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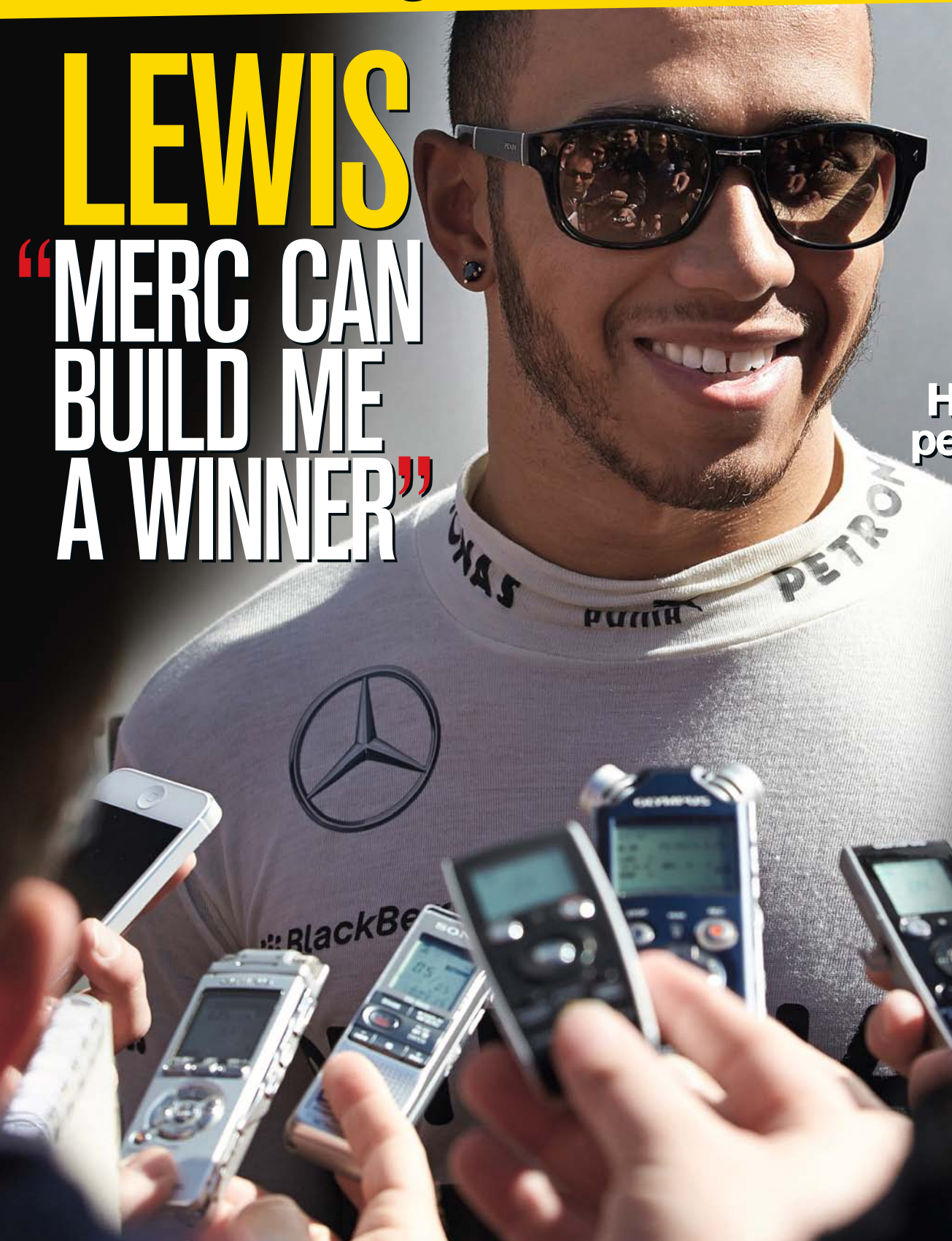
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# LEWIS

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# Pole Position

# Rejoice: the cold turkey ends now!

**IT'S HERE AT LAST. IN THE WEE SMALL HOURS OF** Friday morning we'll see Formula 1 cars on track in Melbourne and, from qualifying on Saturday, begin to get some answers to all those pre-season burning questions.

Will this year's Ferrari be good enough to challenge Red Bull's recent dominance? Will the McLaren – the only radically-different car concept among the big teams – allow Jenson Button to go for a second world title? Will the arrival of Lewis Hamilton to the political morass of Mercedes spark the German giant back to winning ways? Will Kimi Raikkonen have a consistently-fast Lotus?

To help you know what's going on where in 2013, please enjoy our free diary stickers (hint: don't put the Curitiba WTCC date in, the dear old FIA removed it just after the stickers went to press).

There's going to be some fantastic action on the tracks and stages this season, and when the racing is over in Albert Park (and don't forget the Sebring 12 Hours!) why not consider seeing some action in the flesh as the national racing season kicks off at Donington Park and Snetterton, or catch the British Rallycross opener at Lydden?

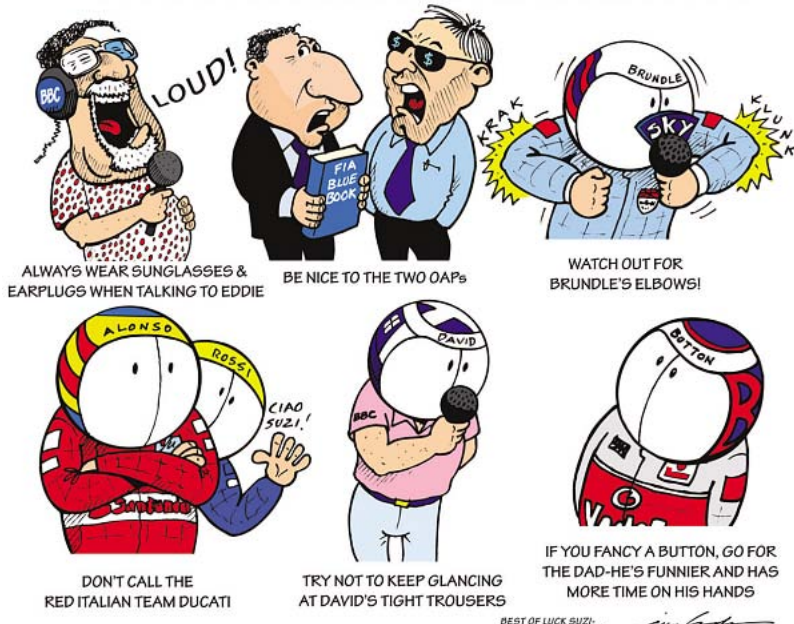


**CHARLES BRADLEY EDITOR**  
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@Autosport\_Ed



# Bamber

## A FEW GOLDEN RULES FOR SUZI PERRY



**Find us on**



# AUTOSPORT



- 6 **This week in F1**
- 9 **Mark Hughes: MPH**
- 10 **Pit & Paddock: international racing news**
- 12 **Lewis Hamilton**  
Up close with '08 champ as he gets going at Merc
- 22 **Debrief: Mercedes dark horse for Oz**
- 24 **Debrief: McLaren's Honda accord?**
- 29 **Johnny Herbert: The inside line**
- 30 **Australian Grand Prix preview**
- 32 **Debrief: electric street racing for London**
- 34 **When racing drivers meet a heart surgeon**  
How they're more similar than you may think
- 40 **The art of the start**  
F1 special: lowdown on the all-important getaway
- 56 **IndyCar preview**  
Ryan Hunter-Reay, plus the 10 to beat
- 60 **Jack Hawksworth**  
A young Brit making waves in the States
- 62 **American Le Mans Series preview**  
Rebellion Racing, plus the GT heavy hitters
- 66 **Rally Mexico**  
Ogier dominates for Volkswagen
- 70 **Race Centre**  
NASCAR; New Zealand V8 SuperTourers
- 83 **Club AUTOSPORT**  
Mallory Park embroiled in noise drama; Cleland returns – in his old Super Touring Vectra!
- 88 **Neil Cunningham**  
Saluting a racing folk hero as he fights illness
- 90 **This week**  
Readers' letters; best pictures; product reviews
- 92 **What's on**  
The best track and TV action in the coming week
- 94 **Race of my life**  
Marco Werner, Sebring 12 Hours, 2003



# THE BIG PICTURE

The ticker-tape flies and the crowd goes wild for Rally Mexico winners Sebastien Ogier and Julien Ingrassia as their Volkswagen Polo WRC hits the podium in Leon



4



5

The key stories from the past seven days

# This week in F1



## RED BULL WON'T FORCE VETTEL TO STAY

Red Bull chief Dietrich Mateschitz says that he would not force Sebastian Vettel to honour a contract with the Austrian-owned team if the three-time world champion decided he wanted to leave.

"If it would not work with us anymore it would be senseless to try to keep him just because of a valid contract," said Mateschitz. "If I were an F1 driver, my desire would certainly be to become a Ferrari driver. But right now this is no issue."

## HAMILTON BETTER PREPPED AT MERC

Lewis Hamilton says that new employer Mercedes focuses more on driver performance than his old team McLaren.

"We still have sponsor appearances and filming days, so there's no huge difference," said Hamilton. "But the focus on the driver being ready for the job at hand is one thing that I notice is a little bit better here. They want me to be as ready as I can physically and mentally, and want to do everything possible to make sure everything is taken care of."

 **P12 LEWIS HAMILTON INTERVIEW**

Expectations are low at McLaren for early races



PICTURE BY GETTY

## McLaren hints at slow start to the season

McLaren team principal Martin Whitmarsh has set the team the target "to score points" in this weekend's season-opening Australian Grand Prix.

"It's important to remember that our MP4-28 is a new and uncompromising design that we intend to develop aggressively throughout the year," said Whitmarsh. "Undoubtedly, it has great potential, and we fly to Melbourne determined to show well and to score points that should establish us in good stead for the drivers' and constructors' world championships."



## ALONSO SOUNDS 2014 WARNING

Fernando Alonso has warned that Ferrari cannot allow work on its 2014 machine to compromise its title push this year and that it should only do so if it is too far behind to compete. "It will be difficult to come to the middle part of the season and give up. That will only happen if you are 50 or 60 points behind the leader," said Alonso.



Alonso wants focus to stay on 2013 car

## Williams looks to cause an early-season upset

Williams technical director Mike Coughlan has talked up his team's chances of winning a race this year, particularly if the 2013 Pirelli tyres can be mastered.

"What we don't want is a lottery," said Coughlan. "We want to ensure that when we win, we win on merit. But we've worked hard to understand the tyres.

"Melbourne, and indeed the first couple of races, will be where the person who really gets a handle on the tyres will certainly be in a position to be on the podium. We've got to ensure that when we have an opportunity, we fulfil it."



Williams smells a chance to snatch another victory

## McNish joins 5 Live

Ex-Toyota F1 racer Allan McNish has joined Radio 5 Live as co-commentator to James Allen for all races that do not clash with his Audi World Endurance Championship campaign. The BBC has also confirmed that former AUTOSPORT journalist Tom Clarkson has been added to its television coverage as a pit reporter.

Players of the Castrol EDGE Grand Prix Predictor have made Sebastian Vettel favourite to win the Australian GP. 35 per cent of players have chosen the Red Bull driver, while another 23 per cent have gone for Fernando Alonso. The 2013 Castrol EDGE Grand Prix Predictor is free to play at [www.gppredictor.com](http://www.gppredictor.com). The main prize on offer is a trip for two to the 2014 Monaco Grand Prix, while race-by-race prizes like the Samsung Galaxy Tab 2 are also up for grabs.

We are frustrated by the lack of recognition we get for beating the likes of Ferrari and Mercedes. But part of that problem at least must lie with our global marketing team. It is clear that we must create a bigger buzz around what we do. We are world champions, we are able to sell our engines to the teams because of that but we do not get enough recognition beyond that.



Renault chief operating officer Carlos Tavares, talking at the Geneva Motor Show, hits out at the lack of credit given to his company's Formula 1 success as an engine supplier

## FIA confirms no 20th race this season

As expected, the FIA confirmed that there will be just 19 races on this year's F1 calendar after last week's World Motor Sport Council meeting. Originally, the New Jersey Grand Prix was on the schedule, but the inaugural running of this event has been put back to 2014 and efforts to find a replacement came to naught.



## FIRST RACE OMENS FOR THE TITLE



Fisi kicked Renault off with win in 2005

Over two thirds of drivers winning the opening race of the season over the past 25 years have gone on to win the world championship

# 68%

# 72%

Nearly three quarters of season openers over the past 25 years have been won by the team that went on to claim the constructors' championship



Mansell made great start in '92

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# Mark Hughes

## MPH



With the bookies looking no further than last year's form, a Massa win in Melbourne looks a smart punt if you fancy a long-odds flutter

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON  
**AUTOSPORT+**

**T**he knowledge gap between reality and the bookmakers is at its greatest right now, before the cars have turned a wheel in the new season. Looking at the odds for Melbourne, the picture appears to simply reflect last season's team form: Sebastian Vettel is overwhelming favourite for the victory at around half the odds of the next two, Fernando Alonso and Jenson Button.

But one prospect that stands out as surely having a much greater chance than the bookies suspect is Felipe Massa.

On last season's early form, the current odds of between 33 and 40-1 for a Massa win in Melbourne would be quite justified. But in the last six races of 2012, Felipe was transformed and looked much as he used to in 2007 and '08 – ie a little ragged around the edges but essentially quick, error-free and fully capable of winning grands prix in the right car. He even managed to outqualify team-mate Alonso in the final two races.

Yes, Ferrari is still very much Alonso's team and yes, Massa is still there in a support role. But that does not preclude him winning races and the combination of the speed shown by the F138 in recent testing and Massa's rejuvenation surely make him worthy of consideration for those fancying a flutter. He's not the logical favourite by any means, of course, but with Alonso typically on 5-1,

Somewhere over the rainbow... a Felipe Massa victory in Oz could be no mere fairytale for his fans



**“If Felipe can get back on the top step of the podium, there won't be a dry eye in the house”**

Massa on 40-1 seems out of all proportion.

If Felipe can find his way back to the top step this season for the first time in five years, there won't be a dry eye in the house. The pressure heaped upon him at the beginning of last year when he was not justifying his place in such a top team – and wasn't even denying Alonso's title rivals points – was immense. Ferrari was looking very closely at potential replacements and for a time it looked like he might not even see the season out. When one disastrous performance followed another it was difficult to see how he was ever going to dig himself out of the downward psychological spiral, and it was painful to watch as he faced the inevitable barrage of questions about his performances and whether he should even be in the seat.

It's difficult to think of another sport where a person's abilities would be questioned so bluntly and publicly to their face. One wondered also whether he even retained the physical skills to return to his former level, or whether that was forever out of reach as a result of the Hungary '09 accident that had left him fighting for his life. That combination made some post-race press conferences uncomfortable to witness; they had more than an element

of *Lord of the Flies* about them. To have withstood that must have required great strength of character.

It can't have helped that his post-accident return to the cockpit coincided with the arrival of someone as forceful and demanding as Fernando Alonso, who effectively made what had been Felipe's home for years his team. But even if psychology had much to do with his struggles, one wonders if at the root of it was not a physiological limitation. Some brain tissue was damaged when that rogue spring penetrated his skull in Hungary. Those who know him well reckon he was absolutely the same Felipe in everyday life as before the accident. In the car, however, he did sometimes seem to be behind the ball, not so much in raw speed, which could still be seen on occasion over a single ragged lap, but in consistency and concentration.

But through the second half of last year that seemed to be coming back and from Japan-onwards he looked much as he used to do. Is it feasible that three years is about how long it takes to full recalibrate the brain for something so demanding after such an injury?

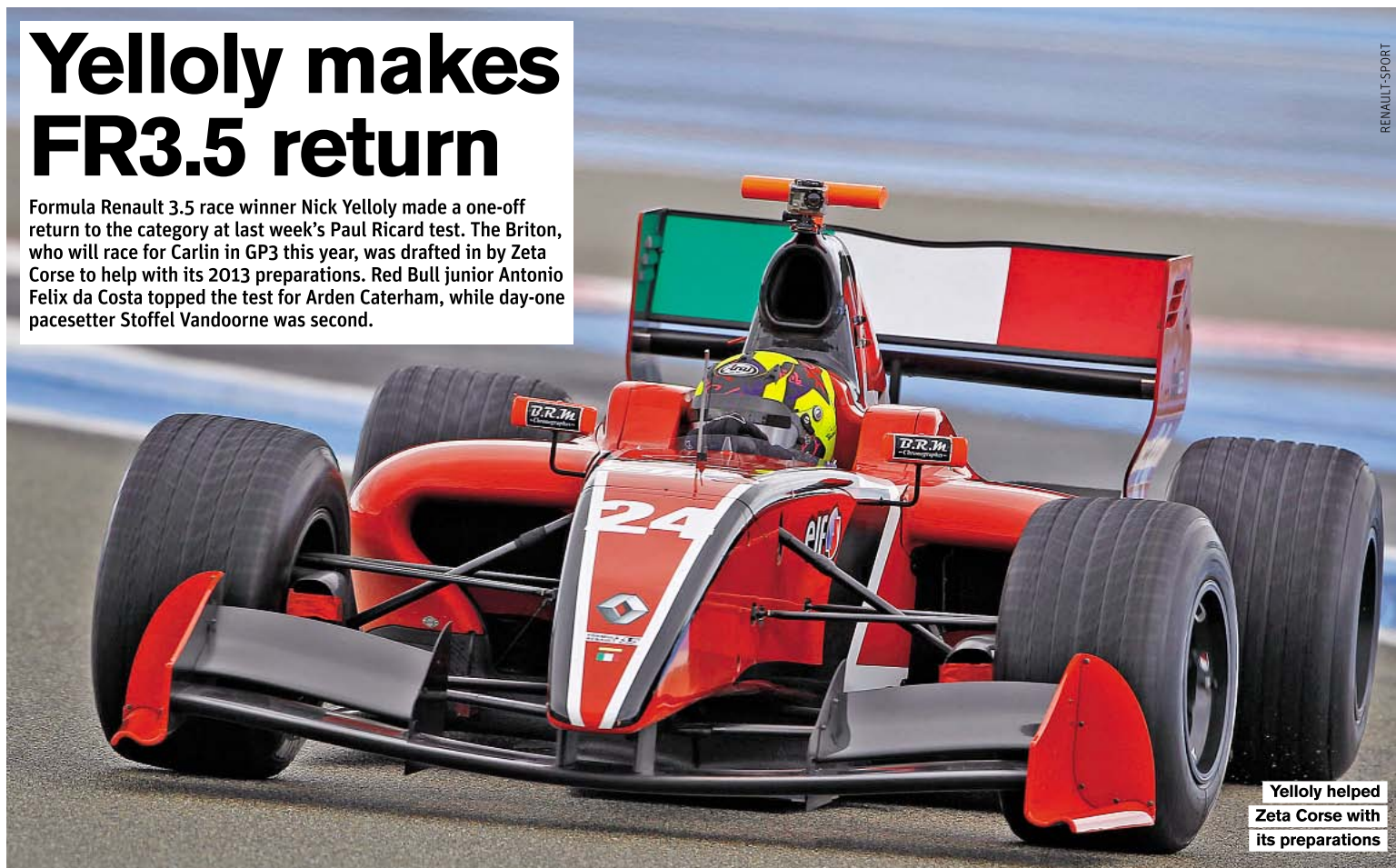
Even if you don't put money on him, a Massa victory some time this year would be worthy of great celebration. ☼

The key stories from the past seven days

# Pit & paddock

## Yelloly makes FR3.5 return

Formula Renault 3.5 race winner Nick Yelloly made a one-off return to the category at last week's Paul Ricard test. The Briton, who will race for Carlin in GP3 this year, was drafted in by Zeta Corse to help with its 2013 preparations. Red Bull junior Antonio Felix da Costa topped the test for Arden Caterham, while day-one pacesetter Stoffel Vandoorne was second.



