuderia Ferrari is confident yet realistic



458 Italia takes shape in production facility

# Our man in Maranello

As ever, AUTOSPORT has brought you the latest news from the F1 launches this year, but what's it like to cover your first F1 launch? And what if it's Ferrari at Maranello? *KEVIN TURNER* went along to find out

**M**y phone rings during the middle of a day off. "A problem has come up and we need you to go to Ferrari – tomorrow." As a British Touring Car journalist used to watching Formula 1 from afar, this is a bit of a shock. And a great opportunity.

Late arrangements made, I head out to Gatwick airport, fly to Milan and then drive through the night (and thick fog) down to Maranello for the launch of the F138. I've always thought the Italian language provides some great motor racing names (is Lorenzo Bandini the fastest racing name ever?) and it's surreal to suddenly be passing signs for places like Modena and Fiorano.

The launch is early the following morning, and the factory that has

taken 31 F1 world titles (15 drivers' and 16 constructors') is just a short drive from my hotel.

On arrival you're not hit in the face by an impressive spaceship-like glass facility a la McLaren, but there is something pretty cool about the word 'Ferrari' up in big yellow letters. And then there are the street names, covering the greats of Ferrari's past. People like Juan Manuel Fangio, Mike Hawthorn, John Surtees – each with a picture of the Maranello machine they took to the F1 title – and the main drag, fittingly named after Enzo Ferrari himself.

Once into the launch, things get more modern. The yet-to-be-unveiled F138 sits with two current road Ferraris as invited guests and media file in.

Fernando Alonso, Felipe Massa and

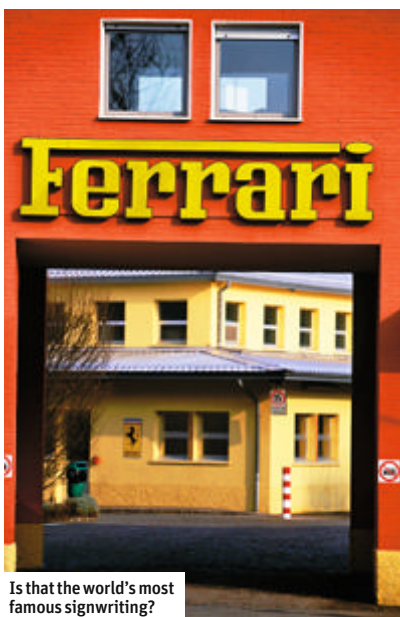
Stefano Domenicali arrive, followed by Luca di Montezemolo. All look pretty relaxed, meeting and greeting the more esteemed onlookers. Unsurprisingly given all the handshaking and hugging, things don't start quite on schedule, but then a video and booming soundtrack herald the start of the presentation.

Domenicali comes on first to say a few words, then there's another video to illustrate the incredible Ferrari history he is trying to emulate, and then it's time to reveal the F138 to the world. It may not match the fanfare of some of the 1990s F1 launches, but the way the car is 'built' by light effects projected onto the sheet covering it is a nice touch.

Chatter inevitably breaks out as people notice certain little details about the car – the lack of a stepped nose, the



Current road cars flank F138 racer



Is that the world's most famous signwriting?



Museum contains road and race gems

new colour scheme, the modified rear-end. Then Massa and Alonso join Domenicali on stage to answer questions about the car and the season ahead.

Another video, this time to mark the 10th anniversary of the death of former head of Fiat, Gianni Agnelli, heralds Montezemolo. He talks passionately about the Scuderia before the launch is brought to a close.

Di Montezemolo, Domenicali and the drivers then take their turns in the press conference, where questions can be asked – if you can get a word in! In between times, it's the usual journo thing of making sure you've got an internet connection and trying to send something useful back to base.

Sadly, there's no factory tour today and I fail to sneak off and find some old hidden gems, like a 1967 P4 sportscar or 1979 312T4, that would really provide some reminders of the history and stories this place has produced. Fortunately, that's remedied after the launch by a quick trip to the Ferrari museum a few minutes' drive away.

On arrival, you're greeted by big posters of Ferrari's F1 successes, but

– once you pay your €13 and get past the inevitable gift shop – it's GT and experimental cars you find first. That's fine by me. How often do you get to see 250 Mille Miglia, 375 Mille Miglia, 250 GT, and 250 LM together? And just around the corner is a 2011 F1 car.

One of Enzo Ferrari's great loves was engines and there's an array of recent F1 powerplants on display, though the slightly eclectic order of the museum is maintained by the presence of early 1950s F2 cars nearby.

Head upstairs, past a recreation of Enzo's office (complete with full-scale model of the man himself) and you reach the Hall of the Victories. This room includes a collection of trophies won over the past 60 years, and there's an example of each of Ferrari's title-winning machines from 1999 to 2008. They demonstrate just how many aerodynamic flick-ups and appendages the cars grew before the rule changes did away with them in 2009.

A video montage, covering the title-winning campaigns from Ascari in 1952 to Raikkonen in 2007, is a good reminder of just how long Ferrari has

figured at the top of world motorsport, but perhaps the most poignant feature is the Gilles Villeneuve tribute.

In this small room is the 308 GTS road car he broke the (one presumes unofficial!) record from Monte Carlo to Maranello: 432km in two hours 25 minutes. That's an average of 111mph...

There's also a 1981 126CK and, somewhat tenuously, the 1986 'Formula Indy' machine, with a plaque that says 'Villeneuve contributed to the development of the Ferrari turbo engine fitted in this prototype for Indianapolis'. In any case, it's nice to see it.

The backdrop to the cars is formed by more video, which includes Gilles's titanic struggle with Rene Arnoux at Dijon in 1979, along with some memorabilia. A signed champagne bottle from that Dijon event and Villeneuve's last race suit are the items that make me pause for thought.

And then it's over. Not the most extensive collection in the world, but a nice taster to complement my F1 launch debut. Heading to Italy and having lots of Ferraris burbling around your hotel seems like a good one to start with. ☼

PICS: CELOTTO, THOMPSON/GETTY

# Still trying midfield transcendentalism

But can the Indian-owned team get a new spiritual high? *GARY ANDERSON* assesses

## FORCE INDIA-MERCEDES VJM06

Force India started last season poorly because of its underdeveloped exhaust system. But as the year progressed, the team came on very well and that development has been, very logically, taken through into the new car. People talk about new cars, but all the 2013 machines are inevitably about evolving better solutions under a set of regulations that has stayed very similar. That's exactly what Force India has done.

### VANITY PANEL

The car has a vanity panel to hide the step underneath that is there because of the demands of the regulations governing the structural parts of the car.



### FRONT WING

The front wing of the launch car was the same as last year, but we'll definitely see developments here. The front wing is the area that I would say the team needs to have a good look at as a priority.





### REAR PACKAGING

The aerodynamic treatment around the back of the car – the exhausts, the Coke-bottle area, the rear suspension – all looks like a genuine step forward to me. I see no vices.

### NO PASSIVE DRS

Technical director Andrew Green said that working on a passive-DRS system has been put on the backburner because it's very difficult to make it work consistently. There are many other areas around the car that will offer a better return on aerodynamic performance, so for the immediate future the team will concentrate on them.

### EXHAUST

The exhaust system is very well-packaged beneath the bodywork, even though you can't see that clearly from the outside. The Coanda exhaust system blows onto the very-powerful rear-brake ducts and works the diffuser hard.



### REAR SUSPENSION

This is very much like the McLaren suspension, partly due to the McLaren gearbox that Force India uses. But the team also had other reasons for this approach. The bottom wishbone, trackrod and driveshaft are all integrated into one aerodynamic shape, just like Red Bull's last year. That opens up the gap from the wishbone to the floor, although it does put the loads up in the wishbone, so structurally you have to make sure that it's OK. A lot of work has gone into trying to get the suspension systems and the geometry to work well with the tyres so there's more camber change on the rear tyre. Mechanisms such as torsion bars and third springs will all have been looked into for tyre reasons.

# GROWING AS A FORCE

Force India is often overlooked as a perennial also-ran in Formula 1, but this young team is slowly and steadily rising to prominence. By *BEN ANDERSON*



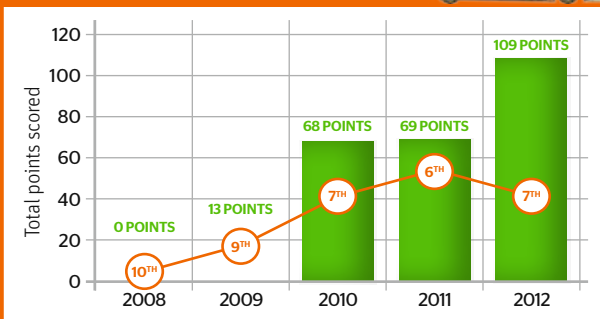
**F**ormula 1's midfield is a tough place to be. Like peasants at a feast, the teams fight over scraps without ever being big enough to eat at the top table on a regular basis.

Force India knows that place all too well, and is keenly aware of the need to climb clear and into the virtuous circle of success that comes with being in F1's elite.

With the VJM06, the team has a car that it hopes will continue the steady progress that epitomises its short life in F1 so far.

Amid the usual platitudes about 'scoring regular points' and 'hoping to challenge for podiums', it's easy to overlook how far this team has come since Indian industrialist and parliamentarian Vijay Mallya decided to buy into the ailing Spyker (formerly Midland, nee Jordan!) project in 2007.

## THE RISE OF FORCE INDIA



In the five seasons since, the rebranded Force India has grown from hopeless non-points scorer into a nifty racing outfit that, on its day, can finish in the top six or on the podium. That people are still surprised when it does is perhaps telling of the perception the watching world has of this relative minnow. But minnows can bite too

sometimes – witness Giancarlo Fisichella's pole position and near-victory in the 2009 Belgian Grand Prix, or Nico Hulkenberg's heroics in the Brazil finale last year.

"When Vijay took over we had two drivers tripping over each other for last place," recalls deputy team principal Bob Fernley. "It was an enormous task. While the core of the team was actually quite strong – inherited from Eddie [Jordan], who had done a great job with that programme – we had a lot of issues in management and Vijay couldn't resolve those in 2008.

"We spent 2008 observing what we had with the view that '09 would be the start of the Force India brand. And if you remember, in '08 it wasn't even in the colours we run today. And there was purpose behind that. Vijay didn't want any knee-jerk reactions of coming in, taking a team on and throwing everything out. We took a year to look at



Di Resta shook down VJM06 at Silverstone

it and identified where the strengths and weaknesses were, where we needed to build and what we needed to change.”

One of the most profitable of those changes was entering into a technical collaboration with McLaren-Mercedes, which provides Force India with its engine/drivetrain as well as allowing use of McLaren’s state-of-the-art simulation tools. The team owes much of its competitiveness since to the partnership.

“That was actually quite visionary because nobody had ever gone down that route before,” says Fernley. “We could never do gearboxes and hydraulics as well as McLaren, so this allowed us to focus our resources on aero and gaining performance. I’m not sure how seriously people took us at the time, but clearly that has now started to pay dividends. We’re not allowed to do anything that is not Concorde Agreement-compliant and I can assure you McLaren has a hundred million reasons to stick to that! We’ve ▶



Sutil struggles on in 2008, FI’s first season



Fisichella was pipped by Raikkonen at Spa

## FORCE INDIA HIGHLIGHT

### BELGIAN GP 2009

The prospect of Force India winning a grand prix is not quite as spectacular a long shot as it once was, so much so that it’s easy to forget just how incredible Giancarlo Fisichella’s near-win in the 2009 Belgian Grand Prix really was.

This was a team that had not scored a point all season. Aside from the farcical United States Grand Prix, since 2005 it had managed a paltry two points.

So how exactly did Fisichella claim pole position and only get pipped to victory by Kimi Raikkonen, who wouldn’t have been able to pull off the decisive pass if it hadn’t been for the intervention of the safety car?

The answer is a combination of its hugely aero-efficient car, which was good enough to qualify second in the hands of Adrian Sutil on the ultra-low-downforce-demanding Monza two weeks later, McLaren-Mercedes knowhow and a bit of Fisichella magic.

Major car updates had come online at the British Grand Prix in June and the previous weekend’s European Grand Prix, and these allowed the team to take a big step forward. Although the peaks of downforce were not particularly high, the aero efficiency of the car allowed Force India to set the VJM02 up with more wing than others, allowing Fisichella to set a competitive pace in the more downforce-reliant sector two without losing too much time in the high-speed blasts.

The key was the team’s partnership with McLaren-Mercedes. With a proven engine and no longer producing its own drivetrain, Force India upped its investment into aerodynamics, laying the foundations for a result that was a sign of its upward mobility.

A KERS-assisted Raikkonen made the pass on Fisi after the fifth-lap restart, and the Italian harried the Ferrari to the flag. But the point had been made: Force India was not content to be backmarker fodder indefinitely.

*Edl Straw*

◀ got no doubts about the integrity of our programme.

“We had a team that had been underinvested for five or six years. It was about the ability to lift off the covers, allow our team to wake up and smell the coffee, and be able to see what was going on in the frontrunning teams. It also gave us some guidance on simulator programmes and how we could improve our aero assets, so the whole thing was about lifting the team up in a very short space of time.

“It’s been a great partnership – we’ve learned an awful lot and I’m sure if you spoke to McLaren they would say they’ve learned a little bit from us too.”

Another key strength has been maintaining a strong group on the technical side, by effectively replacing key personnel. When James Key left for Sauber in 2010, former Jordan designer Andrew Green took over the helm. “Let’s call a spade a spade: Midland was a disaster!” recalls Green. “It was embarrassing for Vijay. He cleared out a lot of dead wood, recognised the good people and built it up from scratch. He had faith in the engineering side – people like me with a lot of experience who understood where things were failing.

“The infrastructure was there. The team was successful in the Jordan days, but it just fell apart. There was too much inward-looking and it wasn’t attracting people with current experience. It was stuck in a rut – and to pull it out needed someone who understood where racing was at the time. James and Mark [Smith, who left for Caterham in 2011] started a bit of it, but then it was going to stall again. The latter half of the year I turned up [’09] there were big areas that were just not working. It was double-diffuser time and it was a design that covered up a lot of the vices of the car. It was a big bandage. Everybody thought, ‘This is great, we’ve moved forward’, but when it came off again it exposed the fragility that lay underneath.

“This is the third year of taking solid foundations and building on them. When I felt we’d done a reasonable job on last year’s car, I decided it was time to introduce some more-complicated items and that’s what we’ll see this year as well – concepts that have never been on the car before and are outside the comfort zone that everyone’s been working in. They’re not groundbreaking ideas in F1 – top teams have been running these sorts of ideas for a while – but if I’d introduced them two years ago we’d have fallen flat on our face. We didn’t have the tools or experience, but now the guys have the confidence and we’re starting to get into the real cream of development.”

This cream consists of improved exhaust-blowing technology and a suspension redesign to help better look after the fragile Pirelli tyres – two areas



Hulkenberg led on merit at Interlagos

Force India struggled with last year.

“The car wants to be unstable all the time and the track of its stability becomes narrower the further up the performance scale you go,” explains Green. “You can have low-downforce cars that are very stable, add downforce and they become less stable. You can go backwards even though, in theory, you’re adding performance.

“The team knows now what path to follow, what we have to look out for, and more importantly when we’re getting close to the edge and need to pull back. It’s taken several years, but we’ve had the stability in the team to allow us to do that. We’ve got good people, clever guys. It’s the same team that designed the Midland cars and the Spyker cars – they just went in the wrong direction.