RENAULT-SPORT

Yelloly helped Zeta Corse with its preparations

10

## FORMER GAMERS GET BIG DEALS

Formula 3 rookie Jann Mardenborough will make his Le Mans 24 Hours debut this year, sharing Greaves Motorsport's Zytek-Nissan LMP2 car with Lucas Ordonez and one other. Ordonez's main programme will be in FIA GT in an RJN Nissan GT-R NISMO GT3, sharing with Alex Buncombe in the Pro-Am class. Fellow Nissan GT Academy graduates Wolfgang Reip and Mark Shulzhitskiy will share the other car. Steve Doherty and Peter Pyera will bolster the line-ups in the Blancpain Endurance Series.

## Loeb drives Citroen WTCC test hack

Sebastien Loeb gave a prototype version of Citroen's World Touring Car contender, based around a DS3 WRC mule, its maiden run at Valence at the end of February. When asked about the test, the nine-time world rally champion declined to comment.



New BMW tested in Foster's hands

## WSR BMW MAKES TEST BOW

WSR's all-new NGTC BMW 125i made its track debut at Brands Hatch last week in the hands of Nick Foster. Despite poor weather, and a technical problem that halted the car after six laps, Foster was optimistic: "It feels like there's another dimension of grip available compared to the [320si] car we ran last year."



GARY HAWKINS

## GREEN PLACED WITH ABT TEAM

Jamie Green has been given a seat with Abt Sportsline for his maiden DTM campaign with Audi. The former Mercedes driver will partner Mattias Ekstrom, Adrien Tambay and Timo Scheider. Edoardo Mortara and Filipe Albuquerque remain with Team Rosberg, while Mike Rockenfeller and Miguel Molina stay at Phoenix Racing.

## Sainz back to Dakar

Carlos Sainz and Nasser Al-Attiyah will return to the Dakar Rally next year with the Al-Attiyah's Red Bull Qatar team. Development of the seven-litre Demon Jefferies Buggies will be switched from the USA to French firm PH Sport. Each driver will undertake a limited programme in the Cross-Country World Cup this year as preparation.



P69 WORLD RALLY NEWS

## WTCC SEAT SWAPS

Fredy Barth will drive a Wiechers-Sport BMW in World Touring Cars this year after switching from the SUNRED SEAT outfit. SUNRED has opted to go into partnership with Adrian Campos Motorsport to field a pair of Leon WTCCs, while Chevrolet squad NIKA Racing will field a single Cruze for Michel Nykjaer. Meantime, ANOME has firmed up a deal to run a BMW for Andros Trophy champion Jean-Philippe Dayraut at the Monza season-opener.

## ALPINE RETURNS

Alpine will return to the Le Mans 24 Hours this year after parent company Renault opted to rebrand Signatech's LMP2 class ORECA-Nissan under the Dieppe make's identity. Signatech regulars Pierre Ragues and Nelson Panciatici will race the car in the World Endurance Championship with a third driver joining them at Le Mans.



Alpine is back for Le Mans

## MENU COMMITS TO 2013 SUPERCUP

Two-time British Touring Car champion Alain Menu will race in the Porsche Supercup this year for FACH Auto Tech after failing to land a World Touring Car seat. He will be partnered by Supercup race winner Christian Engelhart.



STALEY/GP2

## COLETTI HEADS FINAL PRE-SEASON GP2 TEST

Stefano Coletti ended the final GP2 pre-season test of 2013 on top by setting the pace on the only fully-dry day of running at Barcelona last week. The Rapax driver was also

fastest in the dry part of the opening day while ART's James Calado topped the all-wet Wednesday session. Tom Dillmann, who drove for new team Russian Time at the test, was

confirmed as its first driver for the season, while Formula Renault 3.5 champion Robin Frijns also drove for the team after switching from the Trident camp.



Kobayashi with Stefano Domenicali

## Kobayashi gets Ferrari GT deal

Former grand prix driver Kamui Kobayashi was this week revealed as a factory Ferrari GT driver.

He will contest the full World Endurance Championship with AF Corse in a GTE-spec 458 Italia.

## In brief

### WILSON FITTIPALDI SR

Wilson Fittipaldi Sr, a key figure in the establishment of the Brazilian Grand Prix and father of both Wilson Jr and Emerson, died this week aged 92. He was also a prominent broadcaster.

### KAYE BACK TO BTCC

Two-time British Touring Car independents' champion James Kaye will this year mount his first full-time assault on the series since 2006. Kaye will drive AmD Tuning's VW Golf in the Jack Sears Trophy for S2000 machinery.

### ALLMENDINGER'S DEAL

Team Penske last week confirmed AJ Allmendinger's two-race IndyCar deal for the coming season. The NASCAR racer will join the team for the Indianapolis 500 and the Barber road-course race. He will test at the latter circuit this week.

### KANE TO RACE NISSAN

Steven Kane will race in the Blancpain Endurance Series this year, sharing JRM's lead Nissan GT-R NISMO GT3 with Lucas Luhr and Peter Dumbreck. Kane's former ALMS co-driver, Humaid Al-Masood, will share the second car with Charlie Bateman and Matt Bell.

### FIESTA HOMOLOGATION

M-Sport is expected to homologate the Ford Fiesta R5 on July 1, ahead of an extensive programme in the second half of the European Rally Championship. Thierry Neuville could debut the car on the Rally prior to homologation.

## BULLER TOPS BARCELONA F3 TEST

T-Sport's Will Buller topped an all-UK 1-2-3 at last week's Formula 3 European Championship test at Barcelona. The best time set by Buller's Dallara-Nissan was 0.2s quicker than category rookie Jordan King and his team-mate Harry Tincknell. Last year's championship runner-up Raffaele Marciello was fastest on day one and fourth-best overall. Neither the URD nor Jo Zeller squads attended, while the second – as-yet unfilled – Romeo Ferraris seat was shared between Riccardo Agostini and Michael Lewis.



## BIG NUMBER

50

Matt Kenseth's NASCAR victory at Las Vegas last weekend was Toyota's 50th in Cup competition. Kyle Busch took the first at Atlanta in '08 while seven others have also won races.

## Lewis at Mercedes

# Fresh start, new outlook... but will he still be a winner?

12

**This weekend's Australian Grand Prix begins a new era  
for Lewis Hamilton and Mercedes. By EDD STRAW**

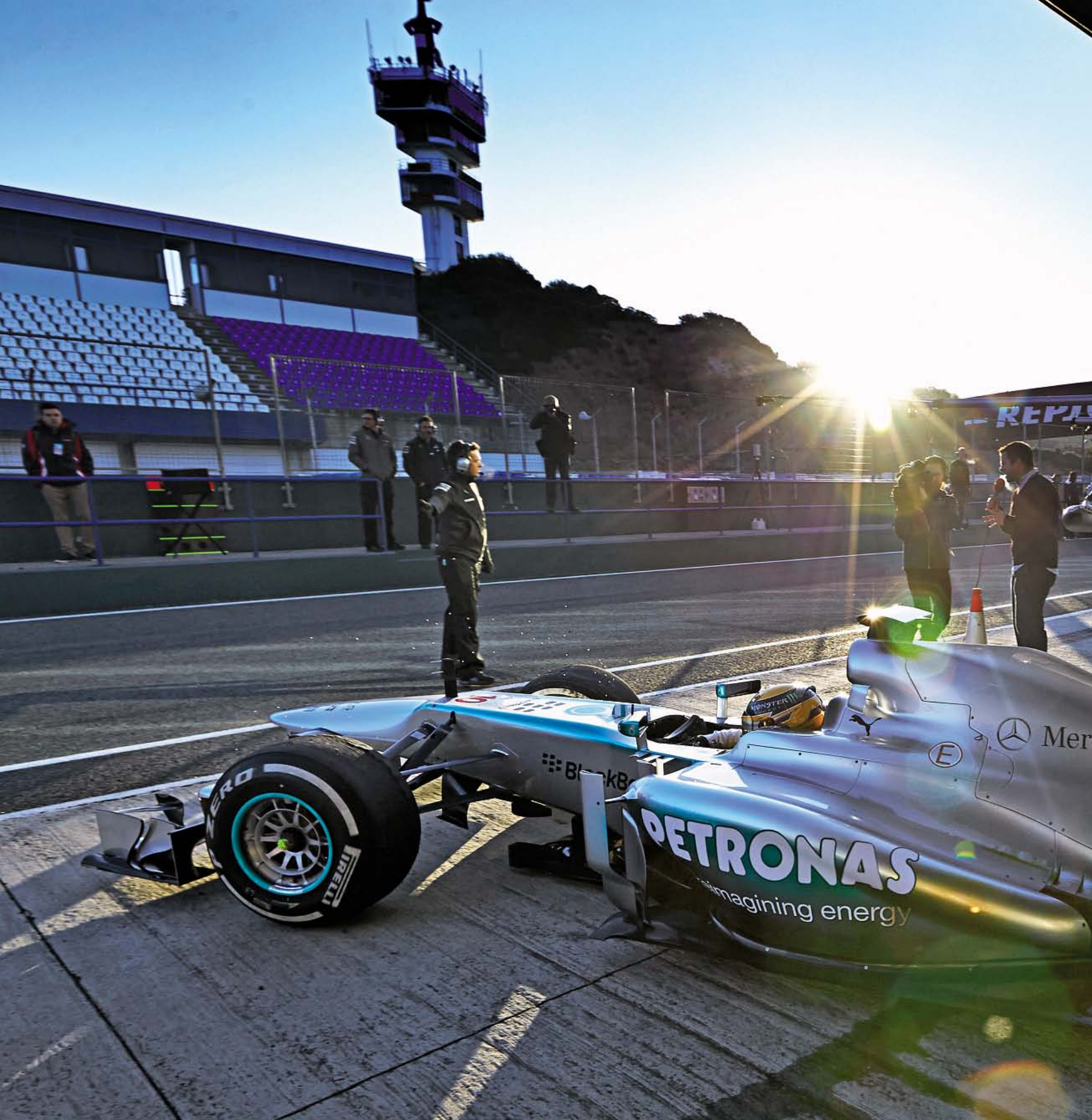
**W**hen the red lights go out to signal the start of Sunday's Australian Grand Prix, it will be six years, less one day, since Lewis Hamilton announced his arrival as a Formula 1 superstar by passing illustrious world champion team-mate Fernando Alonso for second place at the first corner of his first grand prix. It was the start of a chapter of his life at McLaren during which he packed enough glory, sensational triumphs, blunders and controversies to fill the average

racing driver's autobiography a dozen times.

But all of that – the 21 victories, the astonishing last-corner snatching of the 2008 world championship from the grasp of Felipe Massa, the series of cack-handed errors that blighted his campaign two years ago – are in the history books now. The memories of a 2012 campaign during which he drove superbly, but was denied a title tilt by McLaren's poor pitstops early on and the car's fragility, are just that. In a few days' time, the chapter headed, 'Lewis Hamilton: Mercedes driver' starts in earnest.

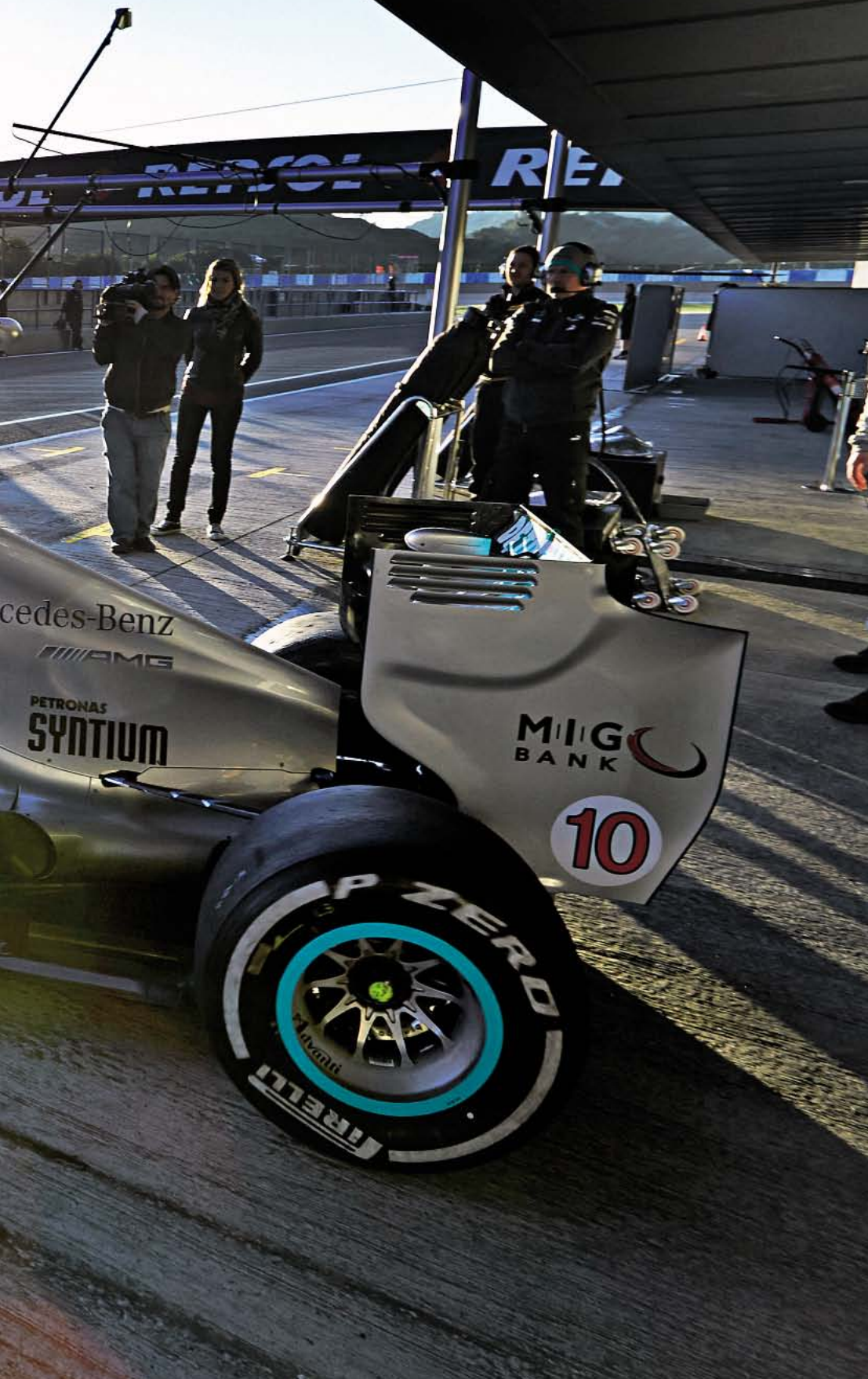
We've already had the prologue to this particular story. During pre-season testing, Hamilton has trodden some familiar ground. Early troubles for Mercedes? Check. A 35mph impact with the tyre barrier on his first day in ▶





**“The feeling at McLaren was, ‘Is this how it’s going to be for the rest of my life?’”**

Hamilton's first taste  
of Mercedes W04  
came in four-day  
Jerez test



◀ the car, portrayed in some quarters as Hamilton having cheated death? Check. Increasingly promising form in testing that suggests results could be better than forecast? Check. The Hamilton way would be to complete that list by winning in Melbourne. It's certainly not out of the question.

The one thing we can be sure of among the pre-season fug of uncertainty is that Hamilton is very happy in his new surroundings. He had been in the McLaren fold since being picked up at the age of 13. During that time, he climbed through the ranks in karting, then excelled in the junior categories, winning Formula Renault UK, the Formula 3 Euro Series and GP2. Only then did the six F1 campaigns come. For all the talk of money – and make no mistake, Hamilton is earning extremely well at Mercedes and could rake in around £20 million this year – his defection was about more than cold, hard cash.

Hamilton was stifled by an environment in which he had once very much been the 'baby'. The leaving-home metaphor is an overused one, but in this situation it hammers the nail emphatically on the head. We're still in the honeymoon period for Hamilton at Mercedes, but it's clear that he's content and more relaxed in his new environs.

"Something just didn't feel right where I was before," says Hamilton. "I know it was good and I was very grateful to be in a good car and able to compete with Sebastian Vettel and those guys. But maybe I'd been there too long. The feeling was, 'Is this how it's going to be for the rest of my life?'"

"It's all new now. I have to learn here, I have to work with new people, I've not got as good ▶

## McLAREN YEARS: I'VE NO REGRETS

**T**here was a time when the suggestion that Lewis Hamilton may leave McLaren with just one world championship to his name would have been laughed at. Yet that's all he has to show for his six seasons with the Woking squad.

He came agonisingly close to the title in 2007 and '10, and last year has to go down as a miss for myriad reasons, some of which were out of his hands. But he admits to no regrets about a period that yielded 21 wins.

The one moment he does cite, albeit stressing it's not a regret as such, is when he understeered into the gravel in the pit-entry in the 2007 Chinese GP while within touching distance of a sensational rookie world title.

"I don't really have any regrets about myself," he says. "If I could go back and do my pit entry in 2007 differently, I would. But I don't let that rule my life. The clear fact that I nearly won in my first year is a big enough sign to me that I belong here. No-one had ever come into F1 and won in their first year. People probably forget that because all people care about is if you won the championship, but I remember. It was still a great season.

"I wish I had won more championships, but every driver wishes that."

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**New Hamilton**  
colleagues. Left to  
right: Toto Wolff,  
Aldo Costa, Ross Brawn

# “I’m not going to come in and say, ‘Do this, do that.’ Who am I to do that?”

17

◀ a car so I need to improve it. I just feel that I’ve got such a challenge in front of me and it brings me alive.

“I’d see people who had been in the same job for 25 years... it’s impossible. I couldn’t be at the same desk for 25 years. I’d been at my desk at McLaren for longer than my six years [as a race driver], going to the same gym, going to the same pool. Going to the same office all the time gets tedious and I wanted a new challenge.”

He’s certainly got that. The current Mercedes team can trace its history back to the BAR squad that set up in Brackley after buying up the declining Tyrrell effort (it still has the same registered company number as the historic team). During 14 years competing as BAR, Honda, Brawn and now Mercedes, the team has generally been unable to match the size of its funding with achievements. Setting aside the heart-warming perfect storm in the Brawn year of 2009, using a car that was developed with vast resources and a huge amount of time thanks to just how dreadful Honda had been in 2007/08, only Jenson Button’s victory in Hungary ’06 and Nico Rosberg’s in China last year stand out as high points.

Since his switch was agreed in the wake of last year’s Singapore Grand Prix, Hamilton has made all of the right noises. He has accepted that he may well not win a race during 2013, reiterating his understanding that there were times last year when the speed of the Mercedes was better

expressed in integers than fractions of a second, and underlining that he sees this as a long-term project. In an interview with the BBC last October, he said he wanted to “go and struggle”.

Hamilton wasn’t without his reservations. His desire to leave McLaren merely meant that Mercedes had to prove that it was a viable alternative rather than necessarily a better one, but it still wasn’t an easy decision. Key to convincing him to make the move was Niki Lauda, who had several lengthy conversations with Hamilton about the prospects of a move. The decisive discussion happened during the Singapore weekend. After that, and in the wake of losing yet another likely victory to a gearbox glitch that effectively ended his title hopes, Hamilton made up his mind. But it wasn’t just a case of Lauda, then yet to formally take up his role as non-executive chairman of the team, promising long-term success.

“I’ve always had a lot of respect for Niki,” says Hamilton. “Unfortunately, when I was at McLaren in the last couple of years I felt I had a lot of criticism from Niki. We all comment about people without really knowing the individual or the truth; people are constantly jumping to conclusions. When I met him, I said I wanted us to spend some time together to see whether we like each other or not, but also to understand who I am. It turns out we have a lot of stuff in common. We have a really good relationship.

“He was fantastic when he was coming to talk to me about moving to Mercedes. One of the ticks that I had in the box really came from spending time with him.”

By contrast, Hamilton’s relationship with McLaren had hit the rocks. The 2008 world champion is known to have been disappointed with the way conversations with Ron Dennis went, which was another factor that fed into the feeling that he wasn’t able to be his own man. When he walked through the doors at Brackley, he did so not as the *de facto* work experience kid as he did when he first arrived at Woking, but as a proven top gun. Ideally, this should be reflected in his attitude when driving, which at McLaren was often characterised by an unwillingness to make calls and instead go with what the team suggested, together with the occasional misstep when he did try to assert himself.

At Mercedes he’s playing the long game. The first objective is to understand the way that the team operates and what life outside McLaren is like. For starters, it’s hard to see his old team allowing him to be accompanied to races by his dog Roscoe – who after his appearances in testing now appears to be building his own major international brand to rival Hamilton’s!

“I have a small list of things that I want to change, but I’m not the kind of person to come in and say, ‘Do this, do that’ because who am I to do that?” says Hamilton. “The team have a certain ▶



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## Formula One Driver Paul Di Resta Charity Auction



*"I have great respect for motorsport marshals. The Marshals Fund is an excellent cause and I had no hesitation when I was asked to support them"*  
- Paul Di Resta

This is a rare opportunity to own a framed, signed Official 2013 Sahara Force India Formula One Team Polo Shirt, auctioned by F1 driver Paul Di Resta. All proceeds from this auction will be donated to the Marshals Fund, a fund set up with the aim of improving the working conditions of volunteer marshals.

For more information, visit [www.pitmart.com/DiResta](http://www.pitmart.com/DiResta)

◀ way of going about things. I'm listening, learning, seeing how they operate, seeing how the engineers work, how good the engineers are, how the interaction with the aerodynamicist is, looking around the factory and seeing what they do have compared to what I've had in the past."

The flipside of this coin is how he is seen by his new team. Given Hamilton's profile, he is shrouded in myth. As with all drivers, some of the stories are exaggerated, some of them are rooted in fact. New Mercedes motorsport boss Toto Wolff, who was not involved in the Hamilton deal, has now had the chance to see how his new charge works. What has struck him is not that Hamilton is a prima donna, or the kind of ultra-fast *idiot savant* that some people grossly unfairly characterise him as, but a man capable of galvanising the team.

"My principle of life has been confirmed again; it isn't enough to be very talented, very determined, very disciplined, very hard working – it also needs intelligence and social intelligence," says Wolff. "He is a world champion not only because of four of five factors, but because he's also very good with people. This is why I see, aside from the on-track performance, the biggest impact of Lewis on the team is that he has brought in a new spark. There is a reason why drivers are world champions and why some are very good drivers. With the world champions, there is just five per cent more. It's not about having a heavy right foot, this is basic and 90 per cent of the guys out there have this, but it's about capturing the big picture. He has that ability."

For all the pressure on Hamilton's shoulders, it's nothing compared to that on the Mercedes team. Hamilton has a deserved reputation as,



Download with  
Merc engineers  
during recent  
Barcelona test

alongside Vettel, the best qualifier in F1. This means that whatever the deficit is between him and pole position will be an accurate reflection of the car's single-lap pace. For the past three years, there have been legitimate question marks over the Mercedes driver line-up, with Michael Schumacher in his fifth decade and Nico Rosberg unproven against a known-quantity team-mate. But now there is nowhere to hide.

"It's just what we need – no excuses," says Wolff. "There are probably only three guys out there who you can say for sure show where the car stands. With Lewis in the team, it is going to be very clear where the car stands, where the team stands, what the performance of the whole organisation is."

The acid test will be 2014. When Aldo Costa and Geoff Willis were recruited as part of a technical restructure, team principal Ross Brawn earmarked this season as the one on which their impact must be judged, but realistically it will be the major rule change next year that is decisive. The effectiveness of the new 1.6-litre V6 powerplant will be key, but while the chassis regulations aren't as dramatically different as they were once planned, the quality of the car itself will give a clear indication of whether Brackley can set aside its long-standing reputation for underachievement.

Hamilton admits that the fact that he's driving for one of the few genuine works teams on the grid, with 2014 around the corner was an ▶

**"I know what I need from an engine, so I get to be a part of that process"**



Getting down  
to some slippery  
mileage at Barca

◀ important factor. If the Mercedes engine is as good as you would expect, he could be quids in.

“I had a lot of things to think about but it [the new engine rules] was quite an important factor,” says Hamilton of his decision. “I came into a car that already had the V8. I helped develop it over time but wasn’t able to get hands-on and tell them what I wanted from an engine. I know what I need from an engine, where I need the power, how I need the driveability so at the moment I get to be a part of that process.”

The comparison with what Michael Schumacher achieved with Ferrari when he switched in the mid-1990s is an obvious one. Hamilton’s potential to become the team’s talisman is clear and, even if any of the oft-criticised baggage about the distractions of developing ‘brand Hamilton’ and his life away from the circuit occasionally create something of a media circus, those in the team will always be energised by someone who wrings the neck of the car. While he can’t match Schumacher by luring a Brawn or a Rory Byrne to the team (although McLaren technical chief Paddy Lowe has agreed to join), he can be the cornerstone for building success.

So, regard 2013 as a first step. Victories this year would be a remarkable start, but it will be next season when the pressure will truly build. The man himself has a very clear outlook.

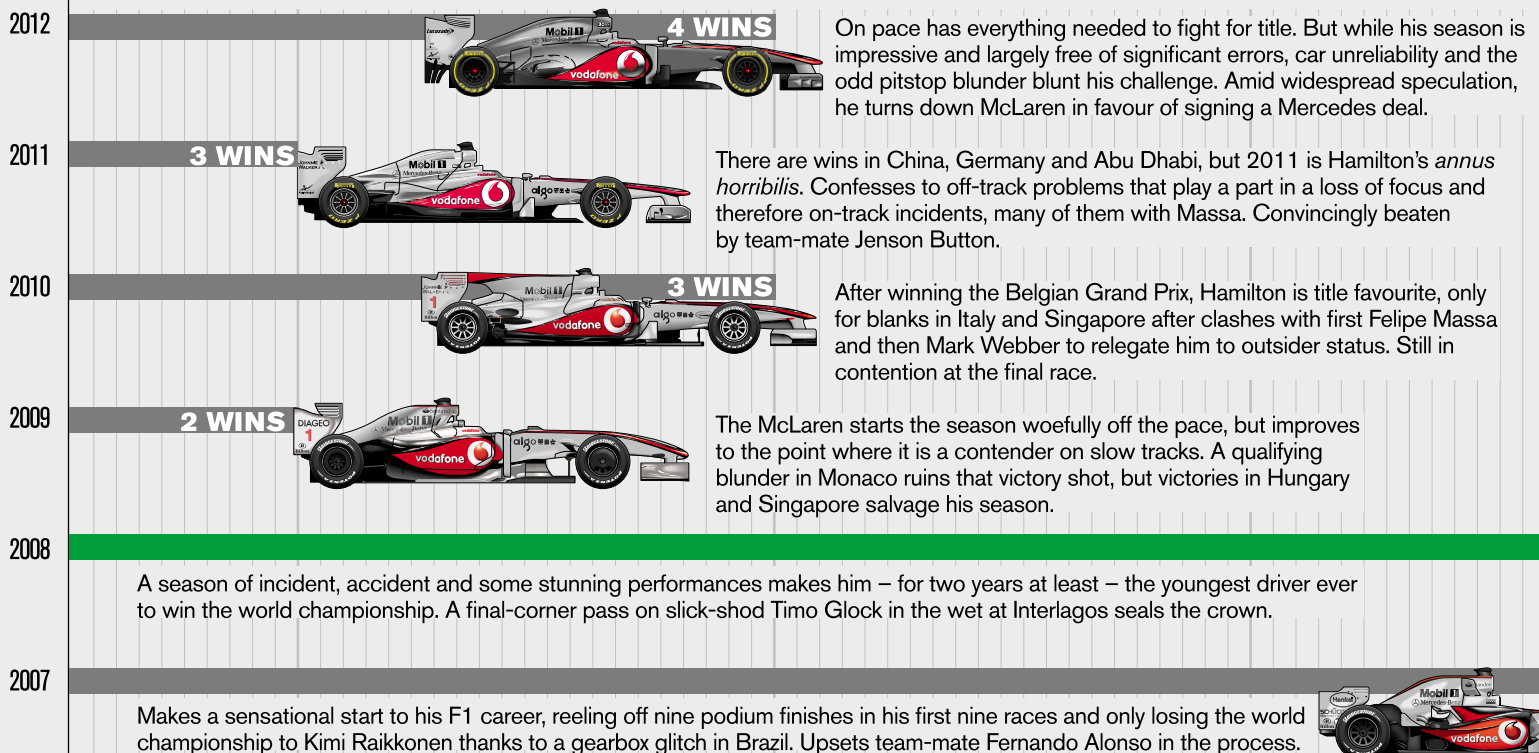
“The targets are first just to finish races and then it’s to get a podium, then to get a win,” he says. “If we can get a podium at some stage, it’s going to be awesome. If we can get a win, it’s going to be incredible. If we can get more than that, it will be such a bonus.” ❧



GILHAM/GETTY

## LEWIS HAMILTON'S ROLLERCOASTER CAREER

Hamilton's six-season stint at McLaren yielded one world championship and 21 wins



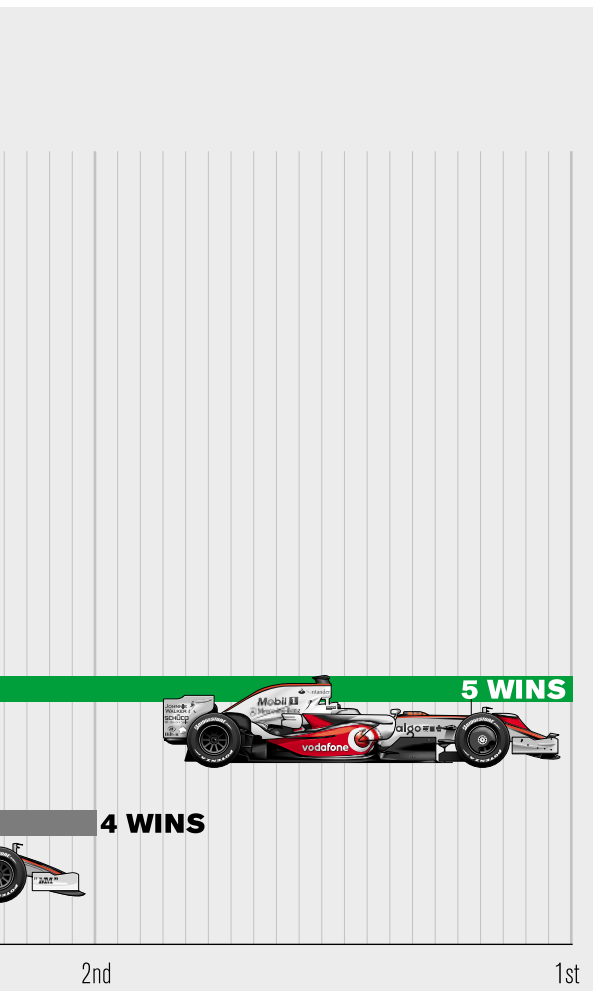
5th

4th

3rd



Media magnet:  
Hamilton takes  
the mic in the  
Merc awning



# TURNING AWAY FROM McLAREN

The history of the McLaren team is littered with cases of drivers whose careers took a turn for the worse after departing. Here's how the last 10 regular drivers have fared.



**HEIKKI KOVALAINEN**  
(2008-2009)

Dropped by McLaren after two disappointing seasons, he went on to race for Lotus/Caterham for three years, where the car wasn't good enough to score a point.



**KIMI RAIKKONEN**  
(2002-2006)

After narrowly missing out on the 2003 and '05 world championships with the Woking squad, Raikkonen won the '07 title after switching to Ferrari.



**JUAN PABLO MONTOYA**  
(2005-2006)

Flounced out of McLaren after the 2006 United States Grand Prix. Now racing in NASCAR, a happier but less successful driver having won just two Sprint Cup races.



**DAVID COULTHARD**  
(1996-2004)

Won 12 times during his long years of service at McLaren, but the four years he spent with Red Bull after being dropped yielded just two podium finishes.



**MARK BLUNDELL**  
(1995)

Never raced in F1 again after suffering the misfortune of driving the least-competitive McLaren in a generation. Did go on to win three CART Indycar races though.



**MARTIN BRUNDLE**  
(1994)

Finished seventh in the world championship and took third in his final race for McLaren, but only scored one podium in subsequent campaigns with Ligier and Jordan.



**MICHAEL ANDRETTI**  
(1993)

Struggled badly at McLaren and, after walking away from F1, was doomed to being an eternal bridesmaid in CART Indycars, despite regular wins.



**GERHARD BERGER**  
(1990-1992)

Returned to Ferrari after a three-year stint as Ayrton Senna's team-mate. Won only twice more but did match his career-best third in the points in 1994.



**ALAIN PROST**  
(1984-1989)

After three world titles with McLaren, his Ferrari move went badly wrong. He later won a fourth title with Williams, but the McLaren days were his peak.



**STEFAN JOHANSSON**  
(1987)

Aside from a remarkable third place for Onyx at Estoril in 1989, the Swede's post-McLaren career featured more failures to pre-qualify than points finishes.



# Mercedes a Melbourne dark horse

This season has to mark the start of a Stuttgart revival, and the early signs are that the Lewis Hamilton era could kick off better than expected this weekend. By **EDD STRAW**

Since reviving its works team in 2010, Mercedes has grown used to intense early-season scrutiny. Whether it was the return of Michael Schumacher in that first season, the car being two seconds off the qualifying pace in the first three races of 2011 or its strong start to last year, the *silberpfeil* is big box office.

This year, with Lewis Hamilton on board, this effect has been multiplied. What's more, the new Mercedes F1 Wo4 genuinely has the potential to be in the mix in Sunday's season-opening Australian Grand Prix.

To this statement must be added the usual caveats about the risks inherent in judging form based on testing, but as well as setting the fastest overall time at Barcelona the car looked beautifully-balanced on track. No wonder several of its rivals have been casting nervous glances in the direction of the silver machines. That includes the hotly-tipped Sebastian Vettel, whose Red Bull team declined to show even a glimpse of its hand at Barcelona and ended the final test over two seconds off the pace.

"I finally took the chance to watch some of the other teams for a bit," said Vettel of the final Barcelona test two weeks ago. "Nico [Rosberg] had a great final day in his Mercedes, which shows how dangerous he and Lewis will be in the future. But there are a lot of others to keep in mind as well."

Jenson Button is another who has praised Mercedes, which suggests rival teams are taking the previously underachieving team seriously. There is always the danger Mercedes is merely a neutral team to talk up to the press. After all, Vettel doesn't



want to talk up Ferrari and Fernando Alonso. But while many fear Red Bull's low-key testing performances shroud the potential of yet another title-winning car, Mercedes is a legitimate dark horse.

With Hamilton on board, there is certainly no room for excuses. The 2008 world champion has a proud record of wringing the best from a car in qualifying. If you doubt this, just ask those who worked with him and Alonso at McLaren in 2007. They privately admit that, over a flying lap, Hamilton is the faster even though

they invariably add the caveat of Alonso being their pick for a race. But with Hamilton bouncing back from a difficult 2011 campaign and excelling last season, you can make a strong case that he starts his seventh grand prix season in the best shape yet.

His qualifying performances can prove transformative for Mercedes. For all the talk about topsy-turvy races and nonsense about the Pirelli lottery (in which, strangely, the best driver/team combination on a given weekend tends to win), qualifying is as critical as ever. Last season, only

four times was a race won by a driver who didn't start on the front row.