“What we’ve done is get them to think in a different way. People think it must be a whole new team because it’s gone from the back of the grid to leading the last race, but it’s not. It’s the same team, just given direction to spread its wings.”

But for all Force India’s modest success since its arrival in 2008, there’s a prevailing sense that it lacks the depth and resource to get there consistently on merit – that it is (to its credit) merely making the absolute most of what it already has, without the prospect of much more to come.

It’s a point Green concedes: “To be honest, I think our resource limitation will ultimately hold us back,” he says. “For as much as I think we’ve got a great engineering team – and they do a great job – ultimately you’re only as good as the tools you’ve got, and I think our tools are dated. We find it harder and harder to find performance because they just don’t have the resolution you need. And that becomes a big issue in times of stability [in the regulations] when the gains are getting smaller and smaller.

“It’s a challenge. We’ve designed our car to get into Q3 every time and score points in every race. We think, judging by the performance we had at the end of last year, that’s a reasonable target to have. To go beyond that, I think the occasional time we can punch above our weight and make the big boys look a bit

stupid is what we like doing. We can’t compete with the Red Bulls, the McLarens, the Ferraris [regularly] – they just have way more resources. But we can start beating Mercedes and Lotus and those sorts of teams, which have twice the budget of a team like us.

“We’ve got ambitions, but those will take a long time to realise. The shareholders accept they need to invest in the infrastructure of the team and it’s been agreed, but it will take several years before those new tools are available to us.”

Those “tools”, which include a new windtunnel, are part of a fresh five-year plan to take Force India to the next level in F1. Stories regularly surface questioning the financial state of Mallya and his team, but Fernley insists the commercial side of the squad is growing and that the owners are committed to spending what’s required to take on the big players.

“The advantage to Force India is that our shareholders have been so strong we haven’t needed third-party funding,” he explains. “Our responsibility as a team has to be finding ways to reduce their commitment or replace it, but it’s a process and the shareholders are there for the long term – if we ignore the quarterly reports that we’re going to be up for sale or bankrupted, which have been going on for the past five years!

“They are completely committed to the next step of investment. I sometimes wonder why you have these stories coming through when Force India is going from strength to strength. Our shareholders just shrug it off, but it’s not good for your international partners, or for F1.

“The next step is to move from a team of ‘podium potential’ to a team that is ‘podium merit’, but that will take several years. It’s a big programme, and we mustn’t underestimate it, but in fairness, if you’d said five years ago that Force India would be leading the last race of 2012 there are not many people who would have believed you.”



Team has yet to name di Resta’s 2013 partner



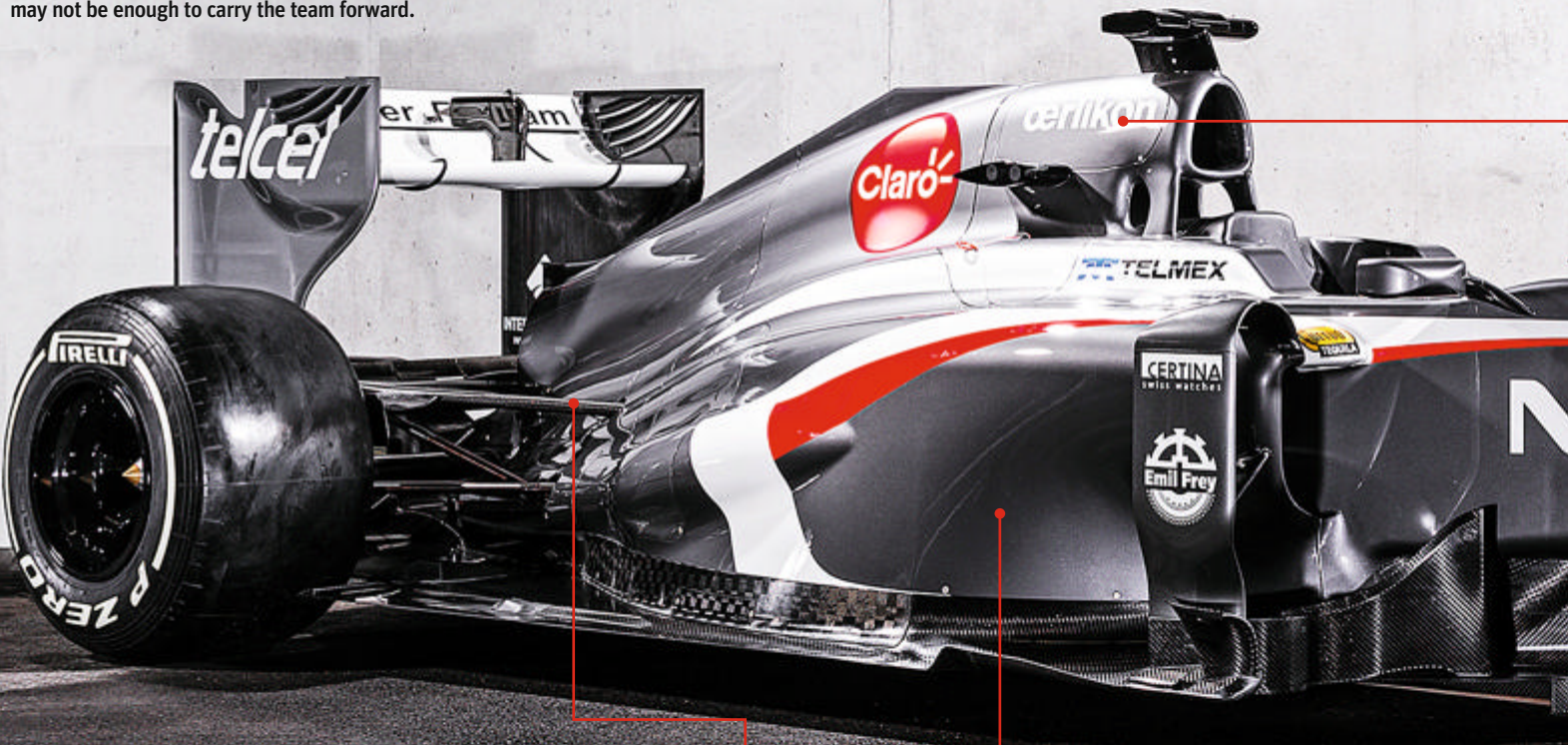
PICS: FERRARO/LAT

# Solid effort, but could mean Swiss neutrality

Sauber's new challenger doesn't look enough to make a leap forward, reckons *GARY ANDERSON*

## SAUBER-FERRARI C32

Sauber had some good runs last season, although consistency was a big problem. It's tight in the midfield and, compared to what we've seen from its rivals, there's nothing that jumps out about this car. But it looks like a solid step, even if it may not be enough to carry the team forward.



### REAR SUSPENSION

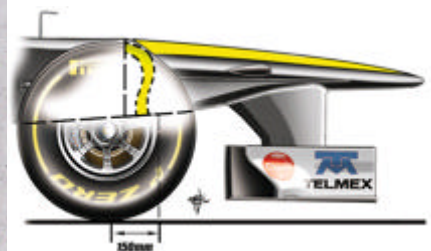
With the exhaust pipe and Coke-bottle area, Sauber has adopted a system that is closer to McLaren's as opposed to its Red Bull-style one of last year. Instead of a surface going down inside the tyre for the exhaust airflow to stay attached to, this car is trying to shoot it across to the brake duct. It's difficult to simulate that, so it's a case of seeing how it works on track. It seems that the trackrod and the driveshaft are together as one, although the lower-wishbone forward leg is independent, so the airflow-blockage reduction isn't optimised.

### SIDEPODS

The narrower sidepods are an interesting feature but I don't really understand the reasoning behind them. By reducing the cross-sectional area, you maybe end up with a little less drag and the car better in a straight line, but you'll lose out on downforce. You want to have the Coke bottle sucking air from underneath the radiator inlets and underneath the chassis, and the higher the air velocity to the leading edge of the sidepod, the more downforce the floor can produce. If you reduce the sidepod, the velocity of the airflow at the leading edge will be reduced.

## MONOCOQUE TOP SURFACE

Sauber has kept the step in the nose. I'm a believer that the airflow spilling off the top of the nose into the area around the front wheels is a bad thing, so the step is no bad feature even though it's not aesthetically pleasing. It retains the rearward-facing slot (illustrated below) as used last year.



## PASSIVE DOUBLE DRS

On the sides of the rollover bar, there is a removable panel [under the Oerlikon decal], which is possibly to allow the installation of the passive double-DRS system that the team has said it is working on.

## FRONT SUSPENSION

The pushrod front suspension is retained. Sauber has perhaps the least-angled wishbones of all the teams. This style of suspension means it rolls into a positive camber under maximum load, meaning you have to run more static camber. But there is a limit on that because the inside shoulder of the tyre can overheat. The trackrod is also in line with the top wishbone, which means less blockage.

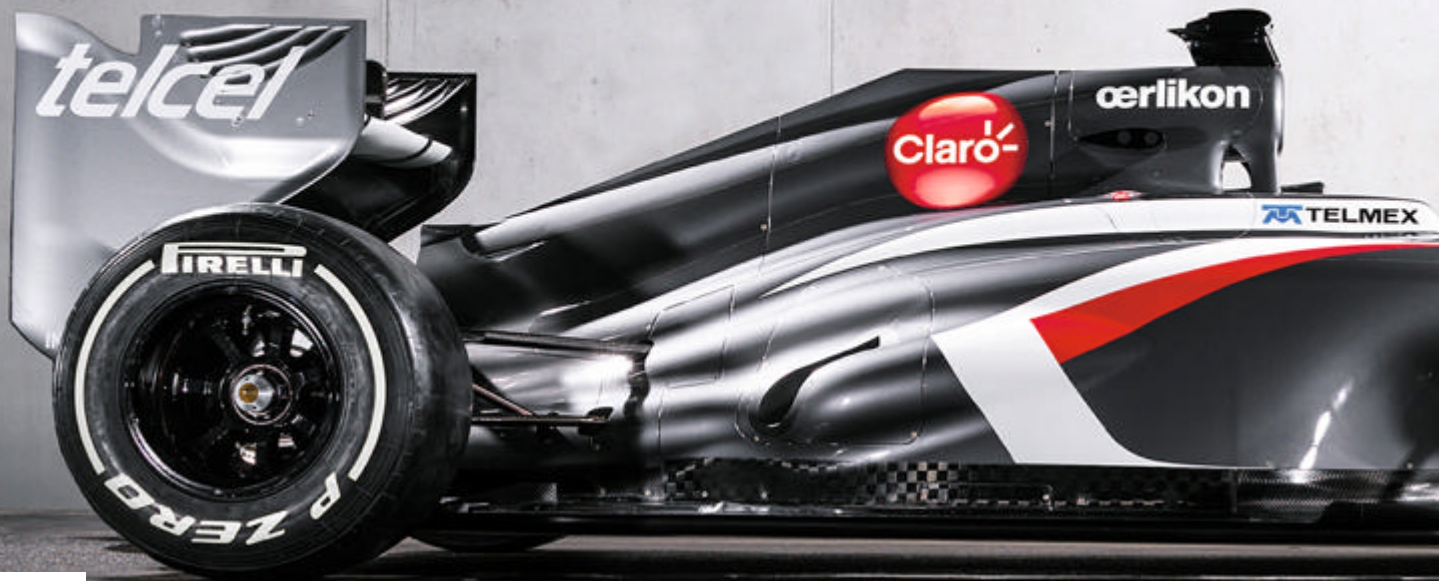
## FRONTWING ENDPLATES

Sauber is one of the few teams that opts for a large floorplate, which shortens the span of the front wing. There's always a compromise there; it depends where you prioritise the production of downforce. Between the wing and the front tyre is another one-piece 'shield'. The big problem is that there's a lot of airflow blockage in the part of the wing in front of the tyre, so its profile has to be very aggressive to get downforce. But in a medium-speed corner with reasonable steering lock, it can stall. That's why you use slot gaps to keep the wing consistent.

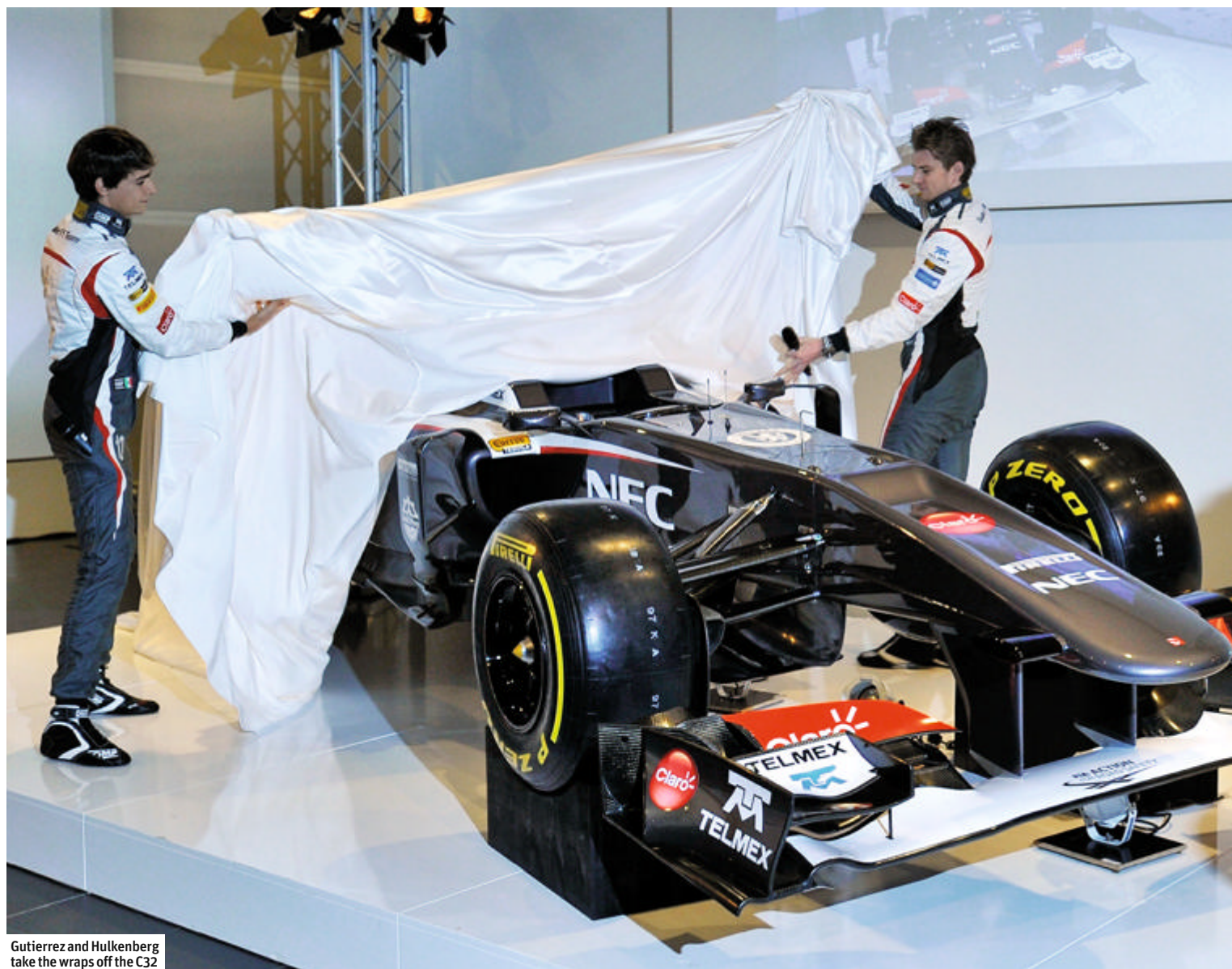


# LAUNCH SPECIAL

Sauber



New Sauber sports new graphite colour scheme



Gutierrez and Hulkenberg take the wraps off the C32

PICS: CUNNINGHAM/GETTY



# Sauber's big chance

Rules stability, a fine 2012 showing and the addition of Nico Hulkenberg mean Sauber and its C32 should be in a strong position this season. By *ANDREW VAN LEEUWEN*

**W**ithin minutes of the Sauber-Ferrari C32 being launched in Hinwil last Saturday, the team was back to work.

By the time the media had returned to the makeshift press room set up under the team's windtunnel, the massive machine had already been kicked back into life. It might have been Saturday, and the car only just revealed to the world, but it was no time to rest.