#### 2012 RACES WON FROM BEHIND FRONT ROW

RACE	DRIVER	STARTED
Malaysia	Alonso	8th
Europe	Alonso	11th
Singapore	Vettel	3rd
Abu Dhabi	Raikkonen	4th

There remains a suspicion that, for all his artistry behind the wheel, Rosberg isn't as consistently strong in qualifying as he should be. His Saturday performances against Michael Schumacher last season, up until the seven-times world champion realised the game was up in F1 at least, suggest that to be the case.

If Hamilton can consistently put a tenth or two on Rosberg, or force his old karting team-mate to dig a little deeper and find the extra pace, it should allow Mercedes to start consistently higher than it did last season. In 2012, on average, the Mercedes was the fifth fastest car in qualifying trim. This year, the signs are the car will be stronger than that.

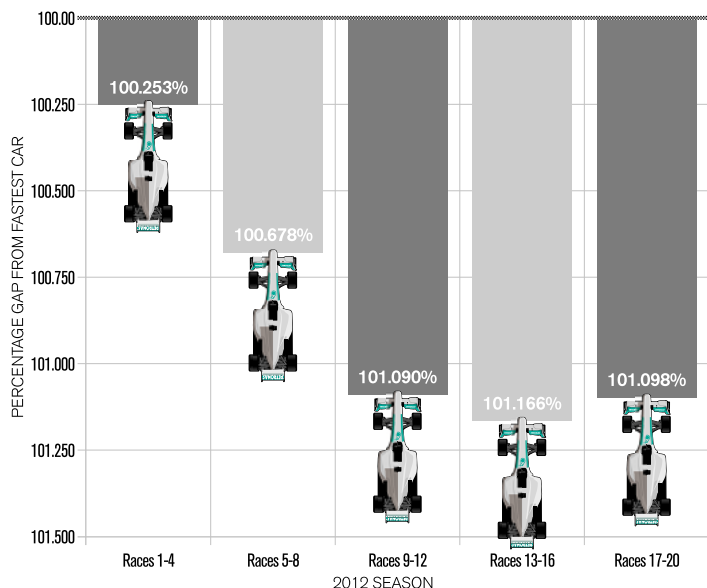
Stronger qualifying performances inevitably have a knock-on benefit. The risk of being buried in slower traffic is lessened, a negative that can be multiplied as it compromises aero and accelerates tyre wear. If the car is as quick as testing hints it was, this could put Mercedes in a very strong position.

But we have been here before. Ahead of 2010, there was real optimism that a late upgrade had put Mercedes in the mix, only for Rosberg and Schumacher to finish a solid, but unspectacular, fifth and sixth in



## FALLING OFF THE PACE

A look at how close to the pace the Mercedes F1 W03 was through 2012. The figures are based on the car's best lap of a weekend as a percentage of the overall fastest time, divided into four-race blocks.



Bahrain. Last year, too, Mercedes left Australia pointless thanks to a combination of tyre degradation and unreliability, despite Schumacher qualifying on the second row.

Given that Mercedes ended last season well off the pace and struggling even to beat Force India and Sauber, to expect a giant stride forward into world title contenders with no major rule changes is, realistically, asking too much. But what Mercedes can aim for is a good step forward over last year to lay the foundations for the Hamilton

era to begin in earnest when the new V6 turbo powerplant regulations come in next season. Getting an underperforming F1 team back to the front is like turning a speeding juggernaut around. This year, the aim should be to start the U-turn, which should allow Mercedes to next year live up to expectations for the first time since the glory days of 1955.

This is the goal that the Brackley squad must not lose sight of, no matter what happens in Melbourne this weekend.

## EXPERT VIEW



**Gary Anderson**  
Technical consultant

The question shouldn't so much be whether Mercedes can fight for victory in Melbourne, it's whether it can match or exceed the development rate of its rivals over the course of the season.

Remember, last season Mercedes started the year with some strong qualifying performances and Nico Rosberg won the Chinese Grand Prix from pole position. After that, performances started to tail off.

From what we've seen in winter testing, Mercedes does appear to have taken a step forward. The car has some good characteristics. It certainly suits both Rosberg's and Lewis Hamilton's driving style because they like to drive by the seat of the pants and the car appears to respond

to that. The times were impressive; Rosberg set the fastest lap we saw at Barcelona with a 1m20.130s and there aren't going to be many cars able to beat that.

In terms of the design, there are some nice details. After last year's struggles, the Coanda exhaust is well-packaged and all around the car the detail work is good. The front wing is also sensible. Last season, Mercedes changed its front wing approach to have more elements to ensure consistency and appeared to lose its way after the early stages when it went in the wrong direction with it. This year, the front wing detailing is promising but what really matters is where it goes from here.



# Why McLaren and Honda makes sense

Sources suggest that the partnership which dominated the late 1980s and early '90s is on the verge of being reformed for as early as 2015

Since Mercedes bought its own Formula 1 team over the winter of 2009-10, McLaren has been on the lookout for a new engine partner.

Under the terms of the dissolution of their partnership, which led to McLaren buying back the 40 per cent stake Mercedes owned in the team, McLaren has the option to continue with the German engines until the end of 2015, but it was never keen on being a customer team for long. That's where Honda comes in.

Honda sources indicate that the green light has been given for the Japanese manufacturer to return to F1 as an engine supplier. There is no official confirmation from either side, but McLaren sources indicate that the McLaren-Honda will compete in 2015. On Monday, AUTOSPORT asked team principal Martin Whitmarsh whether McLaren would use Mercedes engines in 2014 and '15. He confirmed only that his team would continue with the German powerplants next year.

"I can definitely say that we are with them for some time, we have a contract and we have been talking about it for some time," said Whitmarsh of the Mercedes deal. "There is nothing to announce at the moment. I can't elaborate any further. We have a contract that covers the next three seasons and we will certainly go into next year with Mercedes-Benz. We have a long and successful partnership with them."

With the new 1.6-litre turbocharged eco engines coming in next year, Honda would be 12 months late to the party by joining in 2015. But there are hints from Honda's side that a running engine could hit the track next season,



Whitmarsh remains tight-lipped on deal

STALEY/LAT

either with a minor team as a toe in the water (which would be consistent with Honda's historical low-key approach to new F1 programmes) or, more likely, with a private test programme.

Honda certainly has the budget for this and, while it would be difficult to source a car and tyres, there are ways to approximate the performance of a contemporary F1 car using old machinery.

Whenever the Honda runs, it's big news for the sport. The whole point of the new-for-2014 engines was to draw in new manufacturers, with Honda and VW Audi being consulted while the regulations were being drawn up. This was, in itself, subject to controversy, with Mercedes speaking out against the fact that the voices of manufacturers not in F1 were being given equal weight to those already committed. But that reflects how vital it is for F1 to land a fourth engine builder. Only last month, Renault engine boss Jean-Michel Jalinier underlined that, while supplying five teams was a maximum, he would be happy "if we go back from four to three".

With four manufacturers, nobody would have to supply more than three teams if there was an even distribution on the grid. This would reduce the risk of one manufacturer dominating.



BAR eventually became works team

LAT



LAT

**Ayrton Senna won three world titles with McLaren-Honda**

But Honda's return is even more important for McLaren, which took 44 wins with the company from 1988-92. While it is regarded as one of F1's superteams, there have been question marks over its medium-term future. Inevitably, the loss of Mercedes as a partner has put financial pressure on the team, as has its road-car programme, which can only be considered a heavily qualified success to date. To ensure that it does not slip into the second rank of teams at a time when engines are set to become the key performance differentiator, McLaren needs to pull off a deal of this size and has been in talks with Honda for several years. Honda is well-placed to be

competitive straight out of the box. It does have experience of the current-generation 2.4-litre V8 powerplants up to the end of 2008, and also has knowledge of the so-called green propulsion technologies that will be central to the performance of the new engines. Honda is known to have started preliminary work on the power unit in the UK, with ex-Ferrari engine boss Gilles Simon involved. Simon was previously working for ex-BAR team boss Craig Pollock's PURE engine project, which had been scheduled to enter F1 in 2014 before it was mothballed last summer. The progress made with the engine is likely to inform Honda's

strategy for coming into F1. If it struggles, there's always the option to defer its entry until 2016, with McLaren still having the safety net of an option to run Mercedes units in '15. More likely, however, is that it will be sooner. While Honda's record of team ownership in F1 is desultory – with only two wins shared by the two incarnations of its works teams – as an engine supplier it has enjoyed huge success. From 1985-92, it was more often than not the engine to have and took 69 wins from 112 starts. Given that proud record, only a fool would bet against McLaren-Honda getting back to winning ways very quickly.

# HONDA'S F1 HERITAGE

**Starts: 340 Wins: 72 Poles: 77**  
**Fastest laps: 57 Drivers' titles: 5**  
**Constructors' titles: 6**

**THE FIRST COMING (1964)**  
 After a mooted engine-supply deal with Lotus fell over, Honda came into F1 with a works team in mid-1964. Following two and a half patchy seasons, John Surtees arrived in '67 and oversaw the development of a new car with Lola. The RA300 – dubbed the 'Hondola' – won the Italian Grand Prix with Surtees, but Honda reverted to designing its own chassis and quit the sport at the end of '68 in the wake of Jo Schlesler's fatal crash at Rouen.



**Starting out back in 1964**

**THE SECOND COMING (1983)**  
 John Wickham's low-key Spirit team brought Honda back into grand prix racing in 1983. Williams landed an exclusive supply of the V6 turbo, which started in the final race of that season and went on to claim two constructors' titles and the 1987 drivers' crown for Nelson Piquet. The refusal to run Honda's favoured son, Satoru Nakajima, cost Williams the deal. So in 1988 Honda joined McLaren, as well as continuing a Lotus supply that had started in '87. From 1989-92, Honda supplied normally-aspirated 3.5-litre units (first a V10 and then, from '91, a V12). Another three drivers' and constructors' title doubles followed before Honda, then falling behind Renault, quit at the end of '92.

**THE THIRD COMING (1999)**  
 Honda commissioned a works car, the RA099, which was built by Dallara under the leadership of Harvey Postlethwaite. The car set impressive times during a test at Jerez in 1999, but the project was shelved after the death of Postlethwaite.

**THE FOURTH COMING (2000)**  
 Honda supplied BAR with engines from 2000, adding a second deal for Jordan in 2001-02. BAR finished second in the constructors' championship in '04, but from 2000-05 there were no wins.

**THE FIFTH COMING (2006)**  
 In 2004, Honda bought 45 per cent of BAR, taking the rest in September '05 and competing as a Honda works team from 2006-08. The first year was promising, with Jenson Button winning in Hungary, but the final two years were an embarrassing disaster and Honda pulled out. The team, funded by a dowry from Honda, then won the '09 drivers' and constructors' crowns as Brawn.



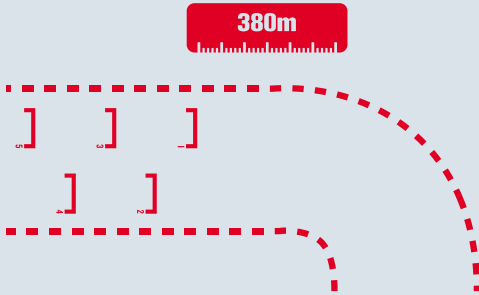
**Most-recent effort produced one win**



# AUSTRALIAN GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

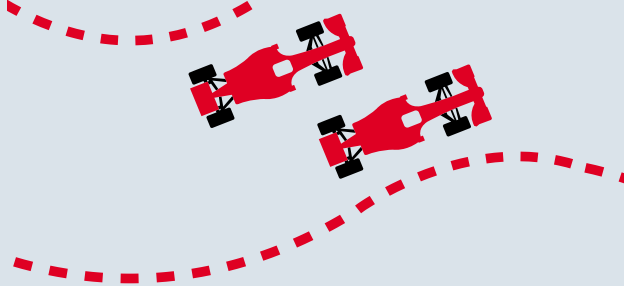
## FIRST CORNER



With a shortish run into Turn 1 (pole to the apex is 380m, half the distance in Spain) before cars enter the first braking zone, coupled with the inevitable human factor on day one of racing after the winter, the likelihood of first-lap retirements is high. Don't remind Nico Hulkenberg – he'd waited a year to re-start his F1 career before Melbourne in 2012 and his race was all over in 10 seconds!

## OVERTAKING STATS

Thirteen of Albert Park's 16 corners are medium-speed and this – along with the relative lack of long straights and a narrow track width – results in a circuit where overtaking is fairly difficult. The track recorded the 14th lowest level of passes during races in 2012, underlining the greater emphasis on a strong Saturday performance to claim a better grid slot.



## FULL THROTTLE



Full throttle demand around Albert Park is 67% of the lap – the third highest all season after Monza and Spa.

## PITLANE

Melbourne has the shortest pitlane of all the circuits visited during the season at just 280m, 12 per cent shorter even than the pitlane in Monaco. However, despite this, pitlane loss is not the lowest of the season. At 21 seconds it ranks as seventh overall.



MELBOURNE	
Pitlane length	280m
Length rank	Shortest
Pitlane loss	21 seconds



MELBOURNE

SILVERSTONE

## SAFETY CARS

In the past 10 Australian GPs, the safety car has appeared on 13 occasions, an average of 1.3 per race. This makes Melbourne the fifth most likely circuit to generate safety-car interventions, in part due to its relatively narrow width and unyielding concrete barriers. Car recovery can be problematic so the safety car is one of the preferred tools in the race director's arsenal.



USA/INDIA



MELBOURNE



SINGAPORE

## FUEL PENALTY



The fuel penalty around Melbourne, at 0.4s/kg, is relatively high. Fuel consumption at 2.7kg/lap puts Albert Park in the top third of the current circuits for heavy fuel demand.

## GEAR CHANGES

A mid-ranking track for gear changes, Albert Park requires 54 shifts from the driver per lap on average or, put another way, 3132 gear selections from the start lights going out to the chequered flag.



MELBOURNE	
Circuit Length	3.295 miles
Race Laps	58
Race Distance	191.126 miles
Lap Record	Michael Schumacher 1m25.125s (2004)
Corners	16 (6 left, 10 right)
Circuit Direction	Clockwise
Corners <62mph	2 (Turn 3, Turn 15)
Corners >155mph	1 (turn 8)

## WEATHER



MONTHLY AVERAGES	
Rainfall	35mm
Sunshine	211hrs
Min temp	12.7C
Max temp	24C

Despite its moderate oceanic climate, Melbourne lies on the boundary between hot inland areas and the ocean front at St Kilda. Rainfall remains relatively likely, but the duration of weather events tends to be limited.

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS F1 HD**

### THURSDAY

**0400 Sky Sports F1 LIVE Drivers' Press Conference**

### FRIDAY

**0100 Sky Sports F1 LIVE Free Practice 1**  
**0515 Sky Sports F1 LIVE Free Practice 2**

**0730 Sky Sports F1 LIVE Team Principals' Press Conference**  
**0930 Sky Sports F1 LIVE The F1 Show**

### SATURDAY

**0245 Sky Sports F1 LIVE Free Practice 3**  
**0500 Sky Sports F1 LIVE Qualifying**

### SUNDAY

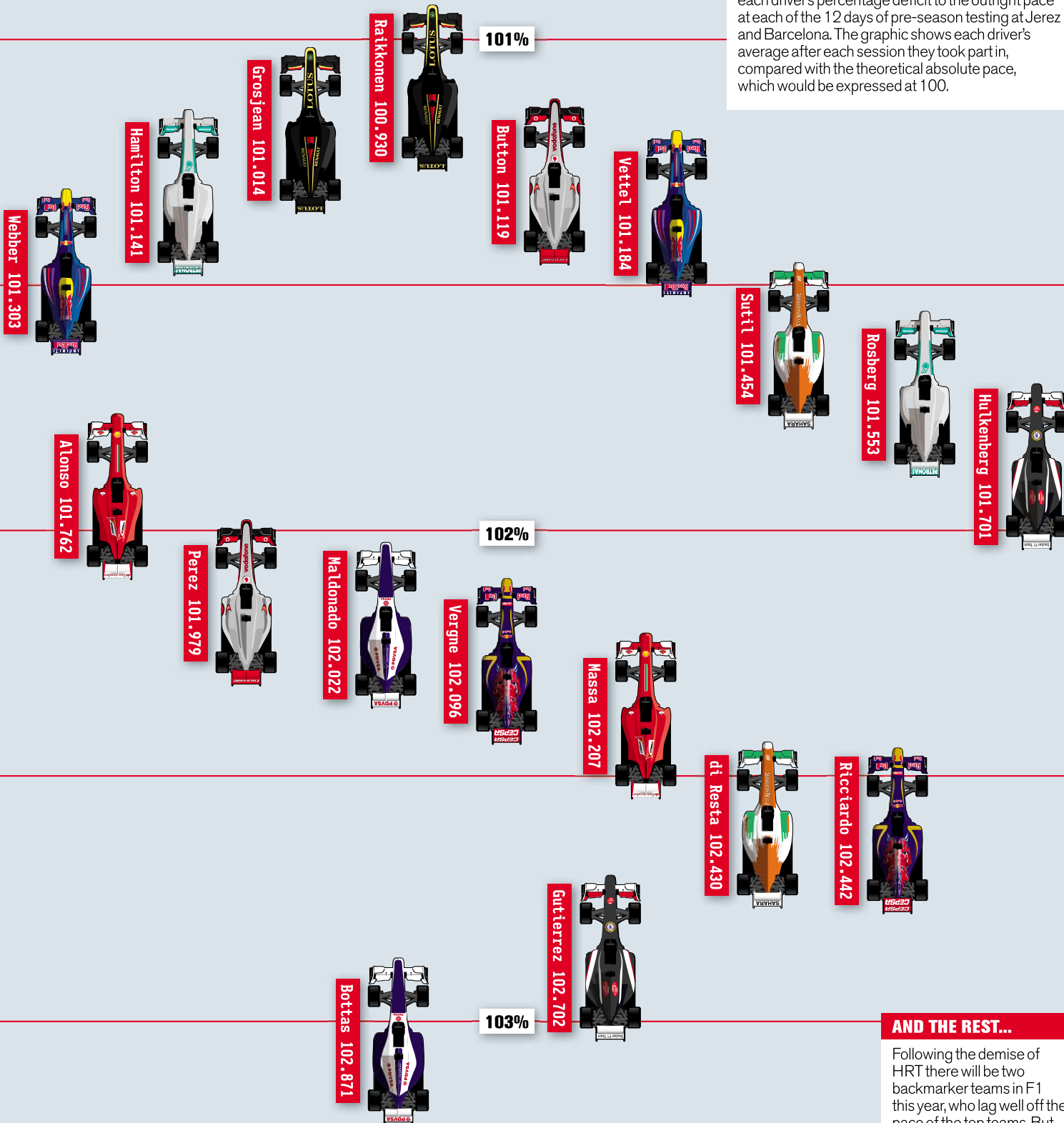
**0430 Sky Sports F1 LIVE Australian GP**  
**1100 Sky Sports F1 Australian GP highlights**

### ALL WEEK

Classic Australian GP races shown throughout the week as a build-up to 2013 race.

## PRE-SEASON TESTING SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace at each of the 12 days of pre-season testing at Jerez and Barcelona. The graphic shows each driver's average after each session they took part in, compared with the theoretical absolute pace, which would be expressed at 100.



## AND THE REST...

Following the demise of HRT there will be two backmarker teams in F1 this year, who lag well off the pace of the top teams. But testing suggests a close battle between them as we saw in 2012.

Bianchi (Marussia)	104.049
Van der Garde (Caterham)	104.400
Chilton (Marussia)	104.976
Pic (Caterham)	105.295

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# Johnny Herbert



## The inside line

The Sky F1 HD pundit – and winner of three grands prix in the 1990s – gives us his thoughts ahead of the Australian GP

**T**here's one thing that we can read into testing and it's that Mercedes is a lot better off than it was last season. Both Lewis Hamilton and Nico Rosberg looked very good. You have to ask: 'were they running low fuel?' Probably. But is that such a bad thing?

It appears that Red Bull is out in front but Mercedes is not far behind. The only thing that confuses me is what Red Bull did in the final test – neither driver did any long runs.

I think McLaren will be OK in the first two races for sure. You can't just base the form on the Jerez and Barcelona tests because Albert Park bears no relation whatsoever to those tracks. Most of the corners are sort of chicanes, it's not particularly hard on the tyres, and it's quite a smooth, rhythmical type of track. We know that Jenson Button generally tends to go well there, too.

For newcomer Sergio Perez we'll have to wait and see. It's like moving up from the Championship to the Premiership for a footballer. Last season he had those three podium finishes, but that's now going to be expected of him every time he gets in the car, so it's a different vibe that he's going to have to deal with.

Ferrari looks better, but it's probably not quite where it wants to be. I think it's still a little bit behind Mercedes



PIC: THOMPSON/GETTY

29

**“It's going to be damn close. The pressure's always there when it's so close in the top 10”**

and Red Bull. But this year it has two top drivers as Felipe Massa's form came back in the second part of last season. I think that's going to be a good pairing. Fernando Alonso seems to be quite buoyed with the situation Ferrari is in, and the team seems confident about the updates that are being taken to Australia.

Lotus looks as it did last year: Romain Grosjean was strong in testing, and the car looks good on race pace. It's good on its tyres again, too. I personally think if Romain can go through the season without a problem he would be faster than Kimi Raikkonen. He's done a lot of work to change, and if he has I think Lotus potentially has a pairing that will throw some spanners in the works at the sharp end.

It's good to see Williams coming up with some innovation this year, like those little flaps on the exhaust that were outlawed – I think they were done just to see if they could be done or not. And there's the wheelnuts... little things we haven't seen from Williams for a long, long time.

Pastor Maldonado definitely has the speed, he just needs to calm down in race situations. Everyone is raving about Valtteri Bottas but we're going to have to wait and see. I still think that being in a car for a grand prix weekend is

a completely different animal to testing and when Pastor is on a roll in qualifying it could be a very interesting situation. Bottas is very strong mentally and the team is very positive about him. I think if he starts well then he'll be strong all the way through and typically Finnish – he'll be very reliable and very consistent.

Sauber still looks OK. I like Nico Hulkenberg a lot, I think he's definitely one for the future. Esteban Gutierrez worries me with some of the comments he comes out with. He said "I'm not sure I'm ready for Formula 1" when he got the drive and recently said he was nervous about Australia. I think you should be excited about it rather than being nervous! But whenever he gets in the F1 car he does seem able to produce some pretty good speed. We just have to see if he can put it together during a grand prix weekend.

Overall, I think it's going to be damn close. I wouldn't be surprised if the top 10 is separated by a couple of tenths in qualifying. The pressure's always there but when it's so close it just ramps it up that little bit more because you cannot make the slightest of errors. And I hope this plays to the advantage of somebody like Jenson who's methodical and doesn't make that many mistakes. ☼



# AUSTRALIAN GP PREVIEW

# Do you pull or push?

**Ferrari reintroduced pullrod, as opposed to pushrod, front suspension in Melbourne last year and McLaren has followed its lead for 2013. GARY ANDERSON explains the pros and cons**

**W**hen the Formula 1 cars hit the track for Australian Grand Prix free practice in Melbourne tomorrow (Friday), one of the more visible technical differences between them is that the Ferrari F138 and McLaren MP4-28 are running pullrod front suspension, and all the others are using a pushrod system.

Ferrari brought back the front-pullrod design in 2012, but the use of this format came back into fashion when Red Bull fitted it at the rear in 2009, with many teams following suit. The difference between pushrod and pullrod suspension is simple in

terms of its basic geometry.

The pushrod is connected to the outboard end of the lower wishbone or upright and the damper/spring unit, which is mounted inside the top of the chassis. It pushes on the damper. The pullrod is connected to the outboard end of the upper wishbone and the damper/spring unit, which is mounted inside the bottom of the chassis. It pulls on the damper.

At the rear of the car the gearbox packaging is low, and by putting the pullrod on you minimise the aerodynamic blockage and optimise the beam wing and rear wing at the same time as achieving a lower

centre of gravity.

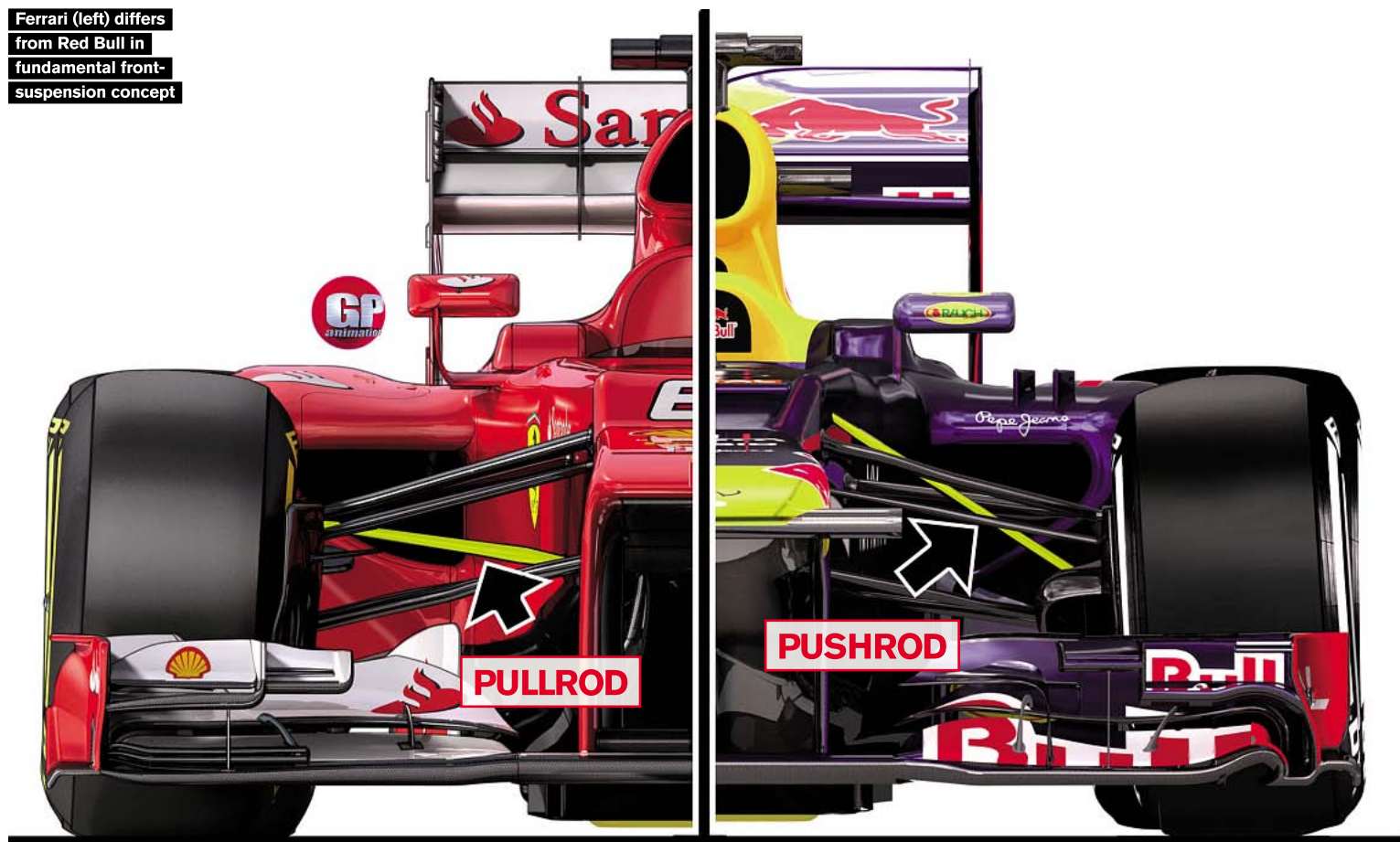
At the front of the car the chassis is high, so with a pushrod you get a very steep angle. Going to the pullrod lowers the centre of gravity, but only by a fraction because it requires the use of a stronger top wishbone. Aerodynamically, the front pullrod works better because its angle matches that of the wake off the front wing.

While it does change the suspension geometry, it doesn't make any difference to the tyre. The key is getting the rising-rate characteristics right. The front suspension requires a lot of rising rate; as the suspension moves, the rate increases. For the first 5mm

of wheel travel, you could twist the torsion bar by five degrees, for example, with the next 5mm twisting it 7.5 degrees. The suspension will get stiffer as it gets closer to the ground, which is what you need to get the low-speed softness and high-speed stiffness you desire. But at the rear you want a more linear relationship. It's easier to fine tune the rising-rate characteristics with a pushrod suspension but not impossible with a pullrod.

The main difference is that the pullrod suspension makes set-up changes harder to implement because of how much more difficult it is to access the components.

Ferrari (left) differs from Red Bull in fundamental front-suspension concept



## THE KEY CORNERS



**Johnny Herbert**  
Sky Sports  
F1 analyst

The latter part of the track, especially in qualifying, is very technically tricky. At the end of the back straight there's a 90-degree right [Turn 14], followed by a long, fast, almost 90-degree right and then a tight left. The tight left is very hard to get the braking right for and

difficult to get on the power quickly, which you need to do to get through the last turn as fast as possible. It's the most technical part of the circuit and there are certain drivers such as Button and Hamilton who get the best out of their equipment through there.



Getting sharp left correct governs final turn speed



### BEST SEQUENCE

TURNS 11/12	
Approach	182mph
Apex	159mph/143mph
Gear	6/5
Braking distance	18m
Braking time	0.23s
Braking force	5.83g

DRS Zone 2

DRS Zone 1

DRS detection

### PASSING SPOT

### POTENTIAL FLASHPOINT

### THE STORY OF 2012

**TURN 3**

Approach	188mph
Apex	61mph
Gear	2
Braking distance	94m
Braking time	1.95s
Braking force	6.07g



Massa battles past the Sauber duo



Bruno Senna was a Turn 1 victim in 2012

**TURN 1**

Approach	195mph	Braking distance	61m
Apex	107mph	Braking time	0.97s
Gear	3	Braking force	6.1g

Jenson Button and McLaren got their 2012 season off to a storming start with a convincing victory. Sebastian Vettel had a safety car to thank for overhauling poleman Lewis Hamilton for second, and Seb pulled off the race's most stunning pass when he drove around the outside of Mercedes' Nico Rosberg at Turn 9. Fernando Alonso dragged a recalcitrant Ferrari home fifth.



Button revels in Melbourne glory

# Street fight

Formula E faces tough task to race on London's streets. By **Jamie O'Leary**



32

The revelation last week that the FIA's new Formula E Championship is planning to race in London once again raised the issue of street racing returning to the British mainland.

A draft list of target cities for Formula E's maiden season in 2014 was published by the FIA following last week's World Motor Sport Council meeting in Paris. Among the cities named alongside Rio and Rome, both of which had previously announced their interest in staging a race for the all-electric formula, were London, Los Angeles and Beijing.

The idea of staging a race in London has been raised several times during the past decade, after an F1 demonstration based around Regent Street in 2004 drew an estimated crowd of 500,000. It surfaced again last year after McLaren sponsor Santander created much publicity by creating a simulation and draft



Santander has simulated London street race

layout of a circuit taking in such landmarks as Buckingham Palace, Big Ben and Trafalgar Square.

Motor Sport Association chief executive Colin Hilton confirmed that the British governing body is in discussions with Formula E Holdings regarding the possibility of a street



Olympic Park site could be a suitable venue

race being held in London. But he said that without a fundamental shift in UK law, such an event would be unlikely to go ahead.

"The biggest hurdle at this point is that under the 2008 Road Traffic Act it is illegal to hold a 'race or trial of speed' on a public highway,

and UK law does not allow the suspension of the RTA, except by another Act of Parliament," Hilton told AUTOSPORT.

"The MSA is currently in the middle of discussions with the Department for Transport regarding a change in the law to enable local

PICTURE: POOL/GETTY

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PICTURE: VISITLONDON

**Racing in London?  
The mayor wants  
it to happen in 2014**

authorities (in this instance the mayor's office) to suspend the Road Traffic Act to hold a motor race."

Independent research has found that the potential benefit to a local community from holding a motorsport event is in the region of £1 million. A London-based race for an international series is understood to be able to raise significantly more capital, despite higher costs.

London mayor Boris Johnson highlighted the benefits that the zero-emission (noise and carbon) nature of Formula E could have for London in the long run, and would be able to use his influence in parliament to support the MSA's case for an RTA suspension.

"Zero-emission world-class motor racing is a scintillating concept and I am hugely keen that London be involved in the birth of Formula E," said Johnson. "It has the potential to highlight the impressive strides being made in the manufacture of electric vehicles and hosting a street race could also be of considerable benefit to our city."

One way around the legal issues could be to construct a temporary circuit on Stratford's Olympic Park site, which has gone largely unused since the 2012 summer games. A track could be laid out on its one-square-mile, self-contained, largely paved site with adequate run-off, pit, paddock and spectator facilities,

**FORMULA E PROVISIONAL DESTINATIONS**

London	(GB)
Rome	(I)
Los Angeles	(USA)
Miami	(USA)
Beijing	(PRC)
Putrajaya	(MAL)
Buenos Aires	(RA)
Rio	(BR)

All events subject to ASN agreement

while causing minimal disruption to the road network. Should site access be restricted to public transport and 'park-and-ride' services, this would minimise the impact to the main roads around the site.

Other cities have incorporated such a system to allow street racing to take place. Washington ran an American Le Mans Series event on a circuit built on the car park of the RFK Stadium, while the Formula 1 Las Vegas Grand Prix did not require the closure of any public roads to allow circuit construction.

It is understood, however, that changes to the Road Traffic Act could now consider public spaces as 'roads' and would therefore cause the site to fall subject to similar restrictions.

If the city-centre idea is not accepted in London, an alternative could be for Formula E to approach a local circuit, such as Brands Hatch, to stage the event. This, however, would be contrary to the championship's stated street-circuit philosophy.

**RACING IN... BIRMINGHAM**



**Eric van de Poele won the last Brum street race, in 1990**

PICTURE: LAT ARCHIVE

The Formula 3000 Birmingham Superprix, the only street race held on mainland Britain, was a success, but where did it go next? That was the question title sponsor Halfords was asking as the 1980s drew to a close.

"There was no doubt in my mind that we were the biggest F3000 race on the calendar," says Dave Lucas, who headed up the Birmingham Road Race department at the city council. "We were all looking at the next step."

The obvious answer was Formula 1. And it could have happened, according to Lucas: "I had a big conflagration with Bernie [Ecclestone] and the idea was raised of us having the European GP."

The problem was the Act of Parliament passed to allow the closure of the streets was very specific. It allowed racing on Bank Holidays only and specified two-day meetings. So no good for F1.

"It would have required another Act of Parliament, and the Labour council was in favour, but its MPs weren't," explains Lucas. "They said we shouldn't be spending all this money on a race; we should be spending it on schools and hospitals."

And against that political backdrop the short, five-year history of street racing in Britain came to a close after the 1990 Superprix.

Gary Watkins

**WHAT IS FORMULA E?**

Launched last August, Formula E is an FIA championship for electric-powered single-seaters that is aiming to shape the future of motor racing in an environmentally-conscious manner and increase research-and-development opportunities for green technology.

Formula E Holdings – with major investment from Alejandro Agag, owner of the Addax GP2 team, Lord Paul Drayson of sportscar squad Drayson Racing Technologies and Eric Barbaroux of French firm Electric Automotive – promotes the series.

Part of the series' philosophy is

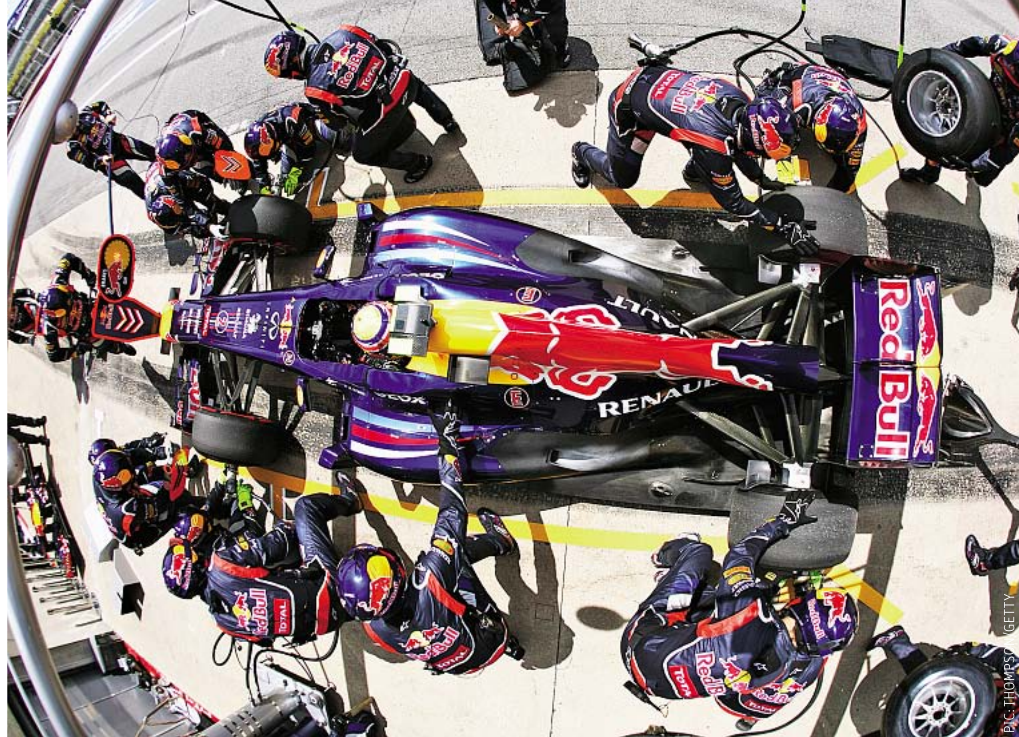
to race in city centres, following a series of demonstrations this year.