It's no great surprise that the Swiss team is working so hard. While the C32 has been launched, the job is far from over. Now it's into testing. In six weeks' time, the first race will be here. Between now and then, the car will go through its first cycle of development, and with such big changes coming in 2014 it's important that the car is on the money sooner rather than later.

This is an important season for Sauber. The team has a lot to do if it wants to better the sixth place it secured last season, a feat that will require beating one of the 'big' teams. But expectations are high in Hinwil, and so they should be. This is, after all, Sauber's 'big chance'.

## HULK LEADING THE CHARGE

That Nico Hulkenberg is supremely quick is a given, and if he gels with the C32 then it could well be a match made in heaven.

The key to the relationship is that both parties will want, and need, to make it work. For the team, a driver like Hulkenberg could bring some much-needed consistency. For Hulkenberg, he'll be desperate to make sure his move from Force India to Sauber is a forward one, not a sidestep.

"The driver is obviously a key part," says the C32's chief designer Matt Morris. "If you look at some of our performances last year, you could argue that we were let down by the drivers a few times, and for sure we also let the drivers down at times.

"To have a consistent driver in the car, who also gives you good feedback, is great. I worked with Nico at Williams before, and in the last few months he's spent a lot of time at the factory, with the engineers, trying to get to know the car before he even sits in it, and trying to tell them what he wants. That's a huge step forward and I'm sure the car performance – and the team performance – will benefit from that."

What Hulkenberg will have to do is learn how to be a team leader. His team-mate, GP2 graduate Esteban Gutierrez, is a genuine rookie, which means it will be up to Hulkenberg to steer the development of the car while the young Mexican works his way into life as a Formula 1 driver.

Modern testing restrictions make life hard for a rookie, and making life

even harder for Gutierrez is that Sauber doesn't have a simulator. There are other challenges as well, such as the inevitable comparisons with Sergio Perez, and the fact that Hulkenberg may well be a lot further up the grid than Gutierrez, a situation no racing driver likes to be faced with. But Gutierrez seems well-briefed on his expectations for the coming season.

"It's very important to consider that yes, this is going to be my first season in F1," says the ex-Formula BMW and GP3 champion. "My main goal for the beginning of the season is to learn, to adapt.

"I will look to be consistent and take all the opportunities to get good results, but I have to be realistic. I need to have a combination of an aggressive approach and a calm approach, so I can focus on the most important things.

"It's really quite a challenge to get up to speed. Before, they used to test with two cars, so you could get more seat time before the start of the season. This year it will only be six days [of running] before the first race weekend.

"One positive thing is that I've tested three different cars from Sauber since the end of 2009, so I've had the chance to feel the progress the team has made. That gives me some knowledge of the basics. Rather than being concerned [about not having a simulator], I'm focused on adapting ▶





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Team boss Kaltenborn with her two drivers

◀ and working with what I have.”

While 21-year-old Gutierrez will be allowed some time to settle into F1, Hulkenberg won't have the same luxury when it comes to establishing himself within his new team. He'll need to be on the pace straight away, a challenge he's both aware of and very much up to, after seeing how good the C31 was last season.

“When you get overtaken by a Sauber and then it pulls away from you, the strengths are pretty obvious,” Hulkenberg says.

“We want to build on the good base that the team had last year. The team scored four podiums, was sixth in the constructors' championship, and you don't want to get worse. But we don't know where we are in relation to the competition, so it's a bit early to name numbers – we just have to focus on our own car.”

#### EVOLUTION OR REVOLUTION? (ERM, SOMEWHERE BETWEEN ACTUALLY)

Belying the somewhat radical look of the C32, it's not totally dissimilar to the C31 of last season.

Key areas such as the front wing, front suspension and exhaust set-up have all essentially been carried over from 2012, while changes have come in the form of an all-new brake package, a much lighter chassis and, of course, those unbelievably narrow sidepods. There's a bit more to come too, such as a passive DRS system that the team will work on during winter testing.

According to Morris, the design philosophy has centred on taking the things that worked on the C31 and improving the things that didn't. In other words, the car is not simply an evolution, but not quite a revolution either.

“We had a competitive car last year, but every year people develop theirs, and even to stay in the same position you've got to push,” he says.

“That's particularly the case when

the regulations don't change – it becomes increasingly difficult. What we've produced this year is, yeah, in some ways very different from last year.”

The big talking point is obviously the sidepods. Inspired by Perez's shunt in Monaco in 2011, the team challenged itself to make all the necessary components fit into a much narrower area. If it works, the car will be more efficient when it comes to feeding air to the rear end. But there's a risk: cooling problems are generally race-ending problems. It's a radical approach, but one that Morris has a lot of faith in.

“It's all based around aero,” he says. “The sidepods are an area that affects the airflow to the rear of the car, so by changing them we've improved the air around the rear of the car, and that obviously brings you downforce.”

“Trying to fit everything into such a small place was a huge challenge. With cooling, you've got to be very careful, because if you have a car that doesn't cool you're not going racing. So it's been a big challenge to fit the coolers, and ensure that they get sufficient airflow.”

“We feel like we've uncovered something that maybe other people haven't thought about before.”

One area that the team needs to focus on is consistency, particularly in qualifying. There were times last year when the C31 looked like a jet. At others, it more closely resembled a Cessna 152. Even more baffling was that these polar opposites often occurred in quick succession. For example, Kamui Kobayashi qualified fourth (and started in third) in China, and 12th at the following race in Bahrain. In Hungary, Perez and Kobayashi were 14th and 15th on the grid respectively, but at the next ▶



Hulkenberg: a step forward or sideways?

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◀ race in Belgium they both lined up in the top four. A week later at Monza, Perez failed to make Q3 – then finished second in the race.

It's something not lost on those at Sauber, and Morris is happy to admit it was a source of frustration last year, and a genuine focus for the team over the winter break.

"If you look at our qualifying performances, and also our general weekend performances, we were very inconsistent," he says. "It's something we've spent a lot of time trying to understand, and hopefully we've built components that will help into the car, both aerodynamically and systems-wise. We're confident [we have achieved that]."

"If you try and gain that last two per cent on an absolute number, you can develop a very peaky car. When you get it in its sweet spot it's very fast, but if you're slightly off that it can be very difficult. If you look at our car last year, maybe we suffered from that. At some races we were very competitive, and at some we were at the back of the grid."

"That's something we've tried to address with this year's car – maybe knock the top-line performance off, but try and make the car suited for more circuits."

#### IT'S NOW OR NEVER

In 2014, F1 will begin a whole new cycle of regulations. That's often a tough situation for a customer team to deal with and, particularly with engine-based rule changes, hands the manufacturer teams the opportunity to pull clear of the privateers.

With that in mind, there's a sense of now or never for Sauber. With a top driver in Hulkenberg and a promising car in the C32, the team sees this as a big opportunity to bank some good results before things get a lot tougher in 2014.

Not that it won't be tough in 2013 as well. Stagnant regulations bring their own challenges, a key factor in

Sauber's decision to go for broke with the new sidepods.

"They are very different challenges," says Morris. "Within a stable set of rules, you have to come up with innovative designs. For 2014 it's a different challenge, thinking about what is important and what needs to take priority."

There's also a sense that the C32 needs to be on, or at least close to, the money right away. When the new season gets underway, attention will need to quickly turn to developing the V6-powered car for next season. In other words, there simply won't be time for a team the size of Sauber to be chasing its tail with development on what will very quickly become outdated technology.

"When there is such a massive rule change, it's an opportunity to do a really good job or a really bad job," adds Morris.

"And it's also difficult because you have to decide straight away when to stop the development on the 2013 car and start development on the '14 car. We, like most teams, have started already on 2014, so it's important to get this car right early on. We have a car now that we can develop over winter testing, and then we can put our efforts into next year."

"It's always a balance, as to when you stop developing this year's car and start developing next year's car, but we've got a plan where we phase out this year's. It will depend on where we are after the first race or two whether we change that, but we have a plan that we believe will put us in a good place."

While the regulations complicate things, season 2013 is actually pretty straightforward for Sauber. If it can in any way improve on what it achieved last season, whether it be a pole, a couple of extra podiums or even a win, then the year will be classed as a success. If the team slips backwards, it will be a disappointment.

It's that simple. ☼



Gutierrez has Sauber mileage, here in 2010

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## INTERNATIONAL RACES & RESULTS

### Toyota Racing Series

#### Series

Hampton Downs (NZ)  
Rd 4/5

### QUICK RESULTS

- Race 1 Mitch Evans
- Race 2 Nick Cassidy
- Race 3 Evans
- Points leader Cassidy

### RACE RATING

★★★★☆

Lots of action, but too many crashes as Evans shows his class

## REPORT WORLD OF SPORT



Evans leads Lynn on way to NZ Motor Cup

TOYOTA RACING SERIES HAMPTON DOWNS (NZ), FEBRUARY 2-3, ROUND 4/5

# GP2 recruit Evans cleans up on TRS return

**GP3 CHAMPION MITCH EVANS** reminded his home fans of his talent as took a double victory on his return to the Toyota Racing Series at Hampton Downs, and secured the prestigious New Zealand Motor Cup.

Evans, who is stepping up to GP2 with Arden International this year, entered the meeting on a one-off basis to help him maintain race fitness. He lived up to his pre-event billing by top-scoring at the undulating venue in his Giles Motorsport entry.

Fellow Kiwi Nick Cassidy, the reigning TRS champion, won the reversed-grid second race and increased his advantage at the head of the championship over Lucas Auer to 32 points with 225 on offer at the Manfeild finale this weekend.

Evans's race-one victory came after he resisted constant pressure from M2 Competition-run Alex Lynn, the British driver trying to improve his own title ambitions.

"It was a tricky race as Lynn pushed me all the way,"



Series leader Cassidy also won

Evans said. "The track had debris off-line so there was no room for error."

Pipo Derani started eighth but shot through to fifth and later passed Giles Motorsport team-mate Auer and M2 driver Cassidy to finish third.

Cassidy was on pole for the reversed-grid race and thereafter pulled away to a four-second win over Derani.

"We showed the pace we've probably had all year, but qualifying has not helped us," Cassidy said. "I've had the fastest lap in more than half the races."

Evans started fourth, passed Lynn at a restart, and later seemed to crucially allow Austrian Auer – his team-mate, who is fighting for the championship – to overtake.

Evans was back on pole for the feature race and stayed in front through another round of crashes that required two starts and two safety car periods. Bruno Bonifacio was again eliminated on lap one and Auer also got involved, needing to take the second start from the pits.

"With Lynn it was pretty

similar to race one," Evans said. "I was challenged a couple of times and once I got sideways in Turn 1 – that was a pretty big moment."

"A few parts of the track were breaking up and it was very slippery off line."

Lynn admitted the track conditions and constant restarts had frustrated him but said: "In the end, the best driver won today. Mitch did a great job"

Cassidy's third place made him second for the round ahead of Lynn, who is also third in the championship, 52 points adrift.

Auer brilliantly made his way up to fourth while Thai Tanart Sathienthirakul and Singaporean Andrew Tang were the unlikely men to complete the top six.

Brit Jann Mardenborough, still a novice in single-seaters, starred in race one after a hit from Bonifacio caused a red flag. The repairs necessary to his ETEC Motorsport car forced him to start from the pitlane, but he battled through to finish a superb sixth and added an identical result the following morning in the reversed-grid race.

● Bernard Carpinter

### RESULTS

**Race 1 Mitch Evans**, 15 laps in 28m22.922s; 2 Alex Lynn, +0.590s; 3 Pipo Derani; 4 Nick Cassidy; 5 Lucas Auer; 6 Jann Mardenborough.

**Race 2 Cassidy**, 15 laps in 17m21.821s; 2 Derani, +4.012s; 3 Auer; 4 Evans; 5 Lynn; 6 Mardenborough. **Race 3 Evans**, 20 laps in 28m17.635s; 2 Lynn, +0.635s; 3 Cassidy; 4 Auer; 5 Tanart Sathienthirakul; 6 Andrew Tang.

**Points** 1 Cassidy, 706; 2 Auer, 674; 3 Lynn, 654; 4 Steijn Schothorst, 565; 5 Felix Serralles, 541; 6 Derani, 498.



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- Wed 26th June Stock Car Summer Series (6pm)
- 29th/30th June Motorrad Central Bike Road & Track Weekend
- Sun 7th July Jap Fest & Hot Hatch Car Trackday
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- Wed 24th July Stock Car Summer Series (6pm)
- 27th/28th July Knockhill Motor Sports Club Car Racing
- 3rd/4th Aug Scottish Championship Bike Racing (KMSC)
- Sun 11th Aug Scottish Championship Car Racing (SMRC)
- Sun 18th Aug Performance French Car Show & Hot Hatch
- 24th/25th Aug Dunlop MSA British Touring Car Championship
- Sun 1st Sept Hot Hatch Spectacular Challenge Event
- Sun 8th Sept British Stock Car Championship - Double Header
- Sun 15th Sept Scottish Championship Car Racing (SMRC)
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- 28th/29th Sept Scottish Championship Bike Racing (KMSC)
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## INTERNATIONAL RACES & RESULTS

### ERC

Rally Liepaja-Ventspils (LV), Rd 2/13

### QUICK RESULTS

- Winners **Ketomaa/Lindstrom**
- Prod Cup **Svedas/Sakalauskas**
- 2WD Cup **Immonen/Lukka**

### RACE RATING

★★★★☆

Breen excels, but can't beat Ketomaa in two-horse race

**REPORTS**  
WORLD OF SPORT



Ketomaa won on DMACK tyres

EUROPEAN RALLY CHAMPIONSHIP LIEPAJA-VENTSPILS RALLY (LV), FEBRUARY 1-3, ROUND 2/13

# Ketomaa defeats Breen in the snow

## JARI KETOMAA AND CRAIG

Breen both talked down their chances of victory when they arrived in Latvia last week for round two of the revamped European Rally Championship.

Breen reasoned that there were too many unknowns to mount a challenge in his Sainteloc Racing Peugeot, while Ketomaa knew that crashing his Ford Fiesta would result in him pulling his entry for this weekend's Rally Sweden, by which time it will have been converted from Regional Rally Car to World Rally Car spec.

Ketomaa also argued that his six-month absence from competition would make him far too rusty to take on Breen, the man most likely to stand in his way of victory on the all-new Liepaja-Ventspils Rally.