Cars are being designed and built by Spark Racing Technology, a consortium of investors led by ART Grand Prix boss Frederic Vasseur, in association with leading constructor Dallara. McLaren will provide the engines, electronics and transmissions. A prototype car, built by Formulec, has already been driven by series test pilot Lucas di Grassi.

A total of 20 cars are expected for the first season, with Drayson Racing Technologies and China Racing the only confirmed entries.



**Formulec prototype has tested**



# TEN REASONS WHY MOTORSPORT IS LIKE OPEN-HEART SURGERY

34

Can racing drivers and teams really learn lessons from the operating theatre? **CHARLES BRADLEY** consults a doctor



PIC COURTESY OF RAJ JUTLEY



**Mistakes in the cockpit lead to this; errors in the operating theatre have fatal consequences**

**W**hen we talk about life-and-death situations within this magazine, it's usually due to a racing scenario that's gone horribly wrong, putting life and limb at mortal risk. But, believe it or not, there are far more analogies between the workings of a racing driver/team and those of a heart surgeon and his staff than you may think.

Dr Raj Jutley is a Kenyan-based consultant cardiac surgeon, one of the top operators in his field of care. When working in Britain, he operates at Nottingham City Hospital. His cases are not everyday, run-of-the mill patients: these people's hearts need operating on or, quite simply, they will die. Not all of them live through the procedures he carries out, and that is made clear to them in stark terms.

"I'm a consultant cardiac surgeon, and I carry out the heart surgery, opening the chest up by ripping it apart, connecting pipes to the heart, diverting the blood through a heart-and-lung machine, which then allows me to actually stop the heart from beating by using a solution," he explains.

"That's actually the first-ever time in a patient's life that their heart will have stopped. We cool the patient's body down and then I do what I need to be on the heart. I have to be pretty quick, because every second the heart is stopped, it is dying. So if I don't do my work within a specific timeframe, the patient will never come off the table."

There are about 350 steps to one of his operations, each requiring a different tool for every job: "As you can imagine, this type of procedure not only requires a lot of training, but a lot of mental and physical preparation. Every single aspect of the heart surgery I perform has to be planned beforehand."

Thanks to his skill, and that of his team around him, Jutley has extended the lives of many critically-ill people. Heart operations require incredibly delicate procedures working within extremely small confines.

And here we have the first similarity...

### 1 EXTREME-LEVEL HAND-EYE COORDINATION IS REQUIRED

To be successful, a racing driver needs it all: perfect vision, excellent thought/eye/body coordination, adequate communication skills, the ability to work for hours without physical or mental strain becoming an issue and, above all, supreme decision-making ability.

"I put in stitches that are finer than human hair in a 1.5mm-diameter vessel, to get blood to flow through it," says Dr Jutley. "When you first train to do it, you simply can't, because you tense up, and the more you tense the more you shake."

"You learn to control your breathing, to not build up too much carbon dioxide. You learn to keep your elbows tucked into your body so the shake is less. Minor tricks, but all beneficial to your performance. I cannot afford to waste seconds while the patient's heart is stopped, so I put a lot of thought into the economy of my movement so I'm economic with my time."

As in a racing car, which is constantly evolving its grip level due to tyre wear, fuel consumption, weather conditions and track temperature, Dr Jutley operates in an ever-changing environment where he needs to spot danger signs, digest and process what he's seeing into formulating a plan that he can then carry out. Snap decisions are required, with potentially fatal consequences.

The driver isn't just a figurehead, however. He needs to be brave enough to call the shots too...

### 2 YOU'RE IN COMPLETE CONTROL OF YOUR TEAM

Dr Jutley has a team of up to 15 in his operating theatre, each a specialist in their own right, including an anaesthetist, perfusionist (heart-lung machine specialist), scrub nurse and ▶

## WHAT'S THE SURGERY LIKE TO WATCH?

**J**ames Calado, GP2 frontrunner: "I knew what to expect, but when you actually see it in person for the first time it's mindblowing. The surgeon literally walked in, took a hacksaw and chopped them open, cut to the sternum, then another tool that opened the chest up.

"What's visible is literally everything: lungs, kidneys, heart - I've never fainted in my life, and I couldn't believe that I was starting to feel hot and dizzy. I ended up having to sit down for 10 minutes. I think it was the smell more than anything!

"The way Dr Raj prepares is very similar to racing, making correct decisions as situations arise, and making them quickly as they have critical outcomes; keeping calm in all these situations, and having the expertise to deal with everything that might happen.

"It's fantastic to see how he does his work, and

you'd have to agree that what he does is more important than what I do! He's actually saving the life of another human being, and being able to watch that was a once-in-a-lifetime experience.

"While I was there the patient had a cardiac arrest, and you'd expect a degree of panic and rushing around when it happened, but Raj was actually talking me through what was going on as this guy was dying on the table. Raj said, 'He's lost all his blood pressure, he's got 25 seconds until he loses oxygen to his brain, and then he'll be dead in a few minutes, so we need to do this, this and this' - it was all so calm, as if he wasn't actually dying, but I could see all the lines on the screen had gone flat!

"Raj did his job, got it sorted, bit of a flick to his heart, an electric shock, and the patient was up and running again. Really impressive."



**Dr Jutley monitors Calado's heart rate at Porsche fitness training**

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Webber got out of overalls  
and into scrubs to see  
Dr Jutley at work in theatre



◀ assistant surgeon. Communication must be highly effective, along with a well laid-out hierarchy so everyone knows their own role within it. And he is the leader.

“The surgeon is very much in the driving seat,” says Dr Jutley, himself an amateur rally driver who has his own team. “I’m quite lucky to see both sides, because of my experience of running a team in rallying, and driving on the Safari Rally when it was in the World Rally Championship, so I knew exactly what the structure of a racing team was in motorsport, and could see these similarities with how we run our operations.”

In the operating theatre there is a whiteboard with the patient’s details, outlining the plan and strategy for each surgery. During the operation, levels and heart rates are effectively Jutley’s telemetry, and he likes to be kept in the loop with what’s going on, what’s changed – like Lewis Hamilton asking for split times to evaluate his performance.

Occasionally, of course, it doesn’t all go to plan, and Lewis gets the call to see Charlie Whiting, which leads us to...

### 3 YOU’VE GOT TO BE PREPARED FOR IT GOING WRONG

Like all doctors and surgeons, Dr Jutley’s performance is closely monitored. Given the critical nature of his role, and as long as there may be unforeseen complications, mistakes are costly. And instead of a trip to the gravel trap, the consequences are huge.

“My results are under scrutiny all the time,” he says. “At rest your heart is pumping six litres of blood a minute; at peak exercise, that goes up to 30 litres a minute. So if you make a mistake, and put a hole in the patient’s aorta, you’ve got seconds to sort it, or the patient arrests and then dies.

“You’ve got to keep a very calm head. And the key to that, which is very similar to what the F1 guys do, is visualisation. Know what to expect already. I visualise everything beforehand.

“It’s very similar to race driving. When a driver is in the cockpit, it’s very much tunnel vision. Nothing should distract him in the crowd – it what’s in front of him on the track that matters. But you also need that trigger when something unexpected happens, when to switch from automatic to heightened awareness. I use key words – ‘Guys, I’ve got a problem’ – and everyone stops what they’re doing immediately and focuses on me.”

But if it goes wrong too often, and it’s your fault, then the stewards will take action...

### 4 PERFORMANCE IS CONSTANTLY MONITORED

As part of that monitoring of Dr Jutley’s performance, any deviation from accepted standards leads to the spectre of his being stopped from operating and investigated by the hospital and medical authorities.

“It’s a great achievement to qualify, to get to where I have, but just like an F1 driver I can’t relax,” he says. “For example, in the UK for cardiac-bypass surgery, I have to maintain a maximum 1.7 per cent mortality rate. If I have too high a mortality I am stopped from operating, just like in F1 if I wasn’t performing results-wise I’d lose my superlicence or my drive or my sponsors. You can’t sit on your laurels in either discipline.”

# “Mark picked up on the atmosphere and stepped out”

### 5 LONG HOURS OF ARDUOUS TRAINING ARE REQUIRED

As Dr Jutley has already touched on, the training process to scale the lofty heights to the top of his profession is tough.

“The training I received was arduous, and I’d compare it with the training that drivers require to get to Formula 1,” he says. “To get to my level from medical school takes about 20 years, so that’s similar to get to F1 from starting in karting. And like the route to F1, every step I’ve taken the steeper the slope becomes.

“At every stage I made it through, there’s tens of people who didn’t – so exactly the same as some getting to Formula Renault, F3 or GP2. If they don’t win they don’t progress.”

### 6 YOU’VE GOT TO BE ABLE TO COPE WITH PRESSURE

Dr Jutley’s other role is as consultant doctor to the Porsche Human Performance Centre at Silverstone, where he became acquainted with Red Bull Formula 1 star Mark Webber. Being a smart cookie, Webber ‘got it’ straight away and was keen to see Jutley in action for himself.

“Mark was the first driver to come and see me operate,” he says. “He wanted to see how professionals deal with stress where someone’s life is at stake. It puts our jobs into perspective, doesn’t it, when what’s at stake for him is world championship points!”

But as with grands prix, not all operating procedures go to plan... ▶

# 2013 EVENTS

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<b>DATE</b>	<b>MONTH</b>	<b>EVENT</b>
03	MARCH	ADIDAS HALF MARATHON
12-14	APRIL	FIA WORLD ENDURANCE CHAMPIONSHIP
25-26	MAY	F3/GT CHAMPIONSHIPS
01-02	JUNE	BLANCPAIN ENDURANCE SERIES
15-16	JUNE	MG LIVE!
28-30	JUNE	2013 FORMULA 1 BRITISH GRAND PRIX
12-14	JULY	INTERNATIONAL GT OPEN
26-28	JULY	SILVERSTONE CLASSIC
02-04	AUGUST	FIM SUPERBIKE WORLD CHAMPIONSHIP
11	AUGUST	FORD FAIR
29-01	AUG/SEPT	2013 HERTZ BRITISH GRAND PRIX (MotoGP™)
08	SEPTEMBER	TRAX
14-15	SEPTEMBER	THE SILVERSTONE 24 HOUR CYCLING GRAND PRIX
21-22	SEPTEMBER	BRITCAR SILVERSTONE 1000KM
28-29	SEPTEMBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP
04-06	OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP
02-03	NOVEMBER	WALTER HAYES TROPHY



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SILVERSTONE



PIC: JAKOB EBREY

Dr Raj has to visualise dramas – like a driver

◀ “It’s sod’s law that when Mark was there something went wrong! I was replacing an aortic valve in the centre of the heart with a titanium-and-carbon valve. I’d sized it all up correctly, but would it go in? No! It just wouldn’t! The more I tried, the more frustrated I felt... Mark sensed it straight away and asked, ‘What’s happening?’ I was thinking, ‘You don’t want to know!’

“Actually he picked up on the atmosphere and stepped out of the theatre, and I took the valve out, resized it again, and this time it popped straight in. I called him back in, and it was all fine. Having someone else in there with you is an added pressure, but it’s a flavour of what it’s all about.”

### 7 CORRECT DECISIONS ARE REQUIRED IN AN EMERGENCY

As you’ve just read, not all surgeries go as planned despite all the best preparations. To deal with the unexpected, Dr Jutley has a mental procedure to visualise dramatic scenarios, which he can then employ in reality when they occur.

“When I’m training, I close myself in a quiet,

# “When he visualised that corner, his heart rate soared”

dark room,” he reveals. “In my head, I think, ‘OK, I’ve got a hole in the aorta now.’ I put my finger on it, and I talk myself through the whole sequence of what I do next to remedy the situation. When it does happen in real life, it’s remarkable how automatic it becomes.”

### 8 MIND MANAGEMENT IS KEY TO SUCCESSFUL OUTCOMES

Regular readers may be familiar with AUTOSPORT’s resident mind coach Don Macpherson and his philosophy of the Buddhist ‘monkey mind’. The ‘monkey’ lives in the left hemisphere of the brain, constantly criticising and chattering in a distracting manner. Like a racing driver, Dr Jutley needs this suppressed, so the right side of his brain can concentrate on his complex operations, allowing his movements to be automatic and ‘in the zone’.

“When Don came in and explained the monkey mind to my team and I, we all recognised it, but we hadn’t known what to call it! Interestingly, I have a specific time when I park my monkey outside the operating theatre – and that’s when I wash my hands. I insist on having nobody around me. I focus on staring at the wall in front of me, and visualise the steps of what I’m about to do. I go through all that in my mind, and when I walk into theatre I leave my monkey behind.

“But if something goes wrong, the monkey takes over – I need him. It’s all too easy to bottle out and say, ‘I couldn’t do it, something went wrong’. For the patient to get the full benefit from a successful operation I need to be able to stay in control even if something goes badly wrong and there’s blood sloshing around all over the place.”

Macpherson also focuses on heart rates with the drivers that he mind coaches, another area of Dr Jutley’s expertise. “I did some work with Don on a prominent F1 driver who had a big crash at Monaco,” says Jutley. “And when he visualised driving the track, and got to that corner, his heart rate would soar. He needed to get over that before he actually raced there again.”

### 9 EVERYONE NEEDS TO BE ‘ON THE SAME PAGE’

Recently Dr Jutley has also worked with Racing Steps Foundation’s aspiring Formula 1 talent,

to help them get the best out of their roles as individuals who need to drive the team as much as they do the car.

“Some drivers have trouble with concentration and keeping focus while communicating with their team,” he says. “And it’s imperative that you start every day – or in my world, every operation – with your team on the same page.”

“The team has to revolve around you. When it comes to my cutting time, or the driver’s grid time, we both have to channel all the specific instructions to the core team so everyone knows how the next few hours are going to unfold.

“Derek Walters [one of the leading lights at Racing Steps] and I figured it would be good for his drivers to come and learn those skills, and it’s worked really well with James Calado, Jack Harvey and Josh Hill [Hill is not on the RSF, but has connections with Walters]. They sit by the anaesthetist, so they’re literally only a couple of feet away from the action. They get the smell and everything.”

### 10 PREPARATION NEEDS TO BE METICULOUS

As with a grand prix, preparation for surgery is planned weeks in advance. Safety checklists must be ticked off to ensure nothing is forgotten, and kit – such as headlight LEDs and batteries – must be ready to go ahead of the operation.

Like a driver, Jutley must be in tip-top shape, well rested and with alcohol intake minimised in the lead-up days (listening, Kimi?), and he must remain hydrated as the surgery begins.

In conclusion, Dr Jutley says: “The idea is to introduce the drivers to these concepts in open-heart surgery that have increased our results for the better and ensured a smoother, more efficient and safer speciality, despite its invasive nature.

“Mortality and morbidity have gone down significantly over the years, and I do believe that the motor racing world could learn from this, along with teaching the drivers other generic skills such as leadership, communication, multi-tasking and task prioritisation.”

After all, you couldn’t ask for a better person to have your life in their hands. ❧

## HARVEY: “NOTHING LIKE *ER!*”

Jack Harvey, British F3 champion (and occasional co-driver for Dr Jutley on single-venue rallies): “It’s not really about replicating on track what happens in theatre, it’s more about the principles and the way they go about the operation in terms of teamwork, preparation and precision. It’s like an extreme version of what we do, although we compete against each other.

“If you approach your race weekend with the clarity that they take into

surgery, it can be incredible really. It was quite a rare privilege to witness that, so hopefully seeing them in action will give me an advantage over people who haven’t had the chance.

“It’s surprising how calm they remain, and that works the same in racing – you can’t panic. If something goes wrong, you keep calm and go again.

“But seeing it up close like that... we’ve all see *ER* and *Holby City*, and it’s nothing like that. I loved it – I thought it was ace!”



Dr Jutley gives Harvey’s F3 car a clean bill of health

PIC: JAKOB EBREY

# THE ART OF

It's the most important moment of any race, so how do you master it – technically and mentally?

40

# THE START

**AUTOSPORT** reveals the secrets from inside the cockpit and remembers a few of the best





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# “After the pitlane opens, the whole procedure starts”

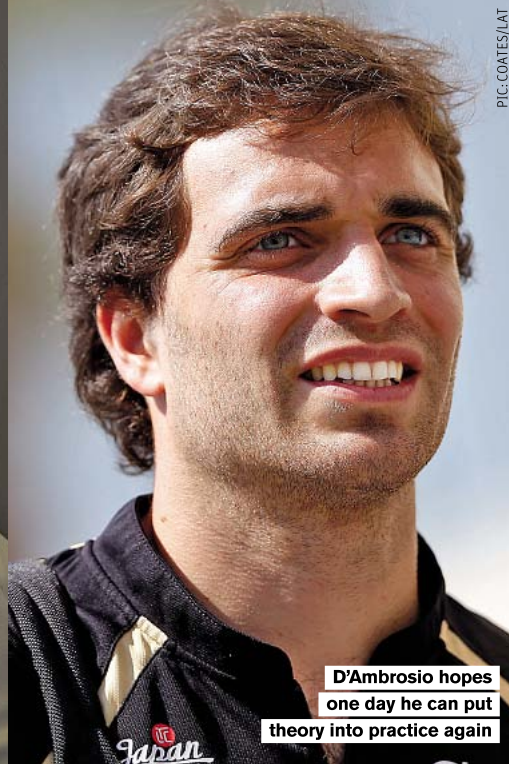
Getting a grand prix car off the startline is far more complex than it appears. Mercedes technology director **GEOFF WILLIS** and Lotus reserve **JEROME D'AMBROSIO** talk through a process that can win or lose races

**JEROME D'AMBROSIO:** “You need to be in the car 10 minutes before the pitlane opens to do the checks, go through the gears and make sure everything is all right. When the pits open half an hour before the start, the whole procedure begins. You will do bite-point tests to help the engineers learn about the last details of the characteristics of the clutch. That keeps happening during the laps to the grid. You will also do the first practice start and, depending what the engineers want to know, you will be told what settings to use.

“Then you do your lap/s to the grid when you can try and learn a bit about the balance of the car. You repeat this a few times, going through the pitlane, before going to the grid. Then you get to the grid, chat with the engineers about the car, chill out, talk to the journalists. Ten minutes before we start the formation lap, I get in the car. During the formation lap, there is a very important procedure to follow.”

**GEOFF WILLIS:** “There is a certain amount of conversation between the engineer and driver during gridding laps and the formation lap. We know the preparation profile that we need to achieve and we can change things after the dummy grid start. We can estimate from the practice start what we need to do that's different from our normal start plan, particularly regarding tyre temperature and how many burnouts you do.” ▶





Tech chiefs like Willis (right) monitor start performance

D'Ambrosio hopes one day he can put theory into practice again

# “After the start you have to follow the steps perfectly. It’s not about feeling”

**JDA:** “When you start the formation lap, you can do a proper practice start. You can’t do everything, because you are limited to 100km/h before you can release the KERS.”

**GW:** “One of the difficult things about the starts is that now we have fewer and fewer start practices because we are not allowed to do pullaways in the pitlane, and it’s rare that you can start on the grid. There’s always a little bit of uncertainty and you use a certain amount of information from the dummy grid.”

**JDA:** “You have a set procedure for warming up the tyres. The engineers will ask you to do a certain number of burnouts in a specific way. They monitor the temperatures. But you have to watch out that the whole car doesn’t get too hot, which can limit how much of this you can do. You speak directly with the engineers, so if there’s anything you need to do more or less, he tells you straight away. You want to warm the tyres and the brakes without overheating the engine. Going onto the grid, you will do another couple of bite-point tests to get more data on the clutch.”

**GW:** “The key parts are the drivetrain, the clutch and the tyres. You want to get the clutch in a very consistent and repeatable state and you need to get the tyres to the right temperature for maximum grip. They are the two fundamental things. At the start, you’ve got your target engine revs, you’ve got to have the clutch to come to the bite point and you need to know that when the driver releases the clutch, he gets the torque coming in at a consistent manner that will be transmitted by the tyres, which are at the correct temperature. Brake temperatures are useful for getting energy into tyres.

“We’ve got instrumentation that measures both tyre surface and core temperature. We can measure this to a good accuracy, which probably outweighs the accuracy to which we can achieve the targets.”

**JDA:** “As you come to the grid slot, your engineer will communicate to you any final setting changes needed, the last switches to be modified at the end of the formation lap.”

**GW:** “There’s not a lot of scope to change engine settings. It’s really about achieving consistency. We can’t do clutch behaviour trackside as that’s all based on tests and developments with the clutch supplier.”

**JDA:** “You can have different steering-wheel settings, but you have to live with that for the first 90 seconds [cars are locked into the race-start engine-map setting for that period of time]. So it’s up to the driver and the team to find the right compromise and it depends on the circuit. You could have a very good map for the start, but it could make the car very difficult to drive for the rest of the lap.”

**GW:** “Because we’re locked in for 90 seconds, anything that is beneficial for the start you carry for the first lap. That tells you how extreme you can go.”

JDA’s only F1 start in 2012 came at Monza in Italian GP



A blur of hands on the wheel as the tyres are warmed for the start



PIC: DUNBAR/LAT

**JDA:** “You try not to let the tyres cool too much as you pull into the grid slot. Then the final start procedure begins. We use two clutch paddles [hand-operated and mounted on the steering wheel]. They are set to specific positions. You wait and then when you get closer to the start, you put first gear in and pull the two clutches into the positions given to you. You set the revs to a very specific position [d’Ambrosio declines to give a rev range for this, but AUTOSPORT understands that for the average car it should be around the 10-12,000rpm band] and you have to be very precise and hold the revs exactly at the right position.”

**GW:** “The driver is not allowed to use any artificial aid to help them know where the clutch is. Ergonomically, you can design it so that the driver receives consistent feedback, but you can’t give him any clues as to how much clutch engagement he has got.”

**JDA:** “The five red lights come on and when they turn off, you release one clutch paddle. After a certain amount of time, you release the second paddle. During that, you will progress with the throttle, applying it in a certain way

that the engineers have told you to. They will tell you that you can be aggressive on the throttle at one part, conservative at another and where you have to be very linear. Then, after that, when you reach 100km/h minimum and when the engineer has told you to depending on which circuit it is, you apply KERS. You have to follow the steps perfectly. It’s not about feeling.”

**GW:** “Usually, you would expect a good start to be within two or three tenths of the theoretical optimum for 0-100km/h times. The variations come from unexpected grip levels, driver error occasionally and, more often, the exact nature of the tyre preparation and the temperature profile. Also, where you are on the grid matters because if you’re starting off the front row, you’ve got a different temperature history between your final burnout and coming to the grid than you do halfway down the grid. There’s also a variation in grip levels across the grid depending on which side is clean.”

**JDA:** “Some drivers do keep more cool and consistently make mistakes in the procedures, and that could be worth the couple of hundredths of a second every time

that can make a difference in position. It’s an intense part of the race, and that small amount of time can change your race. So the drivers can influence it that way. The consistent drivers also make it easier for the engineers to choose the right strategies. It’s not as straightforward as the kind of start that you get in any other categories.”

**GW:** “You don’t want to bog the engine down and don’t want to spin the wheels. So you are always within those two bands.”

**JDA:** “Off the line, there can be problems with the car and it can also be that if you don’t put the right amount of revs in or operate the clutch paddle to the right position, you can go into anti-stall. Once anti-stall kicks in, you just have to pull away normally like you would in the pits.

“The start is so important. If you are at a circuit like Monza, it’s not so critical, but at Hungaroring or Monaco half of the race is at the start. So you have to get it right. It’s still a challenge for the driver and a crucial, crucial time. The qualifying lap, combined with the start, are the most intense parts of the weekend.”



Locate the clutch, KERS and get ready



That was a good one: Hamilton, Hungaroring, 2012

PIC: DUNBAR/LAT

# Why you must control your inner Murray Walker

PIC-HONE/LAT

Over the past 20 years, AUTOSPORT's resident mind coach **DON MACPHERSON** has taught over 300 drivers how to control their emotions on the startline. And here, he tells us how...

46

**G**o! Go! Go! No other commentator has ever captured the pure drama and theatre of the start of a motor race better than Murray Walker.

Everyone has an 'inner Murray' commentating on everything you do, and how you are doing it – and if you are a racing driver, you had better be aware of what your Muzza is saying to you.

At the start of a race, dear 'Murray' is going to be at his most vocal, pants-definitely-on-fire, and even more fever-pitched than ever. He can make or break your whole weekend, even your championship. Don't believe me? Watch Sebastian Vettel's on-board from the Formula 1 finale at Brazil last season and tell me that he had it all under control in those first four corners.

In my opinion, only the start of the Mens' Olympic 100 metres final gets close to a grand

prix start in terms of sheer excitement. The hopes and dreams of an entire team, sponsors, maybe a car manufacturer employing hundreds of thousands – never mind family and friends – are now firmly planted squarely on the shoulders of the racer. It's all down to him now. He's on his own.

Fast starts are both a science and an art. Let's see if we can uncover the true 'art of the start'...

Close your eyes (if it is safe to do so) and imagine you are an F1 driver on a green-flag parade lap. Maybe you can feel the steering wheel through your gloves, and the pedals beneath your feet. Can you hear the engine as you weave from side to side, then accelerate harshly to perform a burn-out, and then brake sharply in order to create some heat? Is your race engineer distracting you with words of wisdom, maybe something about a clutch bite-point, and even last-minute advice such as "try not to stall mate". The interminable wait is nearly over, soon it will be show time.

Now you are slowly exiting the final corner and heading for your grid slot. You can see the white lines below you as you come to a halt. All the other cars are lining up and the last car is finally in place. Green flag is up, and the red lights are coming on...

How are you feeling? Is your heart pounding, heading rapidly for 180 beats per minute? Is your brain revving even higher than your engine? Feeling hotter than the brakes? Maybe your stomach is feeling a bit queasy? You are, after all, one of 22 drivers about to head for the same Turn 1 apex as fast as you can. No pressure then, eh?

One light, two, three, four, five... They're all on! Steady... hold on... wait for [starter] Charlie Whiting's finger on the button... Go! Go! Go!

Now, I appreciate there's a fair bit of technical stuff you've got to get to grips with, such as the two clutches and avoiding the anti-stall, but how good your start is will now come down to how you deal with your 'inner Murray'. The art of the start is knowing how to stop him from excitedly grabbing the wheel and preventing your body from doing what it already knows what to do.

Starts must be instinctive with a conscious mind so calm that the body can still 'feel' the car off the line. It must always be subconscious and automatic, like a golfer teeing off or a clay pigeon shooter pulling the trigger. It's a 'controlled explosion' requiring a high degree of relaxed concentration. It's a big mental skill that will improve peripheral vision while still allowing space in the brain to pounce on cars in front, like a cat on a mouse.

Science is theory and thinking. Art is vision and doing. I reckon the top three 'artists' are Kimi Raikkonen, Lewis Hamilton and Fernando Alonso. After Brazil, Vettel has slipped out of my top three, but I suspect he'll be back. However, I think the real 'artist', the star of the starts, has, sadly, already left the stage... Michael Schumacher.

So, if you're a racing driver, and you don't have the art of the start, you'd better find a mind coach *toute de suite*, or you may end up becoming a 'first-lap nutcase'. Remember, control your inner Murray, or he will control you. ❀



Seven-time champ Schumacher was the true F1 'startist'

PIC-ETHERINGTON/LAT

**“A start must be instinctive, with a calm conscious mind”**

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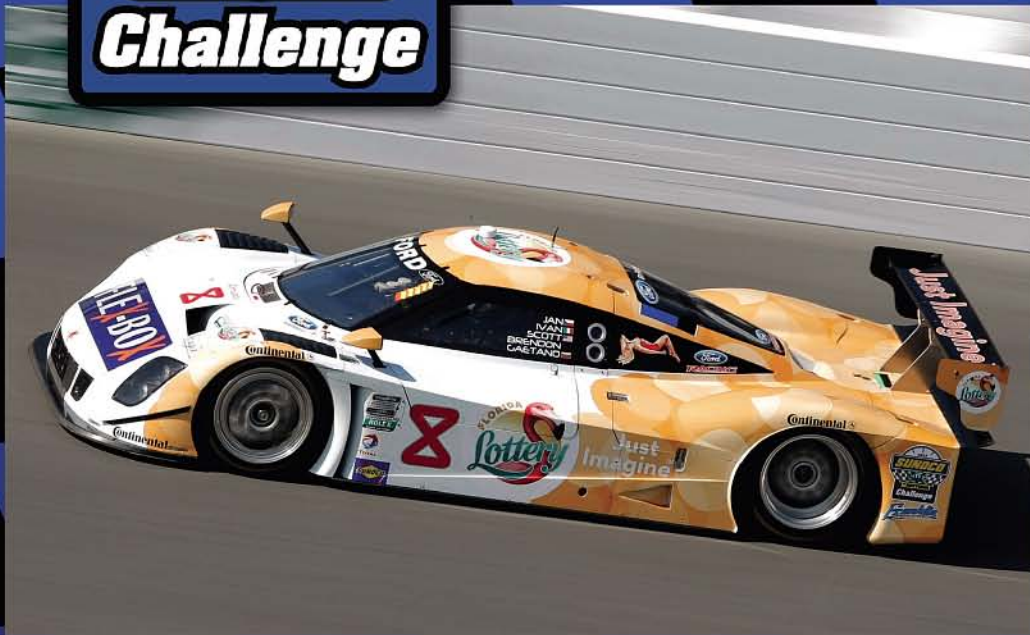
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We are very pleased to be running the Sunoco GRAND-AM 200 Challenge for the third year and offering more racers the chance to race at Daytona! The winner will race a Chevrolet Camaro in the GRAND-AM 200 race - the support race to the Rolex 24 At Daytona.

Lawrence Davey, 2012 Legends champion, was our second winner of the Sunoco GRAND-AM Challenge - who will be the third?



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Spanish GP '92: Mansell leads Patrese and Alesi (who didn't wait for the green!)

PIC: LAT ARCHIVE

# Whatever happened to the **green** lights?

51

Why do we have five red lights to start grands prix? **JONATHAN NOBLE** explains all

**T**he Formula 1 start system has remained pretty much unchanged since the start of 1996, with drivers launching away when five red lights – fitted to a gantry above the grid – go out. The current procedure, where the lights come on in a regimented sequence before F1 race director Charlie Whiting elects when to switch them off, is a world away from the early days of grand prix racing, when a simple flag signal was used.

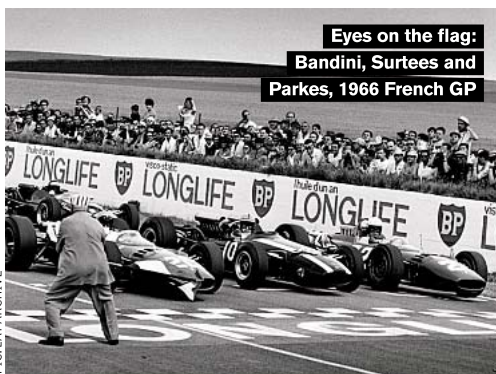
The use of red lights only, which was introduced for the 1996 Australian Grand Prix, came after much griping about the previous system of having a green light start the race. F1 had been becoming more and more competitive in detail areas, and the split-second difference between the red light going out and the green coming on began to make all the difference – especially as jumped-start detection systems came in to play. Former grand prix winner Johnny Herbert said drivers had long ignored ever focusing on the green light.



PIC: TEE/LAT

“I never looked at the green – in my whole career I only ever looked at the red to go off,” he says. “You were trying to gain an advantage in every single place you could find – and the start was one of those areas.” In 1995 there had been a number of occasions when drivers had been judged to have jumped the start, even though they insisted they hadn’t got going before the red light had gone out. To clear up that grey area of when the race started – red light going off or green light coming on – the easiest option was to lose the green. Of course, even the use of driver reactions was insufficient for some in the sport. Rumours began to surface of some teams using laser technology to detect the electrical current of the red lights, or tapping into the

electrical traces to track the start signal, in a bid to launch the car even before the man in the cockpit could react. One senior team member, whose team had been accused of trying out such trickery, laughs at those suggestions, claiming that his squad helped fuel the myth to distract rivals from its more frenzied efforts on better engine mapping, tyre use and weight distribution... Nowadays, such trickery is totally illegal thanks to the F1 rulebook. Article 8.3 of the F1 Technical Regulations states: “Any system, the purpose and/or effect of which is to detect when a race start signal is given, is not permitted.” Choosing the moment to anticipate when those five red lights go out is now down to something much more organic than electronic gizmos – namely, the driver. ❄

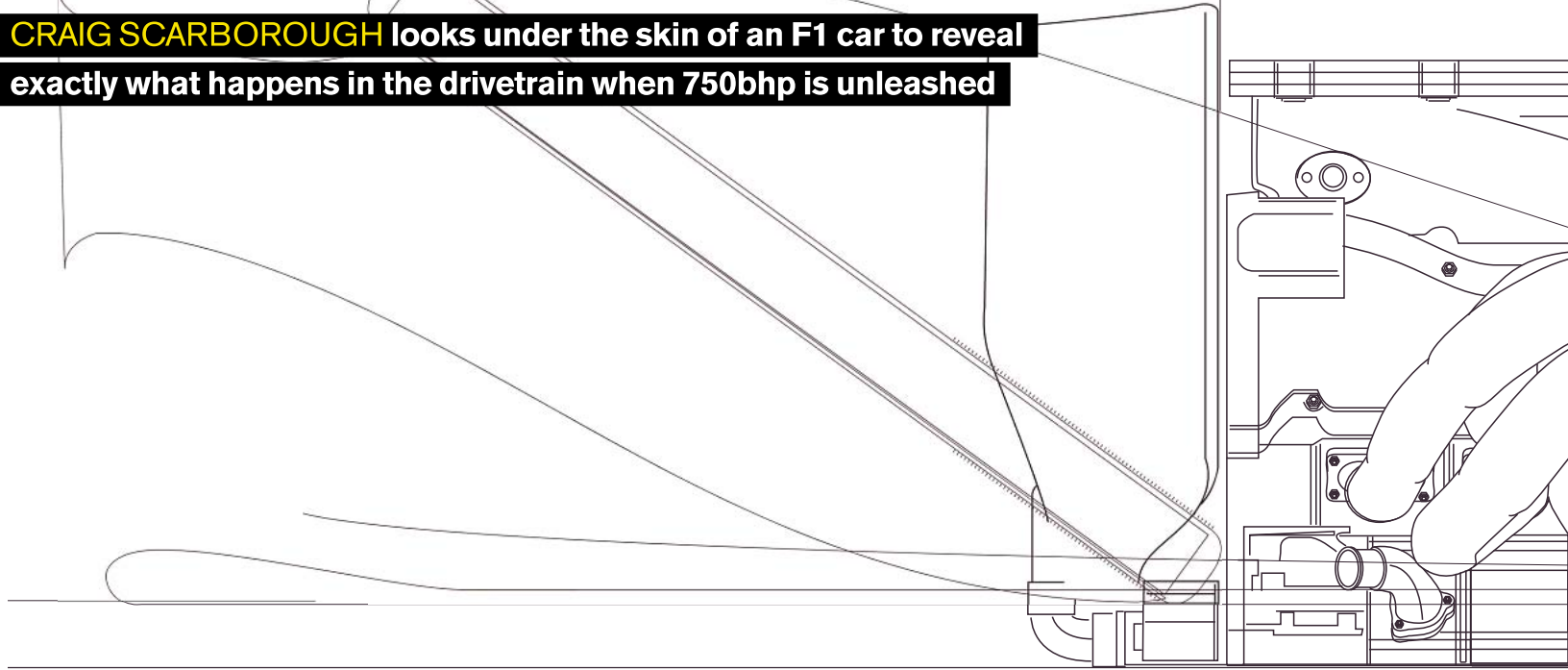


Eyes on the flag: Bandini, Surtees and Parkes, 1966 French GP

PIC: LAT ARCHIVE

# The technology behind the start

**CRAIG SCARBOROUGH** looks under the skin of an F1 car to reveal exactly what happens in the drivetrain when 750bhp is unleashed



**W**hen a Formula 1 car launches, the car's power is transmitted through a tortuous system of clutch plates, gears and driveshaft joints.