By the second morning,



Breen led after opening day

and with the event beginning its trek north to Ventspils up the Baltic coast from Liepaja, Irishman Breen had won five stages in succession. But he would be denied the ultimate 23rd birthday present when Ketomaa nosed in front.

The Finn admitted to struggling for confidence on Friday's trio of night stages. Not only was he adapting to new co-driver Kaj Lindstrom's pace-note

delivery, he also wasn't entirely at ease with the handling of his car. But set-up changes and the extra grunt of his car on the high-speed sixth stage (Breen's 207 gave away 20mph to the Fiesta) allowed Ketomaa to inch into a lead he would never relinquish.

With Ketomaa in the clear, the focus turned to the scrap for third between Francois Delecour and

Alexey Lukyanuk. The Russian, in a Group N Mitsubishi, posted several quick times, benefiting from the Lancer's top-end pace to catch and pass Delecour. He completed day two 14s in front of the Frenchman only to drop back on Sunday and then crash in his attempts to retaliate.

● Graham Lister

### RESULTS

**1 Jari Ketomaa/Kaj Lindstrom (Ford Fiesta RRC)**, 2h08m15.7s; **2 Craig Breen/David Moynihan (Peugeot 207 S2000)** +31.0s; **3 Francois Delecour/Dominique Savignoni (Peugeot)**; **4 Jan Cerny/Pavel Kohout (Skoda Fabia S2000)**; **5 Raimonds Kisiels/Arnis Ronis (Mini RRC)**; **6 Vytautas Svedas/Zilvinas Sakalauskas (Mitsubishi Lancer Evo X)**. **Points** 1 Ketomaa, 39; 2 Jan Kopecky, 38; 3 Delecour, 32; 4 Bryan Bouffier, 31; 5 Breen, 30; 6 Raimund Baumschlager, 23.

## IN BRIEF

### ANDROS TROPHY

Fourth place at the Clermont/Superbesse finale gave Sainteloc Mini driver Jean-Philippe Dayraut his fourth Andros crown in five years. Jean-Baptiste Dubourg won in his Renault Clio ahead of Benjamin Riviere (Citroen) and Bertrand Balas (Mini). Riviere secured second in the points.

### FORMULA MIDDLE EAST

Formula 3 racer Emil Bernstorff kicked off the all-new series for old Formula BMWs with four poles and four wins on Sakhir's short Oasis circuit. Malaysian Nabil Jeffri (the JK Asia runner-up) chased the Anglo-Dane in all four races, with Bahraini Raed Raffii completing the podium.



Bernstorff won all four at Sakhir

**OUT**



OAK is entering LMP2 only for '13

**OUT**



JRM won't bring its HPD back

**SINGLE CAR ONLY**



Rebellion is running its other car in ALMS

WEC

# ACO wants more P1 privateers

Le Mans organiser insists the decline in non-works 'big' prototypes can be halted. By GARY WATKINS

The downward trend in privateer LMP1 entries for the Le Mans 24 Hours can be reversed, according to race organiser the Automobile Club de l'Ouest.

ACO sporting manager Vincent Beaumesnil believes that there will be an upturn in entries for 2014 when the new LMP1 rulebook comes into force. His comments follow the confirmation that there will be only three privateers (two Rebellion Lola-Toyotas and one Strakka HPD)

on the grid for this year's event and only two full-time entrants (one each from Rebellion and Strakka) for the World Endurance Championship.

Those figures compare with the seven privateer P1s at Le Mans last year and the six that started the WEC season. A total of 15 privately-entered P1s took the start at Le Mans in 2008.

Beaumesnil said that a "reasonable expectation" for next season was 14 or 15 P1s. That could mean seven or eight privateers, depending on how

many entries the Audi, Toyota and Porsche factories field.

"The number of LMP1 entries we have is no surprise, but nor do we think it's satisfactory," Beaumesnil told AUTOSPORT. "A priority for next year is to have more P1s.

"Many people are showing interest in the new rules and at some point they had to make a decision to put their resources and energy into their 2014 cars. We know of several ongoing projects, and not all involve teams on the grid at the moment."

The French OAK Racing squad, which fielded one of its own chassis with Judd and then HPD power last year, falls into this category. It has decided to concentrate its resources on developing an all-new P1 – its first ground-up design – to the new rules.

OAK is not the only constructor planning a P1 chassis aimed at customers. Honda Performance Development and its design partner Wirth Research are known to be

working on a design incorporating energy-retrieval systems.

The ACO and the FIA, which jointly write the Le Mans regulations, are trying to encourage privateer P1 entrants with a sub-class within the new rules, which controls performance by limits on energy consumption. Non-hybrid cars run by privateers will be given a larger energy allocation per lap under the rules.

"Our 2014 rules show we support privateers and the manufacturers agree with that," said Beaumesnil. "We want to give them a chance."

Beaumesnil said that the ACO would examine the possibility of rules mandating manufacturers to supply customer cars in the future.

"We want to encourage manufacturers to supply customer cars and we could look at rules that enforce that," he said. "But we have to bear in mind that the cost of operating a manufacturer car is very high."

Just two of the 15 privateer LMP1s at Le Mans in '08



WORLDWAGS.NET

MEC

# Senna joins Aston Martin for WEC

## EX-WILLIAMS FORMULA 1

driver Bruno Senna will race for Aston Martin Racing in this year's World Endurance Championship.

The 29-year-old Brazilian has signed to drive one of two GTE Pro class Vantage GTEs with fellow AMR newcomer Frederic Makowiecki in the full WEC. They will be joined by Briton Rob Bell for the Le Mans 24 Hours and the Spa 6 Hours.

AMR boss John Gaw said: "This year was always about stepping up the programme and going for the title.

"We started with a list of 100 drivers who we might want in the cars. Then we whittled it down to the drivers we really wanted and contacted their managers. Bruno was impressed by our aspirations and wanted to be part of it. He knows that with Fred, he will be in a very competitive car."

Gaw explained that Senna, whose previous sportscar experience stretches to three Le Mans Series races and the Le Mans 24 Hours in an ORECA-AIM 01 in 2009, will take part in a 10,000-mile test programme and get an outing

at the Sebring 12 Hours ahead of the WEC opener at Silverstone in April.

Long-time AMR drivers Darren Turner and Stefan Mucke will again team up in the other 2013-spec Pro car, which AMR is billing as 30 per cent new. They will share with Peter Dumbreck at Le Mans and Spa.

One GTE Am machine will be driven by Danes Allan Simonsen, Christoffer Nygaard and Kristian Poulsen, while Britons Stuart Hall and Jamie Campbell-Walter will share the other with Roald Goethe.



Aston unveiled revised Vantage this week

## AUTOSPORT SAYS...

GARY WATKINS  
SPECIAL  
CONTRIBUTOR

@gazzasportscars



Comparing eras in any sport is a dangerous game, even when you're just adding up numbers. But when I think back to my first Le Mans 24 Hours, there were 40 cars gunning for overall victory, while even in 1999 – the start of the modern era in my mind – there were 28. This year there are just eight cars entered in the top division.

That figure for LMP1 entries, a total that's split five-three between factory and privateer cars, frightens me. The reason is that it's part of a downward trend that seems to point towards the gradual disappearance of the independent team competing at the highest level of sportscar racing.

The Automobile Club de l'Ouest insists that reversing this trend is one of its top priorities, but it's got a job on its hands. The 2014 rulebook, even with a non-hybrid route in for privateers, is inevitably going to create a category that is a playground for manufacturers. They won't allow their ultra-expensive technological masterpieces to be beaten by low-tech privateer machines, so why would an independent bother?

There is an answer, and that's to force the manufacturers to sell cars. Some suggest that it may not be workable, but I seem to remember Porsche's decision to build customer 956s did wonders for Group C in the early 1980s.

Porsche sold plenty of 956s



MEC

# Customer Viper plan

## CHRYSLER HAS ASPIRATIONS

to produce customer versions of its SRT Viper GTS-R.

SRT director Beth Paretta, who is in charge of motorsport for the brand, has admitted that there are plans to replicate the customer achievements of the first-generation Viper GTS-R. Privately-run Vipers most notably notched up success in the FIA GT Championship with Larbre Competition.

"We would like to try to repeat the success of the original programme in that respect, because it was a model that worked," said Paretta. "It would increase the programme's reach, and it would be nice to see Vipers in the World Endurance Championship and Europe."

Paretta set no timescale for the first sales of the Riley Technologies-developed Vipers.



Viper has raced in ALMS

Imperatori is nominated for KCMG



MEC

# KCMG plans all-China trio

**THE SQUAD ON COURSE TO become the first Chinese team to compete at the Le Mans 24 Hours has aspirations to run an all-Chinese driver line-up in the future.**

The KC Motorgroup – KCMG – team, which has contested a variety of Asian series including Formula Nippon in Japan, has purchased a Morgan-Nissan LMP2 for an attack on the Asian Le Mans Series and Le Mans this year. It hopes to have one Chinese driver this year and then aims to have three in 2015 or '16.

Team boss Paul Ip said: "We eventually want to have three

Chinese drivers, but next year is probably too soon. Maybe we could have three Asian drivers in 2014, which would be much simpler."

KCMG has nominated Porsche Carrera Cup Asia champion Alexandre Imperatori to drive its Morgan-Nissan. Jim Ka To, who won the 2008 Formula Renault Asia title, will be assessed for a drive.

The team is planning to give its Morgan a race debut at the Silverstone round of the World Endurance Championship in April. It is likely to use a second car in the opening rounds of the Asian series.

## REMEMBER WHEN...

JULY 15 1984



...Senna's uncle raced in world sportscars? Ayrton was still an F1 rookie at the time, and his participation in the Nurburgring 1000km was to gain track knowledge ahead of that year's European GP.

SUPERSTARS

## PORSCHE IS BACK

The Porsche Panamera will return to the International Superstars Series this year. Italian GT squad Petri Corse will run a pair of the German machines.



INDYCAR

# IndyCar's reversed-grid plan

Series considering inverting grids at double-header street races in 2014. By MARK GLENDEENING

IndyCar could introduce reversed grids for its double-header race weekends in 2014.

The series will run double-headers at Detroit, Toronto and Houston this year, with grids for second races based on times set in a 30-minute practice session. IndyCar race director Beaux Barfield told AUTOSPORT that he'd opted for a conservative approach in the concept's first season, but that reversed grids are an option for next year.

"For the sake of what we'll try to achieve with the double-headers, I want to do something to set the two races apart, to give them the potential to look different without being arbitrary in doing so," he said. "One item that I had in mind is a kind of inversion of the field on



Toronto grid one of those that could be reversed

day two. This year we decided to be more conservative, and go with the open qualifying session. That's one big thing that I wanted to be more aggressive on, but I appreciate that being that aggressive at this stage maybe might not have been the right thing to do."

Barfield said that his preference would be for a full-grid reversal based upon championship

positions to minimise the risk of artificially affecting a title fight.

"Inverting the field based on points would leave you racing with the people that you 'should' be racing near, or at least that you are contending with in a championship scenario," he said.

No decision on 2014 formats will be made until an evaluation of the current system is performed.

### EXPERT VIEW

MARK GLENDEENING  
SPECIAL CONTRIBUTOR

I've never been a huge fan of reversed grids in any series, never mind a long-established, top-level one. Purists will point to the gimmickry – and it is a gimmick, even if you do reverse the whole field. It also rewards mediocrity, which makes it a unique concept in professional sport. Plus it devalues qualifying as an element of driver skill. Distilling all into one perfect lap has been a form of artistry for decades. What's the point of having the 'world's best, most versatile drivers', as IndyCar claims, if you limit the use of such a skill?

West-Tec ran Orlandi at Rockingham in 2011



BRITISH F3

## West-Tec to make British F3 return

EUROPEAN F3 OPEN SQUAD TEAM WEST-Tec will return to the British F3 International Series to contest the National Class.

The British outfit, which last appeared in its home series in 2011 with Luca Orlandi at Rockingham, plans to field up to four of its Toyota-powered Dallaras in the four rounds of the slimmed-down championship.

West-Tec has already brought New

Zealander Chris Vlok on board for British F3, and is hoping that some of its F3 Open drivers will bolster their programmes.

The team already has six drivers on board for the F3 Open: Britons Cameron Twynham, Sean Walkinshaw and Ed Jones, South African Liam Venter, Canadian Nelson Mason and Italian Orlandi.

Team principal John Miller said: "I've

offered British F3 to all our existing drivers and am waiting for feedback.

"We'd like to support British F3. I'm a fan of it but maybe it was time for a rebirth. The chance to compete in a top F3 series is always good for drivers' CVs."

Vlok, 20, added: "I know the team are strong from an outing with them last year. The British F3 calendar is perfect for me."

**V8 SUPERCARS**

# Engel seals Australian Mercedes deal

**FORMER MERCEDES DTM DRIVER MARO**

Engel will make a full-time switch to V8 Supercars this year with Erebus Racing.

The 27-year-old German will race one of its trio of Mercedes E63 AMGs alongside Tim Slade and Lee Holdsworth, starting at Adelaide at the end of the month, having convinced the team of his speed during a race-winning performance in Australian GTs at Phillip Island last year, and a subsequent test in an old-spec Ford Falcon V8 Supercar at Queensland Raceway.

"This is a very ambitious project, but it's one I believe in and am very excited to be a part of," Engel told AUTOSPORT.

"I'm not underestimating the task, because I know it's going to be bloody hard work against guys like Jamie Whincup and Craig Lowndes, who are legends in this series and have won lots of championships."

Engel, who made only a handful of race appearances last year in GT Mercedes, is expected to drive the E63 for the first time at the official pre-season test at Eastern Creek on February 16. The Mercedes Car of The Future only had its shakedown test in late January, leaving it behind rivals Holden, Ford and Nissan in the development stakes.

"The learning curve will be especially

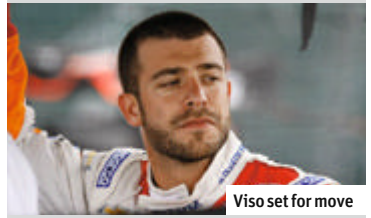


Engel (r) with Erebus CEO Ryan Maddison

steep because not only do I need to learn the car and the circuits, the Mercedes is a couple of months behind the rest in development," added Engel, whose role as an AMG ambassador has ceased. "So I think we have to be realistic about this first year."

Erebus moves into V8 Supercars having purchased iconic squad Stone Brothers Racing earlier this year. Team owner Betty Klimenko has kept Ryan Maddison as CEO while SBR co-founder Ross Stone will work with the team in an advisory role.

**IN BRIEF**



Viso set for move

**VISO TO GET ANDRETTI SEAT**

EJ Viso is set to drive Andretti Autosport's fourth IndyCar entry this year. The car allocated to the Venezuelan, who has spent the past three seasons at KV Racing, will be engineered by veteran Michael Cannon.

**BULLER JOINS T-SPORT**

Formula 3 frontrunner Will Buller will lead T-Sport's assault on this year's European championship and will be joined by Spike Goddard at the Nissan-powered squad. Dennis van de Laar has confirmed his seat with Van Amersfoort Racing.

**HARD MAN FULLER JOINS BTCC**

Howard Fuller will race a Team HARD Volkswagen Passat in the British Touring Car Championship this year. The VW Cup graduate will share drives in the car with American Robb Holland.

**GLOCK TO RACE FOR EMTEK**

DTM rookies Timo Glock and Marco Wittmann will race for BMW's new MTEK squad. Andy Priaulx has moved from RBM to RMG with Joey Hand going the other way.

**BLANCPAIN MOVE FOR JRM**

JRM Racing will field two Nissan GT-R NISMO GT3s in the Blancpain Endurance Series after canning its LMP1 project. The British team wants to promote the GT3 car it has jointly developed with NISMO.

**DUVAL'S AUDI PROMOTION**

Loic Duval will take the retired Dindo Capello's spot alongside Allan McNish and Tom Kristensen in Audi's 2013 World Endurance Championship line-up. Newcomer Lucas di Grassi will contest the Spa and Le Mans races in a third R18 e-tron quattro with Oliver Jarvis and Marc Gene.

**MASERATI BACK IN GT3**

Maserati will re-enter GT3 later this year with the GranTurismo Mc GT3 developed by Swiss Team, which runs its Quattroporte in Superstars. Deliveries of customer cars are expected in the summer depending on the successful homologation of the car.



New Maserati has run

# Jack Cunningham: 1952-2013

**JACK CUNNINGHAM, WHO** died suddenly at the age of 60 last week, had a short but successful involvement in motorsport.

A former airline pilot turned aviation broker, he invested in long-time sportscar entrant Hugh Chamberlain's Chrysler

Viper team in 1999. The partnership subsequently landed the deal to run the Lola-developed factory MG EX257 LMP675 prototypes at the Le Mans 24 Hours in both 2001 and '02.

Cunningham then went on to set up the Malaysian A1GP team with ex-F1

driver Alex Yoong, the team winning five races over the four-season life of the self-styled World Cup of Motorsport with Yoong and Fairuz Fauzy driving.

Cunningham's outfit also ran the Indonesian A1GP car during the 2006/07 season.



Cunningham (r) ran A1 Team Malaysia

**DTM**

# Juncadella set for Merc seat

**F3 EURO SERIES CHAMPION DANIEL** Juncadella is expected to race in the DTM with Mercedes this year.

The 21-year-old Spaniard, who also won the European title and the Masters of F3 last year to add to his Macau crown of 2011, has made the switch after initially testing extensively for GP2 squad Rapax earlier in the winter.

Neither Juncadella, nor Mercedes, were available for comment as AUTOSPORT closed for press.

Juncadella tested an HWA-run C-coupe at Valencia last month and joins Gary Paffett, Robert Wickens, Roberto Merhi



He'll be doing a lot more signing now

and Christian Vietoris in the line-up. The sixth and final seat is likely to be occupied by either Ralf Schumacher or Robert Kubica.

● Audi confirmed this week that another Spaniard, Miguel Molina, has been brought back into its 2013 line-up,

despite announcing last December that he had left the fold. Head of Audi Sport Wolfgang Ullrich said that having an experienced driver in the team would be crucial following the series' decision to scrap Friday practice sessions for the coming season.

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Loeb 'inherited' victory in 2004

WRC

# Loeb: Sweden 'special'

Nine-time WRC champ wants 'proper' snow victory this week. By DAVID EVANS

**S**ébastien Loeb is intent on signing off his Rally Sweden career with what he would label his first 'real' win on the World Rally Championship's only true snow event.

The Frenchman won the event in 2004, driving a Citroën Xsara WRC, but only after Ford rival Markko Martin retired from a comfortable lead. Loeb feels the Karlstad-based event still has the edge over him and he intends to change that this weekend.

Loeb said: "I remember how surprised [Citroën team principal] Yves Matton was when I included this rally in my programme. It is undoubtedly not one of the rallies where I have enjoyed the most success in recent years, but that's exactly why I'm keen to compete

here. To be honest, our win here in 2004 wasn't a particularly great race. We won mainly because the other guys ran into problems. Since then I have been trying to master these stages. So, I am here one final time to try to go out in style!"

Rally Sweden is one of only four rallies tackled by Loeb this season and his desire to win marks him out as a dangerous competitor. Volkswagen's Jari-Matti Latvala has won this event twice in the past four years for Ford, but he says Loeb will be the man to watch.

"He comes with no pressure," said Latvala, "and we have seen too many times what Loeb can do when he has no pressure!"

Loeb's Citroën team-mate Mikko Hirvonen insists he won't be drawn into a risk-all battle this week.



Loeb won Monte season opener

"My focus is on the championship," he said. "Seb has nothing to lose and he can do whatever he wants – I'm just going to drive my own rally."

Loeb completed his pre-Sweden test with a single day on Saturday, north of Hagfors.

WRC

# Wilson after points on Sweden return

Wilson tested Fiesta R5 in UK last week



**MATTHEW WILSON HAS SET HIS SIGHTS** on a points finish during his one-off M-Sport World Rally Team outing on Rally Sweden this weekend.

The 26-year-old Briton has been drafted in to drive on the second round of the World Rally Championship after Nasser Al-Attayah fell ill last weekend and was unable to travel to Karlstad. Wilson was told of the opportunity via a text message last Sunday night and was on his way to the second round of the WRC just two hours later.

"I've never packed a bag so quickly in my life!" said Wilson. "I'm really sorry for Nasser. I know what he's going through; I broke my ankle last year I had to sit out Sweden. I'm just going to enjoy the event and try to bag some points for the team."

Wilson's main role for 2013 revolves around the development of M-Sport's new Ford Fiesta R5, which will be eligible for WRC2 and the European Rally Championship. He put the car through its paces at Greystoke Park last week.

## IN BRIEF



Gronholm tested

### GRONHOLM TESTS A MINI

Marcus Gronholm returned to a World Rally Car for the first time in three years this week, when he tested Michal Kosciuszko's Mini WRC. He was tutoring the Pole ahead of his first attempt at Rally Sweden in a WRC car. Gronholm was one of the first drivers to test a Mini during Prodrive's early development of the car in 2010.

### BREEN WANTS EXTRA ERC EVENT

Craig Breen hopes to add a Canaries Rally outing to his current eight-round European Rally Championship campaign, following his runner-up spot on the Liepaja-Ventspils Rally last weekend. If he fails to make the event, his next outing will be the Azores Rally in April.

### TANAK STILL CHASING DEAL

Former M-Sport driver Ott Tanak is hoping to put together a five-round World Rally programme in the middle of this season as he chases a full-time return to the world championship in 2014. The Estonian was dropped after a troublesome 2013 with the British squad.

### OSTBERG WINS IN NORWAY

Mads Ostberg headed fellow Norwegian Andreas Mikkelsen to victory on last Saturday's Rally Finnskog. The Ford Fiesta driver won by 10 seconds despite a misfire early on in the event.

### STILL NO WRC ON UK TV

There remains no deal in place for the second round of the World Rally Championship to be screened on British television. Britain's round of the WRC, November's Rally GB, does have a deal in place however.

### ATKINSON WANTS MORE RALLIES

Australian Chris Atkinson is chasing an increased programme of WRC events with Citroën after it was confirmed last week that he will drive Khalid Al-Qassimi's DS3 WRC. Further potential clashes for the team could leave a seat open for the rallies in Argentina, Australia, France and Spain later in the season.



Atkinson returns

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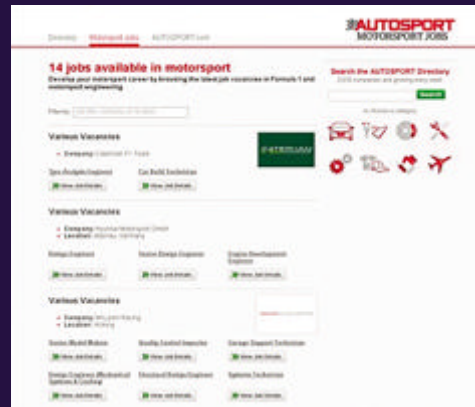
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Mardenborough almost took British GT title in '12

## Gamers 'too fast' for British GT

### GT Academy graduates refused entries for their 2013 campaign

» DRIVERS FROM THE Nissan PlayStation GT Academy will not be allowed to contest a full campaign of British GT races this season. Organisers have decided that graduates of the driver-development scheme are "too talented" to compete in the series as amateurs.

GT Academy winner Jann Mardenborough almost claimed the British GT title in his rookie season last year after teaming up with ex-European GT4 ace Alex Buncombe in an RJN Motorsport Nissan GT-R.

Mardenborough's pace was comparable to Buncombe's and created issues for organisers with his driver grading. Essentially, they felt he was too fast to be classified with other novices as an amateur (bronze) driver. They invoked a clause in the regulations that allows them to

adjust pairings outside the normal criteria of the rules, uprating Mardenborough to silver status after the mid-season Snetterton round and thereby applying a time penalty to the pairing at pitstops in an attempt to peg them back.

The series has now decided to avoid the issue altogether by refusing full-season entries for any of the 2013 GT Academy's four drivers.

Series boss Benjamin Franassovici said: "I have a lot of admiration for GT Academy. It has shown itself to be a great way to source raw talent and turn that into real racing talent. However, Nissan's ability to find such talent means that we cannot accept their full-season entry for British GT in 2013.

"Their new recruits have very little racing experience so they have to be on the lowest performance grade. Their talent, going on Jann's speed,

doesn't reflect this lack of experience, so it's not fair to put them up against our pro/gentleman grid, which is the basis of British GT3."

Franassovici said future entries from GT Academy drivers would be reviewed on a "case-by-case basis" and that "the door will remain open" should Nissan wish to enter any of its current roster into specific events in the invitation class.

Nissan, which had planned to run two cars in British GT via Bob Neville's RJN squad, is now looking for alternative series in which to place 2013 GT Academy winners Wolfgang Reip, Mark Shulzhitskiy, Peter Pyzera and Steve Doherty.

Nissan global motorsports director Darren Cox said: "We don't know yet if the new guys will be as fast as Jann but British GT has decided not to take the risk. It's disappointing that we can't put any of our new winners into British GT, as it was a great learning experience for Jann, but it's also very flattering at the same time.

"Being told you are too fast isn't something that happens very often in competitive sport. We're working hard now to make sure our new graduates have a great [alternative] race programme this year."



Mardenborough (left) got close to Buncombe

#### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com



#### EVOKING THE FAMOUS PHRASE

beloved of sportscar maker Caterham, drivers from Nissan's PlayStation GT Academy will not be allowed to contest a full season of British GT in 2013 because they have been deemed 'too fast to race'.

Beyond the sensational headlines this sort of situation can create, it again highlights the difficulties faced by championships that base their racing on equalisation formulas.

The GT Academy is focused on Le Mans and has identified British GT as a great place to develop its drivers - once they have shaken off their novice plates in club races. Jann Mardenborough is living proof, having come within a whisker of lifting the GT3 crown with Alex Buncombe in an RJN-run GT-R last season. It's no surprise that Nissan should want to do more of the same with its latest batch of computer-gamers-turned-racers.

It was difficult to foresee rookie Mardenborough's rapid progress during the course of last year and it put British GT in a difficult position: Benjamin Franassovici believes the strength of his growing series relies on 'true' Pro-Am driver pairings, where the 'Am' is generally a wealthy gentleman who races for fun.

But social profiling is not written into the regulations, so experience is the criterion used to grade drivers. Trouble is, the GT Academy trains novices to become pros in a short space of time, creating an immediate disconnect between Nissan's mission and the "spirit" in which Franassovici wishes to run British GT.

Banning GT Academy drivers is Franassovici's pragmatic solution. The series is booming right now, which means he can afford to be choosy about who he lets onto his grid.

#### Extra contact details

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kevin.turner@haymarket.com

## CONTENTS

**p90** CAR FOCUS  
NISSAN GT-R GT3

**P90** NISSAN GT-R TEST

Falcon plans to run Sinter chassis



British Formula Ford

# Drivers head to new winged Ford

British Formula Ford organisers hopeful of strong grid as first 15 drivers lodge entries

**ORGANISERS OF THE** British Formula Ford championship say they have received entries from 15 drivers for the first season of their winged EcoBoost 200 formula.

The series offered a package of free registrations, race entries and pre-event testing to the first 15 drivers to sign up for the 2013 championship, which will be part of the BTCC TOCA package.

Established teams Jamun and JTR

have both put together multi-car Mygale line-ups. Jamun has retained long-time Formula Ford racer Luke Williams to lead its attack, alongside Argentinian newcomer Juan Angel Rosso.

JTR has taken on Duratec FFord race winner Daniel Cammish, who has not raced regularly since Formula Renault UK in 2011. He will partner American Camren Kaminsky and the team is also close to signing karting graduate Ross Gunn.

The revised formula has also attracted new teams to the grid, with three of them running the Sinter chassis: Radical Sportscars will field Radical ace James Abbott; ex-Formula Renault BARC racer Jack Dex switches categories with SWB Motorsport; ex-InterSteps squad Falcon Motorsport will run karting graduate Harrison Scott.

Fred Martin-Dye, Cavan Corcoran and George Blundell, who all raced in British Formula Ford last season,

have also committed to EcoBoost 200. Blundell will race for Enigma Motorsport, while Corcoran will drive for his own family-run team.

Martin-Dye has yet to confirm his plans and series bosses say four more drivers are waiting to confirm teams before going public.

Gerard Quinn, senior manager for Ford Racing in Europe, said: "Having this many drivers signed is a great start and signs are that number will grow by the start of the season."

Formula Renault BARC

## Middlehurst to lead MGR attack

**LEADING FORMULA RENAULT BARC** squad Mark Godwin Racing has signed up multiple Formula Ford 1600 champion Chris Middlehurst to lead its assault on this season's championship.

Middlehurst, 18, son of ex-BTCC racer Andy, was a podium finisher in his rookie FR BARC season as a privateer last year. His switch to MGR, which ran Josh Webster to second in the series in 2012, means he lines up alongside fellow returnee Tom Oliphant and InterSteps refugee Matteo Ferrer.

Team boss Mark Godwin said: "We're sure, with our determined and structured approach, that Chris will be



Middlehurst has already started MGR testing

challenging up at the front. What he achieved last year was very impressive.

"I watched Matteo in InterSteps and was impressed considering his lack of experience. Tom has looked strong in winter testing and did a great job with us in the Winter Series considering he had to adapt to a new car and team."

The team is understood to be at an advanced stage of negotiations to fill its fourth seat.

British GT

## Ratcliffe and Parfitt to British GT4

**GINETTA G40 RACERS RYAN**

Ratcliffe and Rick Parfitt have joined forces to graduate to the GT4 class of the British GT Championship.

Ratcliffe, who finished third in G40s last season, and Parfitt (ninth) will share a Ginetta G50 run by Optimum Motorsport.

Ratcliffe, 19, said: "My aim has always been to race in GTs on an international stage. Racing at the Dubai 24 Hours earlier in the month with Optimum has given me plenty of track time and confidence in the GT4 car before the start of the coming season. I can't wait."

Optimum boss Shaun Goff

believes the duo can challenge for the GT4 crown. "We have a very strong package and are certainly gunning for the title," he said. "Ryan and Rick are both quick, which is great, and I am really looking forward to working with them."



Ratcliffe (l) and Parfitt were rivals in G40s

## IN BRIEF

**REIGNING GINETTA G20**

Challenge champion Matt Flowers will graduate to a



Flowers steps up from G20s

G40 for the Ginetta GT5

Challenge this season. Academy Motorsport, which took Sean Huyton to the 2012 G40 title, will run the car.

**GINETTA JUNIOR RACER**

Keith Donegan will return

to the series this season.

The Irish teenager scored a podium and finished eighth in the standings last year with Beacon Racing and Hillspeed.

**REIGNING VW RACING**

Cup champion James

Walker will not defend his crown in 2013. Walker, 26, nevertheless plans to fit in the odd race outing in his family's Golf GTI around business and family commitments. He hopes to return for a full campaign in 2014.

**LOTUS CUP UK ACE**

Steve Quick had his maiden single-seater outing at Donington Park last week, when he tested one of Lanan Racing's F3 Cup Dallaras. Lanan boss Graham Johnson confirmed the team will run Gino Ussi

and Alex Craven in the series this season.



Quick tested at Donington

Single-seaters

## Burt sets up new team to run cars in F4 and Formula Renault

**EX-TOURING CAR RACER AND** renowned driver coach Kelvin Burt has launched a new team to compete in Formula 4 and Formula Renault BARC.

Burt plans to run two cars in both series under the Team KBS name, and already has an agreement to run American-Norwegian Falco

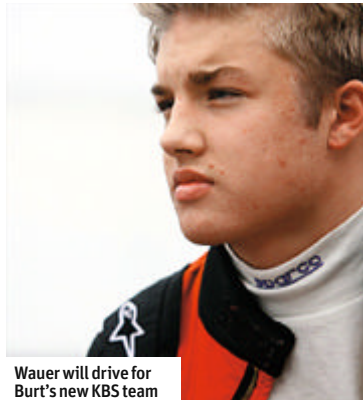
Wauer in BRDC F4 in 2013.

The team is operating temporarily from the Buckingham premises of BTCC chassis builder GPR Motorsport while Burt looks for a permanent base.

Burt, who most recently had a partnership with Renault BARC/ InterSteps team MGR Motorsport, said: "I reached the point where I wanted to be in charge of what I do, and to do something more challenging.

"Through a mutual friend, Falco was proposed as a driver, and it was an ideal time to put this together. He's a quick kid who has won a lot of races in his short career [mostly in 750MC F4], and this level will be a good test of him."

Burt is planning to run his FRenault Tatuus chassis at this month's Thruxton test, with one of them driven by 2012 FR BARC podium finisher Macaulay Walsh, nephew of 1970s/80s Formula Ford ace Jim Walsh. "We're trying to put a deal together," added Burt.



Wauer will drive for Burt's new KBS team



### Latest Toyota GT86 racer almost ready to go

The GPR-built GT4 version of Toyota's GT86 will soon embark on a test schedule in the UK and Europe. Its two-litre turbo engine, developed with Nicholson McLaren, is capable of producing upwards of 360bhp.

Rallycross

## Mondello ERC round cancelled

**THE IRISH ROUND OF THE 2013 FIA**

European Rallycross Championship, due to be held at Mondello Park on August 16-17, has been dropped from the calendar.

The event, which would have been the first ERC round to be held in the country since 1995, has been postponed until 2014 to allow circuit officials more time to make necessary track updates.

A championship spokesman said: "There is a great desire to make sure an Irish event is successful. Postponing the event was a very difficult decision but it allows all parties more time."

It is likely that Mondello Park will be

the second event on the calendar in 2014, pairing up with the traditional season opener at Britain's Lydden Hill.

AUTOSPORT understands that Sebastien Loeb and Robert Kubica are both considering wildcard appearances in the ERC this season.



ERC field will not visit Ireland during 2013

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



New F4 car hit the track last week

So near and yet so far! I was at Snetterton last Wednesday to pen an upcoming feature on 'born-again' race car manufacturer Ralph Firman, yet did not see the stunning new MSV F4-013 single-seater - which his concern has masterminded for Jonathan Palmer - run. In fact, amid a shroud of secrecy, I didn't see it at all.

To Christian 'Sherpa' Vann fell the honour of the first drive of the car, which defines the future of F4 as a BRDC-badged level playing field. He did not complete many laps in the 'systems check,' but to hear its 185bhp Ford Duratec engine note circulating as I left the campus was particularly cruel.

Firman, who has built cars since the 1960s, was delighted with Thursday's full test, conducted by Jolyon Palmer: "One or two little gremlins on day one were easily sorted, but the serious run was fantastic. After a wet morning, we got a good dry run. The guys ended up with a basic balance and the chassis responded very well to changes."

GP2 racer Palmer Jr, F4's test and development driver, was enthusiastic after completing 35 laps of Snetterton's 300 circuit. "I'm really impressed," he said. "The engine is nice, with crisp throttle response, and drivers are going to love the paddleshift

gearbox, which works well with left-foot braking. Now we need to get miles on it and the suspension and aero settings optimised."

The 2013 production run of 24 cars has been sold, with deliveries due to start next week. The first triple-header race meeting is not until late April, on Silverstone's GP circuit, thus those who have committed to the exciting and affordable slicks-and-wings championship should have time to prepare.

F4 no longer resembles its 1960s forebear - reinvented often and now reborn as 750GP - but another period institution, Chevron, remains. It too has evolved and its mark spans late founder Derek Bennett's charismatic cars and the "21st-century B8" GR8 originated by Helen Bashford-Malkie, designer Paul Brown and stylist Lester Allen (see *Humble Pye*, last week).

While the initial GR8 project has been fulfilled (with a prototype, 13 production cars and a chassis made) and moved on, Helen, Vin and James Malkie are still immersed in classic Chevrons, a family tradition since 1981. As well as building FIA HTP-spec cars, they plan to celebrate 80 years since Bennett's birth this year with events centring on B1s and B2s.

Firman, who has built cars since the 1960s, was delighted with the first full test of the MSV F4-013"



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Rowland won a single race in 2012 Eurocup

Formula Renault

# Rowland earns RSF reprieve

Renault racer gets one last chance to prove himself with Eurocup return

**FORMULA RENAULT RACER** Oliver Rowland will return to the Eurocup for a second season this year after being offered "one last chance" to prove himself to the Racing Steps Foundation that supports his career. The 2011 McLaren AUTOSPORT BRDC Award winner was effectively dropped by the driver-development scheme during the winter, after finishing a distant third to Stoffel Vandoorne and Daniil Kvyat in last year's Eurocup. But the RSF has now

confirmed he will contest the 2013 series with MP Manor Motorsport. RSF coordinator Derek Walters said: "We were disappointed with his performance last season. He was overweight and unfit, and if he was going to remain with the RSF we expect the highest standards." Walters confirmed Rowland had worked closely with BRDC president Derek Warwick and Tim Harvey in an effort to turn things around and lose weight. The threat of losing his RSF

support had been "a wake-up call", according to Walters. "With his experience he should have been promoted to Formula 3 but he let himself and everybody else down last year," Walters added. "We all know he's talented, but talent alone is not enough. You need to be professional. We felt very frustrated because we thought we could succeed where McLaren [which supported him before RSF] failed. He has one last chance to prove he can cut it."

IN BRIEF



Langley is moving up the Caterham ladder

**CATERHAM TRACKSPORT ACE** Terry Langley is stepping up to R300s this year and gave his new McMillan Motorsport-run car its shakedown at Donington last week. Team-mate and rival Mike Hart has taken over Langley's 2012 car, converted to Supersport spec.

**PORSCHE GT3 CUP CHALLENGE** winner James Birch had a run out in a Ginetta G55 at Donington last week. "I would have liked to have graduated to the Carrera Cup if possible, but it's important for me to try and get on the TOCA package, so that's why I'm trying the Ginetta," he explained.

**THE MINI CHALLENGE WILL** feature its first overseas event for six years this season. The tin-top series will support British GT at Zandvoort on September 7-8.

**FORMER EURO SALOONS ACE** Simon Deaton will contest three different disciplines this season. He will race a Mazda MX5 in the BRSCC championship, drive a Porsche 996 GT3 Cup car in Time Attack, and contest the Polaris RZR off-road buggy championship.

**SINGLE-SEATER RACER HENRY** Chart will switch from Formula Renault to the F3 Cup this year. The ex-Formula Vee racer will drive an ex-Robbie Kerr Dallara F302 run by Enigma Motorsport.

**CASTLE COMBE WILL TWEAK ALL** three of its resident series in 2013. Combe Saloons will have a turbo-equivalence rule and success ballast, Sports and GTs will revise its structure to put non-sports racers in a single class, and Formula Ford will introduce a new Pre-'82 class.

**FORMER STAR MAZDA RACER** Richard Kent will return to racing in historics this year after a couple of seasons away. He will race father John's Costin-bodied Lister-Jaguar in the Stirling Moss Trophy and tested it at Donington Park last week.



Kent will make his comeback in Lister-Jaguar

BMW Compact Cup

## O'Neill to race in Compact Cup



Onslow-Cole tried Compact Cup in '12

**BTCC FAN FAVOURITE PAUL** O'Neill will contest the opening round of this season's BMW Compact Cup. O'Neill will be the first participant in what series boss Paul McErlean is calling the Star in a Reasonably Priced Car challenge. The 750 Motor Club-run category has a dedicated guest car available for each round and plans to run a different professional driver in it at each of this season's seven events. McErlean said: "We had Tom Onslow-Cole out last season in order to enhance the profile. We sat back afterwards and thought, 'Some of our guys are quite good!'"

"The concept is quite literally to challenge high-profile drivers to go up against our club lads and see how competitive they are. Some of our lads aren't a million miles away [from BTCC racers] and we want to show club drivers in a positive light." The series is in discussions with several drivers about the remaining rounds, but O'Neill is the first confirmed participant. He will race in the 750MC season opener on the Donington GP Circuit on March 23. O'Neill said: "I've heard good things about the championship. They're good pedallers so I know how hard it's going to be, but I'm aiming top-six."

Tasman Revival

## Proctor scores March double

**HAMPTON DOWNS WINNER** Clark Proctor bagged another two in the penultimate round of the MSC New Zealand F5000 Tasman Cup Revival Series at Ruapuna last weekend. Auckland Proctor (March 73A) beat reigning champion Steve Ross (McRae GM1) narrowly in qualifying and, but for a split brake line while leading heat two, would have landed an unbeaten treble at the Christchurch venue. Ross, runner-up in race one, seized advantage of his rival's misfortune in Sunday morning's race, but Proctor hung on to second with Briton Mike Whatley (Surtees TS8) matching his previous day's third in a 20-car field. Proctor bounced back in the longer NZ Express feature final, leaving the minor podium places to Ross and Brit Greg Thornton (McRae GM1).



Proctor's March leads the way at Ruapuna

# Taking on the big boys

Nissan is a relative newcomer when it comes to GT3 racing, so can the updated version of its GT-R conquer this booming category? **BEN ANDERSON** investigates

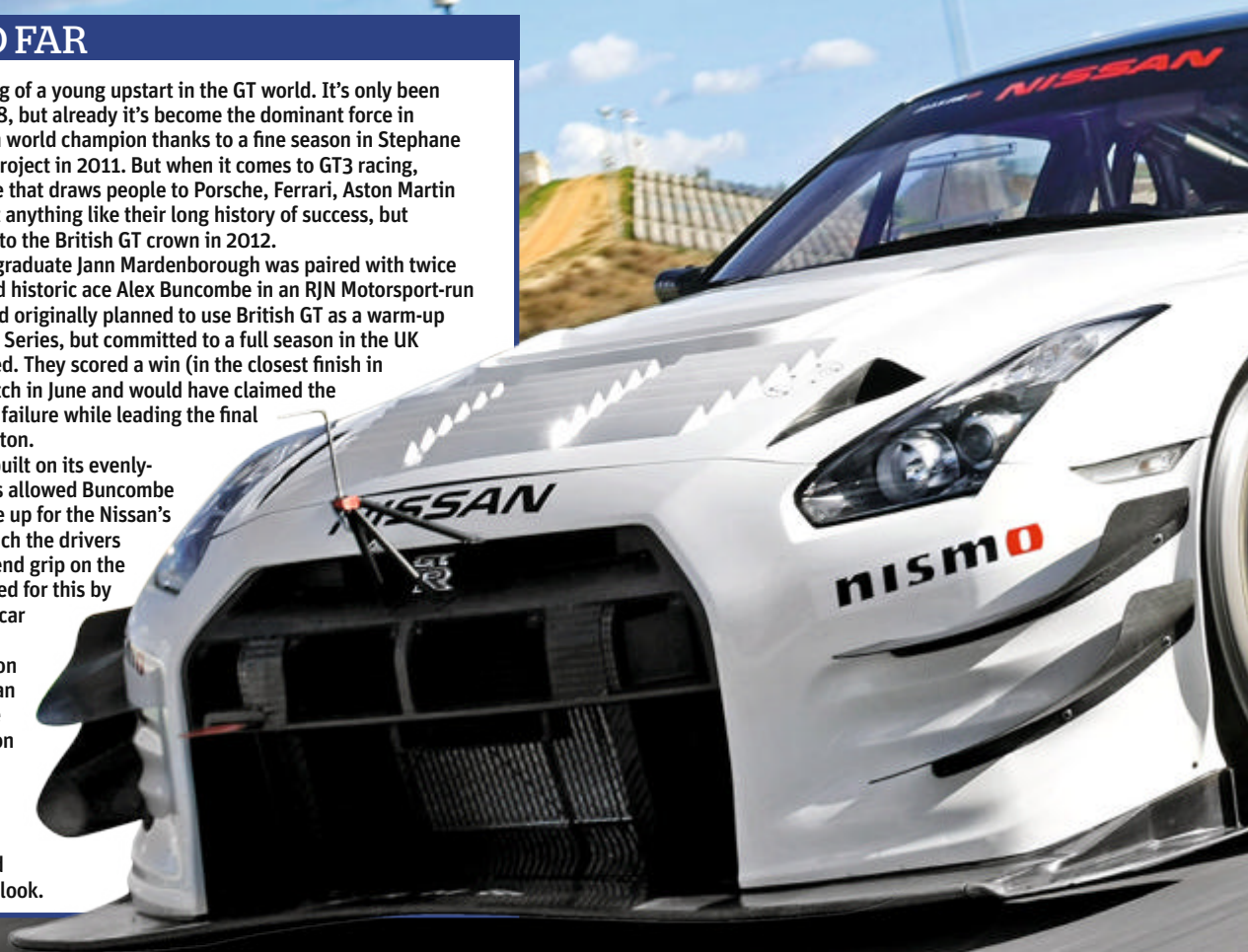
## THE STORY SO FAR

The Nissan GT-R is something of a young upstart in the GT world. It's only been around as a racer since 2008, but already it's become the dominant force in Japanese Super GT and been world champion thanks to a fine season in Stéphane Ratel's short-lived FIA GT1 project in 2011. But when it comes to GT3 racing, Nissan lacks the historic lure that draws people to Porsche, Ferrari, Aston Martin and BMW. It also can't boast anything like their long history of success, but Nissan almost beat them all to the British GT crown in 2012.

PlayStation GT Academy graduate Jann Mardenborough was paired with twice European GT4 runner-up and historic ace Alex Buncombe in an RJN Motorsport-run example. Bob Neville's squad originally planned to use British GT as a warm-up for the Blancpain Endurance Series, but committed to a full season in the UK when a title shot materialised. They scored a win (in the closest finish in series history) at Brands Hatch in June and would have claimed the crown but for a rear damper failure while leading the final race of the season at Donington.

RJN's strong season was built on its evenly-matched pair of drivers. This allowed Buncombe and Mardenborough to make up for the Nissan's lack of single-lap speed, which the drivers put down to deficient front-end grip on the GT-R. When they compensated for this by trimming the rear wing, the car would eat its rear tyres.

Car builder JRM (which won that GT1 World title for Nissan in 2011) is hoping to change all that with the latest version of its GT3 contender. James Rumsey's team hosted a special test for the uprated car at the Autodromo do Algarve recently, and invited AUTOSPORT along to take a look.



## EXPERT VIEW

Long-time international motorsport ace and DTM race winner Peter Dumbreck (pictured right), who raced for JRM in the GT1 World Championship in 2011 and was part of the squad's World Endurance Championship LMP1 programme in

2012, has done plenty of miles helping to develop the GT-R GT3. He reckons the car has come on in leaps and bounds since the early days.

"It's a big improvement from the last time I drove it properly a year ago [at Guadix]," he says. "With new

front aero and rollbar it's much better on corner entry. The next thing to work on is rear stability. The car is a bit wild when the turbo kicks in and it's a bit brutal for a GT3 car, which is about being user-friendly for amateurs."



## WHAT'S NEW?

This car features £40,000 worth of upgrades to the engine (cams, rods and revised mapping), the aero package (front dive planes, revised bonnet and altered rear-wing position), and suspension (four-way adjustable dampers instead of two-way). Work has also been done to revise the gear ratios, improve the performance of the brakes and remove around 20kg of excess weight from the car. JRM used an interim version of the car (unlightened and featuring the 2012-spec engine) for its Portuguese test, but JRM chief James Rumsey is confident the fully revised car will take Nissan to the next level in GT3. "The GT3 programme is our number one priority," he says. "We've got a good understanding of how to run and develop a GT car, thanks to winning the world championship."



Engine will be stronger

## BUNCOMBE BELIEVES

British GT race winner Alex Buncombe was among the first drivers to sample the updated car (on Blancpain Pirelli tyres) at Algarve – and he liked what he found.

"It's hard to say, because I've not driven on the Pirelli tyre before, but generally the feeling is positive and the front end is definitely a lot better," he says. "Our car was the only GT3 car without dive planes so we wanted them all throughout last year! There's work to do on the rear – it's a bit tail-happy – but the car is in the ballpark."



## TECH SPEC

<b>ENGINE</b>	Nissan VR38DETT 3.8-litre V6 twin-turbo
<b>POWER</b>	550bhp approx
<b>GEARBOX</b>	Hewland six-speed sequential with paddleshift
<b>WEIGHT</b>	1300kg
<b>PRICE</b>	£270,000 + VAT

## THE SALES PITCH

JRM sales director Mark Dexter concedes Nissan is playing catch-up to the blue-chip makes when it comes to developing a top GT3 car, but believes it can compete with them on the track while undercutting them on price.

"Everybody realised we needed to update for 2013," he says. "There's much to be done to gain acceptance and a lot of that is down to results. We're not Porsche – they've been doing this for 70 to 80 years and have a huge amount of historical data to progress the product."

"Results are absolutely critical and we've found already that people we were talking to at the start of last year, who were interested but wanted to take a step back to see how the car progressed, are now coming back because they can see we've built a competitive package."

## FINAL VERDICT

Nissan came mighty close to taking a national GT3 title in 2012, despite a late start and lack of testing. If JRM (which plans to run two works cars in Blancpain this season) can deliver on its promises, the Japanese marque will feel that, with the right drivers in place, it can make up for that near-miss in 2013.

## GT3 RIVALS

### Ferrari 458 Italia



### BMW Z4



### Aston Martin Vantage



### Mercedes AMG SLS

### Porsche 911 GT3-R



### Audi R8 LMS ultra



### McLaren MP4-12C



### Lamborghini LP600+

### Chevrolet Corvette Z06.R



### Ginetta G55



## YOUR SAY

What you think of the motorsport news of the past week



Make mine a double: Hunt swaps sherbet for ice lolly

### Raise a glass to James Hunt

Seeing the picture of my late good friend Mr James Hunt and me (in my snazzy dickie-dirt) enjoying a sherbet on the deck of his rented yacht at Monaco (January 24, p40) brought back many happy memories.

During most of his racing years and commentary duties there, I was a frequent guest. I would leave London on Saturday evening, get ferried up, and ride my motorcycle through the night, arriving pretty cream-crackered on Sunday morning. After a quick shower and a short kip, the adrenaline chimed in, and much voltage was enjoyed. Naturally, my lips are sealed as to the actualities of those wonderful times! RIP matey!

**Malcolm Clube, Kensington**

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

**I have just read the very** warm tribute by Niki Lauda to the late James Hunt (January 24, p26). I hope the forthcoming movie captures the essence of what was clearly a very real friendship.  
**Arnold Brazenall**  
Annan, Dumfries & Galloway

**Being Welsh, I have a** passion for rallying. As a nation, Wales loves rallying. The UK as a whole loves rallying. So why, oh why have we no TV coverage? I believe S4C (*Rallio*) is going to be showing some rallies from March onwards

– not much good if you can't understand Welsh. The WRC needs the UK, and the UK needs the WRC. For goodness' sake, somebody work it out and make it happen.  
**Ernie Preece**  
Chief marshal, Pembrey

**While it's clear F1's finances** need to be shaken up for the betterment of the sport – everyone seems to be struggling for cash: teams, circuits, drivers, TV corporations; everyone apart from the Commercial Rights Holder, apparently

– the current hype around so-called pay drivers is a little overblown. Drivers have always influenced teams with more than sheer ability. As much as we would rather it be different, drivers have to be a package of driving talent and financial backing.

What we don't want, though, is the finances to be the only reason a driver is in the car, and the solution requires that the teams get more of the revenues that, ultimately, they generate.  
**Paul Irwin**  
Bexleyheath

**In relation to the new** Lotus livery (January 31), I would like to know who the new driver Himi is on the airbox. Terrible logo.  
**Michael Kirby**  
By email

**Here's one for the serious** anoraks. Five members of the Jones family drove the fifth-placed Mercedes SLS in the recent Dubai 24 Hours. Have five members of the same family ever driven the same car in a race before?  
**Chris Mason**  
Riccald, York

### AUTOSPORT.COM

#### TOP FIVE ON OUR WEBSITE

1. LOTUS REVEALS ITS NEW E21 F1 CAR
2. FERRARI PRESENTS THE F138 IN MARANELLO
3. McLAREN UNVEILS NEW MP4-28 F1 CAR
4. SCORPION RACING IN HRT REVIVAL BID
5. SAUBER REVEALS ITS 2013 F1 DESIGN

### AUTOSPORT+

#### TOP STORY ONLINE

UNDER THE SKIN OF THE FERRARI F138

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

● The driver of the Double R Racing Dallara in last week's *Snapshot* (p6) was Max Marshall, and not Matt Walton as stated.

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)

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The Porsche Sport 2012 annual features more than 1000 photographs from every event in which the German firm competed. Every key Porsche racer and team is here with details of the events covered and the results achieved. It may sound obvious, but this one's for real Porsche die-hards.



**RED BULL RB8 MODEL**

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[autosport.com/shop](http://autosport.com/shop)

The 2013-spec Red Bull RB9 may well be thrashing around Jerez this week, but last year's car – the one in which Sebastian Vettel took his third straight title – is now available in glorious miniature. Minichamps's 1:18-scale RB8-Renault is uber-detailed and comes with a driver figure to match.



**COBI McLaren KIT**

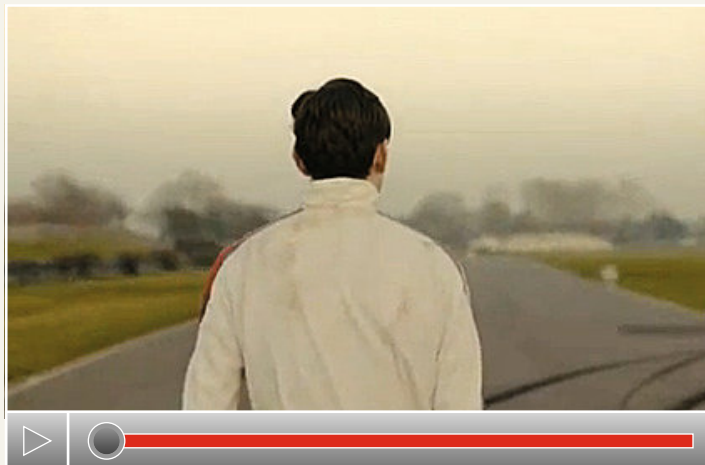
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Containing 320 parts, Cobi's McLaren MP4-27 pitstop kit comes with a complete car, a driver and two crew, as well as plenty of equipment. All the parts are ready-branded so there's no need for any glueing or decalling – the kit just snaps together. Ideal for junior race-car builders.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: BRUCE McLAREN TRIBUTE**



**SEARCH FOR:** McLaren 50 – Courage (3:38)

To celebrate 50 years since Bruce McLaren started his eponymous race team, this poignant and haunting film, produced by the Woking team, retraces Bruce's final journey – testing his M8D Can-Am monster at Goodwood in June 1970.

# WHAT'S ON...

Your guide to the week ahead, including TV listings and online – plus opinion columns



The snow must go on for the WRC brigade

## RALLY SWEDEN

World Rally Championship  
Rd 2/13  
Karlstad, Sweden  
February 7-10  
wrc.com

## TOYOTA RACING SERIES

Rd 5/5  
Manfeild, New Zealand  
February 9-10  
toyotaracing.co.nz

## BATHURST 12 HOURS

Mount Panorama,  
New South Wales, Australia  
February 10  
bathurst12hour.com.au

## MRF CHALLENGE

Rd 3/3  
Irungattukottai, India  
February 9-10  
mrfacing.in

## AUTOSPORT SOAPBOX



As the ACO picks its Le Mans legends, GARY WATKINS argues with a great

It's not often that something Emanuele Pirro says keeps me awake at night. Certainly not his rant in the run-up to the 2008 Le Mans 24 Hours.

Emanuele wasn't impressed with my claim in AUTOSPORT's Le Mans Supplement that there was only one Audi that could take the fight to the Peugeots in that year's race. If you remember, Allan McNish, Tom Kristensen and Dindo Capello drove

a blinder and pulled off an against-the-odds victory for Audi and its ageing R10 TDI. Pirro, Frank Biela and Marco Werner understeered home sixth.

This time, though, he had a point, which explains my sleepless nights. At the Automobile Club de l'Ouest's Vote for the Legends jury meeting, of which I was humbled to be a part, Emanuele raised the absence of the Audi R8 from the shortlist of great cars from the noughties. He has a vested interest in promoting

the legend of the car that gave him three of his five Le Mans victories, but his arguments held water. The R8 stands comparison with any Le Mans great. It's a classic by virtue of its success, its longevity and for the way it changed sportscar racing.

The R8 finished off the process by which endurance racing was turned into what we should call long-distance sprint racing. Perhaps the ultimate accolade for the car was that it provoked a rule change. Those rear-end changes of gearbox, suspension and ancillaries that Audi turned into an art form were eventually banned.

The R10 TDI clearly doesn't have the same place in Emanuele's heart. I 'feel' the same way. Ask me to name my favourite Audi prototype, and my heart plumps for the R8. But I 'think' differently.

The importance of the R10 as the first purpose-built turbodiesel racer of any kind transcends sportscar racing. The car has surely changed perceptions within motorsport.

Every 'green' racing car that has hit the track or is still on the drawing board owes something to the R10 TDI. It proved what could be achieved with alternative technology.

That's why the ACO got it right when it



The Audi R10 cannot be ignored as a Le Mans legend

put forward the R10 as one of the cars of the noughties.

Just so you know, Emanuele and I are long since over our little tiff and, whenever we meet, we spend far too long talking about subjects as diverse as the Lancia Beta Montecarlo and obscurities of 1980s Formula 3. And, of course, the Audi R8.

Which is why we will both be at Sebring next month as Audi celebrates its successes in another race that played such an important part in the history of the R8. But let's not forget that the R10 was a two-time winner of the 12 Hours as well.

@gazzasportscars



Pirro (second left) and Watkins (no tie) were part of ACO panel

## Television

### THURSDAY FEBRUARY 7

0300-0400 [Sky Sports 4](#)  
Max Power  
0430-0445 [ESPN](#)  
Planet Speed  
0435-0600, 0900-1035 [Motors TV](#)  
Andros Trophy Highlights  
1600-1615 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Day One  
1615-1630 [Sky Sports F1](#)  
Formula 1 Testing:  
Ted Kravitz's Day One Notebook  
1630-1645 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Day Two  
1645-1700 [Sky Sports F1](#)  
Formula 1 Testing:  
Ted Kravitz's Day Two Notebook  
1830-1930 [Sky Sports 4](#)  
Racemax  
2100-2115 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Day Three  
2115-2130 [Sky Sports F1](#)  
Formula 1 Testing:  
Ted Kravitz's Day Three Notebook

### FRIDAY FEBRUARY 8

0100-0200 [Sky Sports 4](#)  
Racemax  
1445-1620 [Motors TV](#)  
Andros Trophy Highlights  
1630-1645 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Day Three  
1645-1700 [Sky Sports F1](#)  
Formula 1 Testing: Ted Kravitz's  
Day Three Notebook  
2100-2115 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Day Four  
2115-2130 [Sky Sports F1](#)  
Formula 1 Testing: Ted Kravitz's  
Day Four Notebook

### SATURDAY FEBRUARY 9

0315-0435 [Motors TV](#)  
Andros Trophy Highlights:  
Clermont/Super Besse  
0400-0425 [Channel 5](#)  
Motorsport Mundial  
1200-1300, 1500-1600 [Sky Sports 4](#)  
Max Power  
1400-1600, 1800-2000 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Round-Up  
1545-1855 [Motors TV](#)  
NASCAR Nationwide:  
2012 Season Review  
1855-2000 [Motors TV](#)  
Toyota Racing Series: Taupo  
2015-2045 [ITV4](#)  
TT Legends: 1/9

### SUNDAY FEBRUARY 10

0340-0435, 2235-2340 [Motors TV](#)  
Toyota Racing Series: Taupo  
0400-0500, 1400-1500 [Sky Sports 4](#)  
Max Power  
0900-1210 [Motors TV](#)  
Grand-Am Daytona 24 Hours: Highlights

### MONDAY FEBRUARY 11

0530-0600 [ESPN](#)  
NASCAR Now: 2013 Hall of Fame  
1340-1445 [Motors TV](#)  
Toyota Racing Series: Taupo  
1930-2000 [BBC1 North West](#)  
Inside Out: Oliver Webb documentary  
2000-2030 [ITV4](#)  
GT Academy  
2030-2100 [ITV4](#)  
TT Legends: 2/9  
2200-0000 [Sky Sports F1](#)  
Formula 1 Testing: Jerez Round-Up

## Online

# AUTOSPORT+

Coming up in our premium web content this week

The F1 paddock is coming alive for 2013



## ALL THE LATEST FROM F1 TESTING

AUTOSPORT's team brings you all the news from the first Formula 1 test of 2013 at Jerez. Who is looking good and which team is in trouble already? Follow our blog as the possible shape of this year's field unfolds.

## FORMULA 1 2013: TECH ANALYSIS

Craig Scarborough on the tweaks and innovations he finds in the Jerez testing paddock.



## WHO WILL WIN RALLY SWEDEN?

News, reports and analysis from round two of the 2013 World Rally Championship.



## REVVED UP OVER WHAT'S ON THE BOX

We cast an appreciative eye over the clip McLaren made about its founder

McLaren at work in the 1969 Can-Am



### THE SCENE IS GOODWOOD

on a sunny summer's day. Ahead of us walks a driver in 1970s racing overalls.

"Let's start at the beginning," says the voiceover (Mark Strong?), as the driver removes his helmet and walks toward the Lavant Straight. "I'm a racing driver; always was, always will be."

"At age 22 I won my first grand prix and became the youngest-ever winner up to that time."

In case you're a bit slow on the uptake, the driver in question is Bruce McLaren, and the story

of how he founded McLaren Cars, how his unquenchable desire to push the engineering envelope led him to discovering the 'nostril' air vents that are still used today, is retold beautifully as he approaches a stream of debris and some thick black skidmarks on track.

"I was testing my new M8D when the rear bodywork came loose at speed. I died... aged 32."

As he stares into the Can-Am wreckage he continues... "But what might be seen as a tragic end was in fact a

beginning. As I always said, to do something well is so worthwhile, that to die trying to do it better cannot be foolhardy."

This year marks McLaren's 50th anniversary. There are probably scores of Jenson Button fans who have no idea of who Bruce was or what he achieved, so to tell his story so emotionally yet succinctly was a tour de force.

Amazingly there were some social media commentators who branded it 'sick!' (and one assumes not in a cool, street-language sense). I think they need to watch it again.

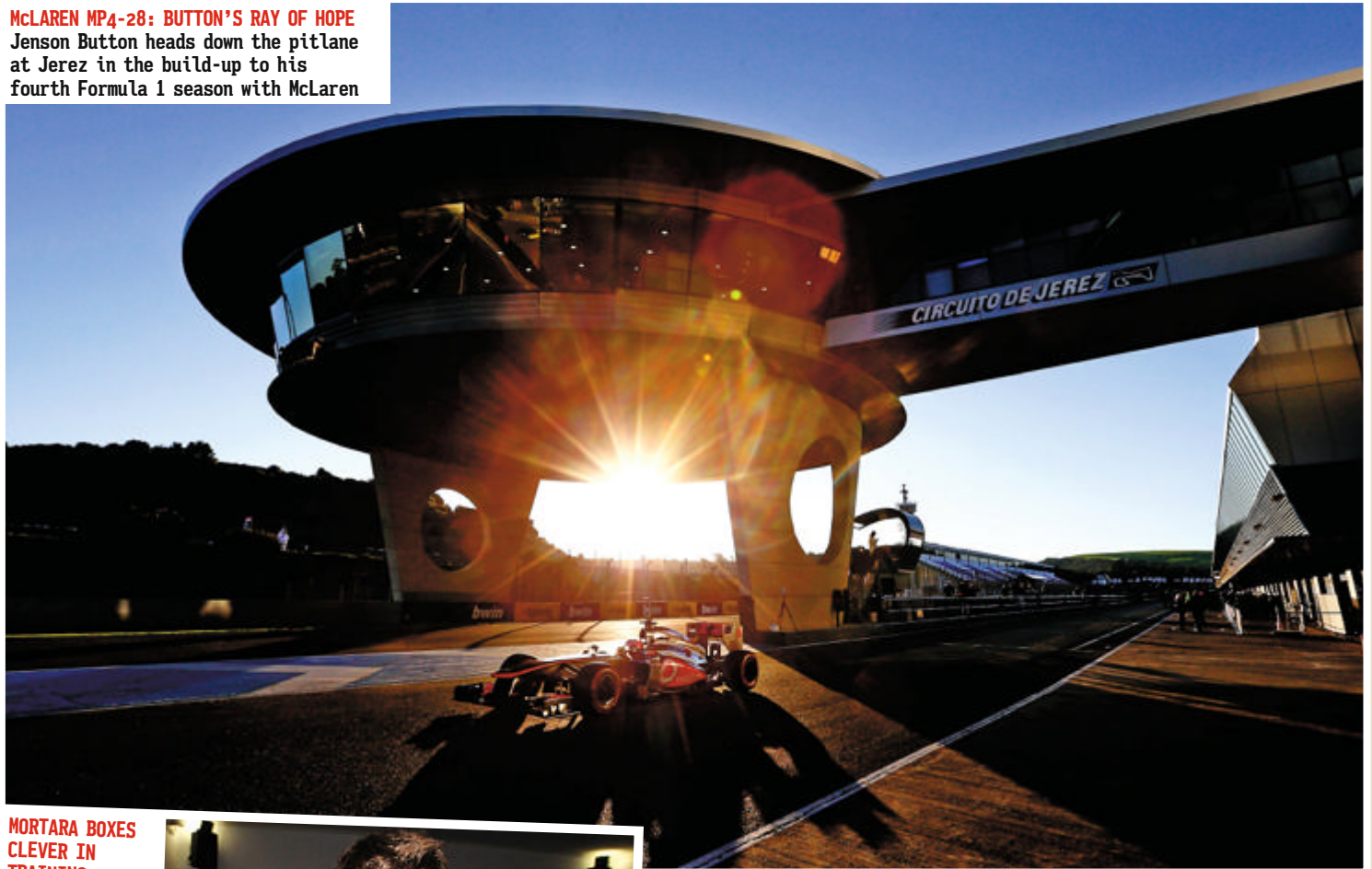
So much care and passion was in evidence during this 3m30s that I can't wait to see what else McLaren has planned this year. *Revved Up*

"There are probably scores of Jenson Button fans who have no idea who Bruce McLaren was or what he achieved"

# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Kent to Jerez, via Geneva

**McLAREN MP4-28: BUTTON'S RAY OF HOPE**  
Jenson Button heads down the pitlane at Jerez in the build-up to his fourth Formula 1 season with McLaren



**MORTARA BOXES CLEVER IN TRAINING**

Italian Audi DTM ace Edoardo Mortara keeps his reflexes up to speed during winter training in Switzerland



**RACE ACE FLIES THE FLAG FOR AIR AMBULANCE**  
John Surtees' Henry Surtees Foundation helps fund raise for Kent/Surrey/Sussex Air Ambulance

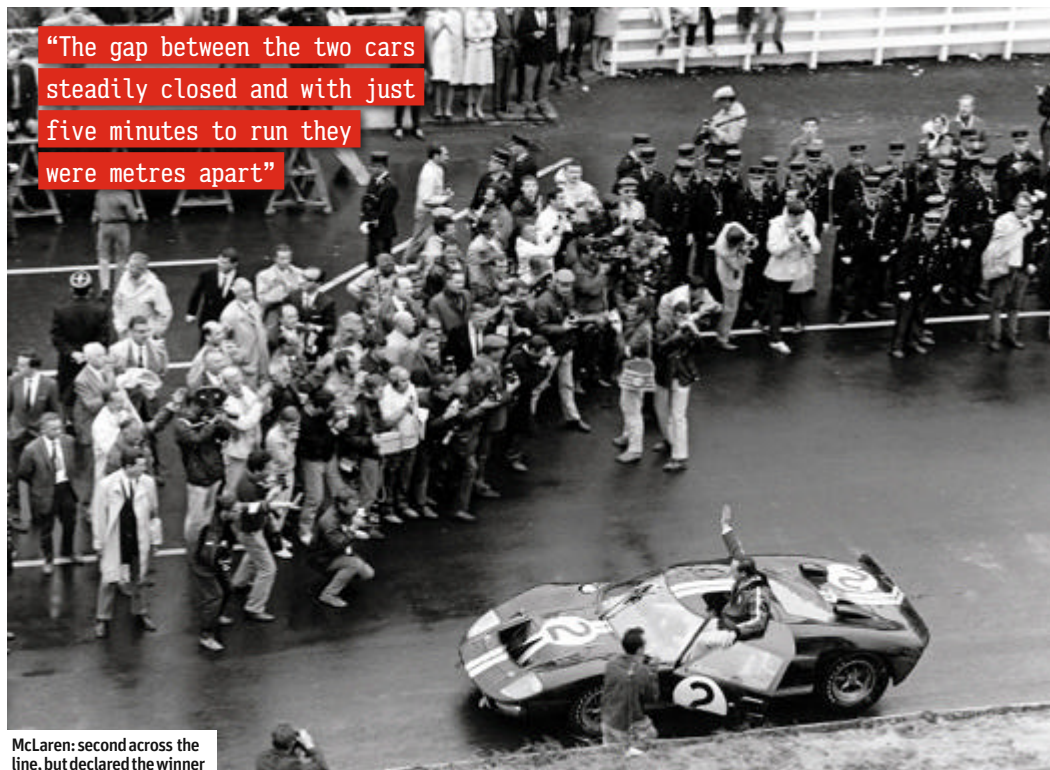


**ROSBERG MAKES AN INAUSPICIOUS START ON FIRST TEST DAY**  
Nico Rosberg was briefly sidelined by a failure in his all-new Mercedes W04 during the first morning at Jerez



# FROM THE ARCHIVE

Bruce McLaren wins the 1966 Le Mans 24 Hours



"The gap between the two cars steadily closed and with just five minutes to run they were metres apart"

McLaren: second across the line, but declared the winner

**WHEN McLAREN LAUNCHED THE MP4-28, IT WAS** celebrating more than just the unveiling of its 2013 Formula 1 challenger: as a moving tribute showed, it was also commemorating the 50th anniversary of its founding by Bruce McLaren.

As a driver, McLaren had already won three F1 grands prix – and become the youngest victor in the sport's history – by the time he established his team, and he would go on to win a world championship race in a car bearing his own name at Spa-Francorchamps in 1968.

Almost exactly two years before that, the New Zealander had made history at Le Mans, recording what remains the closest-ever victory in the classic 24 Hours.

His participation was almost curtailed before the race even began, as Ford withdrew all seven of its MkIIs in one swoop as a response to Dick Thompson's exclusion for failing to report a practice accident.

The row finally sorted, the MkII of McLaren and teammate Chris Amon qualified in fourth position. Shelby American Inc stablemate Dan Gurney claimed pole in the car he shared with Jerry Grant, while Ken Miles and Denny Hulme – also racing for the American team – lined up second.

As early as the third lap the Fords began to pull away. By the end of the first hour Gurney had a 20s advantage over

Miles; by the end of the fourth the pair had reversed position but eased further clear of the pack. McLaren and Amon, meanwhile, were matching the leader's record pace, albeit two laps down.

Come the morning 24 cars – several frontrunning rivals among them – had retired and Ford occupied the first six places, meaning that victory was all but assured. Gurney and Grant's car developed an oil leak and dropped from contention, leaving McLaren and Amon a clear second, with only runaway leaders Miles and Hulme ahead.

The gap between the two cars steadily closed and with just five minutes to run they were metres apart. Ford decided to stage the finish, purportedly with the intention of Miles taking the chequered flag inches ahead of McLaren. Ford finally had its first overall Le Mans victory, setting a new record distance and lap record on the way.

It wasn't Miles and Hulme who earned it, however. After the dead-heat finish, the ACO reckoned that McLaren and Amon had covered more ground (around eight metres) given their lower starting position. McLaren therefore claimed the closest finish in Le Mans history, and the man who wrote "life is measured in achievement, not years alone" sealed a permanent place in the motorsport annals. ❧

## THIS WEEK IN...

**AUTOSPORT**  
BRITAIN'S MOTOR SPORTING WEEKLY

Lola Daytona – Two Tasman reports – 1968 lap records



**FEBRUARY 7 1969**

**AS PETER GETHIN PREPARED FOR THE** Formula 5000 season with a Goodwood test in his McLaren – earning the cover of AUTOSPORT this week in 1969 – Piers Courage took a commanding Tasman Series victory at Teretonga.

Courage had been denied in the previous three rounds, but after hitting the lead on lap three he eased away from the chasing pack – led by reigning Formula 1 world champion Graham Hill – to earn an 18.4-second victory in his Frank Williams-run Brabham BT24.

Lola also had cause to celebrate as it recorded victory in the Daytona 24 Hours, which was the first round of the 1969 International Championship of Makes. As the Fords and Porsches retired, Mark Donohue and Chuck Parsons came through to eventually claim a 30-lap win in their T70 Mk3B.



PIG: LAT ARCHIVE

**NEXT WEEK**

**FERRARI SPECIAL**

ALL THE INFO ON ALONSO'S NEW F138 – AND WHAT THE MAN HIMSELF THINKS OF IT

**DON'T MISS IT!**

# ROBBY GORDON

Indianapolis 500 ■ May 30, 1999 ■ Dallara IR7-Aurora ■ Pitstop refuel disagreement leads to lost victory



Gordon (32) left his final visit to the pits too late

**THERE ARE PROBABLY** other races you could make a case for as the race of my life – like my first Daytona 24 Hours with Roush when I finished fifth overall, won my class and doors really opened for me. But one race sticks in the memory: the race that got away, the 1999 Indianapolis 500.

At the time I was running in CART for Toyota, but the Indy 500 is the Indy 500 and, like I told all the CART owners, I had to do it. There was a clash with Gateway, so I ran that the day before but crashed out early.

There wasn't any real added value by doing both – in fact it disrupted preparations, including me missing Carb Day – but I had commitments to fulfil. Two years previously I'd also run Indy and Charlotte in NASCAR, attempting to do 'Double Duty'. That was definitely more of a slog, but double-stinting doesn't really affect you too much as a driver.

Gateway was on the Saturday, so after my exit I headed straight across to Indy, where I had qualified on the second row, right behind poleman Arie Luyendyk. We were flying, in the lead group,

**"As we came off the final turn, with the white flag waiting, suddenly we were empty and I had to pit."**

**It's probably the biggest win that was taken from us"**

so I just held position and ran near the front all the way. We were so fast, the top guys, that we had everyone up to fourth lapped.

The race swung on a caution, which came out on lap 169. I had just stopped five laps before, so I told my partner (and team owner) John Menard that we needed to pit, but just for a splash and dash.

The other guys all needed a full pit, so we would have been the first car on the road and we could have destroyed the field.

John disagreed though, and he's obviously the team owner. He said we'd make it, that there'd be another caution in the race. But this particular caution lasted just two laps, and there wasn't another

incident. One more lap and we'd have won. If we'd been smart, we'd have won.

But we stayed out, and as everyone else stopped and the order changed we gained a massive advantage. At one point I had a seven-second lead, literally the entire straight – I could look in my mirrors and there was no-one there.

But obviously, all the time we were out in the lead we also knew we were very tight on fuel, and we had to really rein it in. I was still out front on the penultimate lap, but as we came off the final turn, with the white flag waiting, suddenly we were empty. It's probably the biggest win that was taken from us. And it was definitely taken – it was ours!

I managed to roll into the pits and we splashed and dashed, headed out and finished fourth. That's still my best Indy result but there's no satisfaction in it, just disappointment. It was our team – I was a young owner at just 31 – so it hurt even more. I'd call it the race of my life – it's the one I'll never forget. *Robby Gordon was talking to Sam Tremayne*

## IN PROFILE



### THERE ISN'T MUCH MISSING FROM

Robby Gordon's Stateside CV: two class wins in the Daytona 24 Hours, three NASCAR premier-series victories and one in its second-tier class for his own team, as well as two race wins in Champ Cars. And that's before his numerous rally raid triumphs. More recently, Californian Gordon, now 44, has focussed his efforts on the Dakar Rally and his own Stadium Super Trucks series which is set to begin in 2013.

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June 22/23

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