### GEARBOX

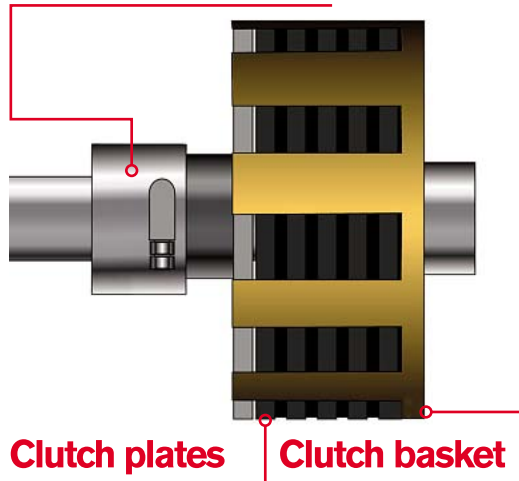
From the crankshaft, power is transmitted through the clutch,

which is mounted to the gearbox input shaft, passing through the clutch plates to the outer clutch basket. First gear is closest to the clutch to reduce the path through which the load has to travel. Taking off in first gear is the greatest load the gearbox will endure. Being a low ratio the input gear will be far smaller than the output gear.

Mounted via splines to the shaft, the first-gear ratio mates to the output gear ratio. Steel gear ratios are limited to a minimum width of 12mm and must not weigh more than 600g. These rules were introduced to reduce expensive and excessively short gearboxes.

Current car layouts reward a long gearbox case, so super-short gear clusters are not a priority for the teams. Due to the high loads used in first gear, the gears will be wider than the 12mm minimum. The gearbox output shaft leads onto the cross

### Clutch slave cylinder



### Clutch plates

### Clutch basket

shaft. A pair of bevel gears turns the drive through 90 degrees so that the final-drive ratios can work the differential.

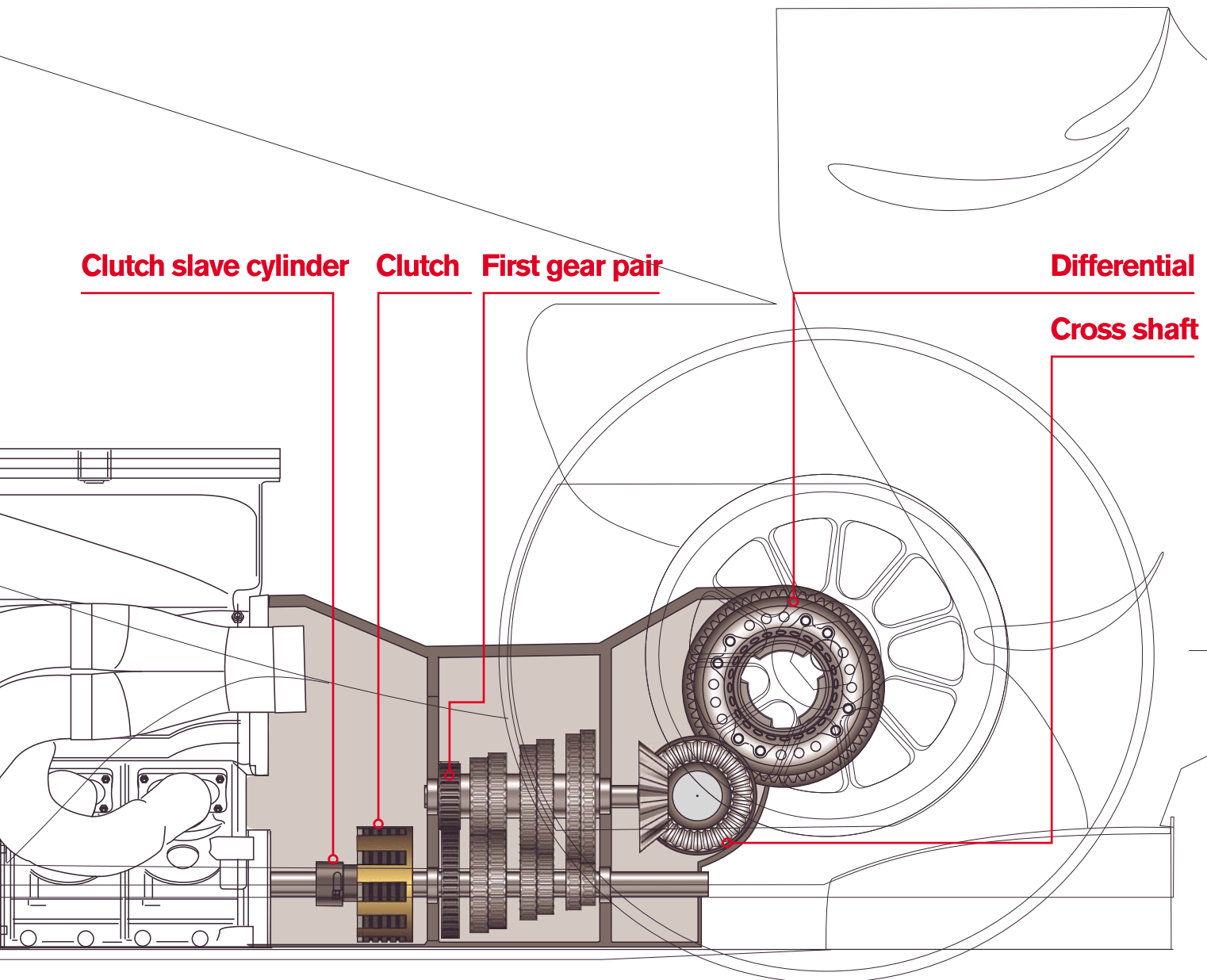
### DIFFERENTIAL

The differential has pairs of helical gears taking the drive from the outer crown wheel and pinion to the left and right driveshaft joints. Each driveshaft features a tripod joint at each end.



An F1 clutch weighs 1kg and measures less than 10cm

The three-pointed shafts at each end feature a bearing to transfer drive through a barrel-shaped roller. These rollers run in matching tripod-shaped housings machined into the gearbox output flanges and the hub axle on the outboard end of the driveshaft. There are six interfaces from the engine to the driven wheels; each has to transmit load, which creates friction, heat and, of course, the potential for failure.



ILLUSTRATIONS: CRAIG SCARBOROUGH

**CLUTCH**

The clutch is used to disengage the engine from the gearbox. It is controlled by the steering wheel paddles, which signals to the SECU (standard ECU) to move the clutch via hydraulics. The clutch can also be controlled automatically during gearshifts and for the anti-stall system, which will pull the clutch in when the car tries to stall.

The clutch is typically mounted in the gearbox, as opposed to the back of the engine. F1 clutches are extremely small, weighing less than 1kg and just 97mm in diameter. They used to be smaller, when the engine crankshaft was not limited to a 58mm height. Inside the clutch basket, just four carbonfibre clutch plates are used and they are able to transmit 750bhp (plus 80bhp KERS) through to the gearbox with a remarkable degree of consistency and control.

Since a clutch works like a brake disc and pads, when it engages/disengages it creates friction and heat. The extreme heat is why carbonfibre clutch plates are used. But any friction creates wear, and for a clutch that means the bite point will move as it wears. The bite point is the phase in the clutch's operation in which the clutch plates start to grip and the transition between engaged and disengaged begins. An overheating clutch will wear quickly due to the oxidisation of the carbon clutch plates.

F1 cars place the clutch inside a housing to

which cooling air is ducted. Having air passed into the relatively small housing with tight tolerances around the clutch creates turbulence akin to air in a turbocharger. Venting this accelerated air is an important requirement.

**WHAT HAPPENS IN A RACE START**

During a launch, matching the revs to the bite point is critical, so the warm-up lap will include burnouts to get the clutch up to temperature and also a special process known as the bite-point find will be completed by the driver. From a 'bite-point find' button on the steering wheel, the electronics will detect the position of the clutch where the bite point starts. It will record this position for the actual launch process. Detecting the clutched position is achieved with non-contact sensors built into the clutch housing. Other sensors around the clutch will also measure temperature and rotational speed.

At the launch, the driver will arrive on the grid with a warmed-up clutch, the bite point recorded and ready for the lights. Full active launch control is now banned, but the car's systems still give the driver some assistance. The revs will be held at a set rpm, the driver has an audible alarm in his ear that the revs are correct. Both of the clutch paddles will be pulled in and first gear selected.

As the lights go out, the driver releases the

first clutch paddle; this releases the clutch to the bite point. The car will start to move and as the clutch is only partially engaged, it will slip and not transmit the full power of the engine. At this initial point the rear tyres might spin, the driver will keep the other clutch paddle pulled in and the revs constant until any wheelspin is finished. Then the second clutch paddle can be released and the throttle pedal floored.

The car now has full power going to the wheels. This is the point at which the loads are at their highest. By the time 100km/h is reached, the driver can optionally deploy KERS, as the car is well away from the wheelspin and peak loads of the early phases of the start this doesn't unsettle the car or overload the transmission.

Teams will have their own balance of start procedures, especially the balance between revs and clutch slip. Notably, Renault used to run lower revs, but a quicker clutch release. This reduced the initial spike load between the tyres and the track which led to less – and more predictable – wheelspin. Higher revs and more clutch slip are probably better for a faster start, but are less consistent and harder to control.

Even drivers have their own preferences for the start; Fernando Alonso prefers moving his hands from their usual position on the steering wheel, to lower down directly over the clutch paddles, this way he gets more control over the paddles. ❧

# A few of our favourite starts

Formula 1 history is blessed with some fantastic getaways.

Here are eight that lit the fuse of **CHARLES BRADLEY**



Alonso (left) braves it out with Webber

## Fernando Alonso Spanish GP, Barcelona 2011

The Ferrari ace believed his qualifying lap, which put him fourth, was one the best of his career. But his start was similarly stellar. As the all-Red Bull front row of Mark Webber and Sebastian Vettel duelled towards the first corner, Alonso used his KERS perfectly to first slipstream right up to Webber, then duck to his right, into the pitlane exit and brushing the limits of the track. Despite Vettel's best efforts to sweep around the outside, Alonso dived into Turn 1 in the lead, and the crowd erupted in delight. He led the first 18 laps, but his car was so lacking in grip that he finished a lapped fifth. Alonso demonstrated his starting prowess again at Austin last year.



DC (behind Hill) would soon lead

## David Coulthard San Marino GP, Imola 1996

The first time a McLaren-Mercedes led a grand prix was thanks to DC's immense getaway from fourth on the grid, passing Williams duo Damon Hill and Jacques Villeneuve and the polesitting Ferrari of Michael Schumacher by the Tamburello chicane. "It was fantastic to be leading a race again," he said. Coulthard eventually retired with hydraulic failure.



## Gilles Villeneuve Spanish GP, Jarama 1981

In a race best remembered for Villeneuve's tremendous defensive driving, holding off a train of better-handling cars in his unwieldy Ferrari 126C, the reason he was up there at all was thanks to a blinding start from seventh on the grid. After qualifying he said: "We have a fantastic engine, tremendous facilities, and yet this chassis is terrible! It's just like a very fast, red Cadillac, wallowing all over the place." Alan Jones might have led into the first turn, but it was Villeneuve's charge from seventh to second – hitting the front wing of Alain Prost's Renault with his rear wheel as he did so – that set-up that great victory when Jones later went off. "I knew I had to go like hell from the start," he admitted. Other Villeneuve blinders included Brazil '80, where he squeezed between front-row starters Jean-Pierre Jabouille and Didier Pironi to lead, and Zandvoort '79, when he leapt from sixth to second. Again, that was a race remembered for different reasons, as he famously drove back to the pits on three wheels.



## Jean Alesi Italian GP, Monza 1996

In that week's AUTOSPORT, Nigel Roebuck wrote: "Alesi, who got away like a dingbat from the third row, was able to snatch the lead before the chicane". Jean admitted his getaway in the Benetton had indeed been "magic", but he'd lost the lead by the Lesmos to Damon Hill's Williams. Alesi would finish second, leading much of the way after Hill spun off, but was quite happy as pal Michael Schumacher grabbed victory for Ferrari, which sent the tifosi into raptures. "I'm really pleased to see Ferrari win," he admitted. "Michael was just too tough for me today."

## Jacques Villeneuve Belgian GP, Spa 1998

From sixth on the grid, JV carved his way through to second. This feat has been largely forgotten by history, as seconds later one of the biggest multiple pile-ups in F1 history occurred, bringing out the red flags and eradicating his efforts. It was further eclipsed thanks to Damon Hill winning for Jordan, and the David Coulthard/Michael Schumacher collision and spat in the pits – not a good day to make such a great start!



## Alain Prost British GP, Silverstone 1987

A race that encapsulated Mansell-mania, and 'Our Nige's' Williams rivalry with Nelson Piquet, but it was an interloper who grabbed the lead: McLaren's Alain Prost. "To the surprise of all – including Piquet and Mansell – it was red and white that led into Copse," wrote Nigel Roebuck. "Prost got the revs absolutely right, saw a gap about as wide as the McLaren, and went for it." Actually, it owed just as much to Mansell's and Piquet's wheel-spinning starts as The Professor's tidy launch. It didn't last long – by Stowe, Prost was third and would later retire with electrical failure.

## Michael Schumacher Spanish GP, Barcelona 1997

Ferrari's star qualified down in seventh after an engine failure in the second session, nearly 1.8s off poleman Jacques Villeneuve's Williams-Renault. The German also bemoaned huge tyre degradation and blistering, as well as a lack of aero balance. "Qualifying went more or less the way I expected," he explained. "The car does not have sufficient aerodynamic efficiency, which is why we are not very quick." Where he was quick was off the startline: On fresh tyres, he rocketed from P7 to P3 by the first corner, and was second by T4.

It didn't last: his issues returned, and he soldiered home fourth. To put that in perspective, team-mate Eddie Irvine finished a lapped 12th...



## Andrea de Cesaris Belgian GP, Spa 1983

This race began inauspiciously for the fiery Italian. With starter Derek Ongaro not happy with the way the grid was lined up, he threw the false-start procedure by illuminating a yellow light. "One may presume [de Cesaris] to be colourblind," wrote Nigel Roebuck, as the third-placed starter took this as his cue to explode into the lead of a race that hadn't started! (In his defence,

even Alain Prost followed suit.) At the start proper, de Cesaris's practice getaway obviously served him well, as Roebuck related: "We beheld the extraordinary spectacle of de Cesaris apparently squeezing in the sides of his Alfa to go between Prost's Renault and Tambay's Ferrari." After a tardy pitstop, which cost him the lead, de Cesaris would retire with engine failure.



Hunter-Reay and Andretti will be in the spotlight as they try to hang on to their IndyCar crown in 2013

56

# Hunter-Reay becomes the hunted

Some were surprised that Ryan Hunter-Reay won the IndyCar title last year. But, as he tells **MARK GLENDENNING**, he plans a similar attack to stay out front this season



PIC: WILLYAMIS/IST

**W**as it a surprise that Ryan Hunter-Reay and Andretti Autosport won the 2012 IndyCar championship? It depends when you asked the question. Pre-season, all the talk was of Penske and Ganassi, albeit with a nod to the fact that the introduction of the Dallara DW12 could upset the applecart. Weirdly, while

Power's hat-trick of wins early in the season was considered proof of his contender status, Hunter-Reay's three-in-a-row midway through the year was widely received as an aberration, albeit an impressive one. True, the American's title bid did appear to be over when Alex Tagliani used him rather than his brakes to stop him from sailing into the vineyards at Sonoma.

But that mishap, which left him 36 points adrift with only two races left, gave rise to what were arguably his two best performances of the year. Whereas Power and Penske seemed encumbered by the permutations, Hunter-Reay went into Baltimore and Fontana with nothing to lose, and the simple mission of qualifying and finishing as high as humanly possible. When Power clouted the wall at Fontana and Hunter-Reay was able to wriggle from 22nd to fourth, it proved enough.

So the obvious question this time around is whether Andretti and RH-R can do it again. Those who subscribe to the 'perfect storm' theory might argue that Power and Penske can't possibly drop the ball for a fourth year in a row. The law of

averages would probably agree with them, although what precisely that's worth is highly debatable.

Penske's trimming down from three cars to two is also likely to have little impact — you'd be hard-pressed to find many occasions where Ryan Briscoe supported Power last year. Perhaps the one area that might benefit is the team's pitstops. A Penske source told AUTOSPORT over the winter that the crew members from the three 2012 cars would be competing with each other for the right to work on the two full-time 2013 entries, with the aim of keeping the team's best talent as distilled as possible.

Over at Ganassi, Dario Franchitti's slow start to the 2012 season and Scott Dixon's freakish magnetism for bad luck should also be viewed as anomalies rather than patterns. In short, then, it will be a huge surprise if either Penske or Ganassi is not strong this year. The storyline for 2013 will be whether Andretti has turned the Goliath end of the grid into a genuine 'big three'.

Almost all drivers who have won championships talk of the sense of self-belief that accompanies a crown; the elimination of that nagging question in the back of the mind about whether or not one is really capable of doing it. On that basis, it's no surprise that Hunter-Reay's plan for 2013 is to do exactly what he did last season.

"I think we go about it like we did last year, which is to race smart but with a lot of aggression," he says. "I'm not going to change that about my driving style. That's for sure.

"It's just big-picture racing; banking points, driving to the capabilities of your car. But taking the necessary risks to move yourself up in the

points. We're going to have to make sure we're extracting our full potential every weekend, to repeat our championship."

Indeed, from the perspective of Andretti's rivals, the big unknown going into 2013 is how much the team has improved. Prior to Hunter-Reay's three mid-season wins, it was actually new arrival James Hinchcliffe who looked like the team's most potent weapon. A good start to the season was derailed by an inconsistent spell mid-way through, and his prospects for 2013 also looked grim when his race engineer Tino Belli left the team to become technical director at Panther. (At the same time, Andretti's technical director Allen McDonald, who also engineered Marco Andretti's car, returned to Sam Schmidt Motorsports).

But in true silver-lining style, a replacement was found in the form of Craig Hampson, most recently of Dragon Racing, who engineered Hinchcliffe in his rookie of the year season with Newman-Haas in 2011, and helped Sebastien Bourdais win four consecutive Champ Car titles.

"We know we're a team capable of winning," says Hinchcliffe. "Now, with the experienced Hampson on board we're going to put our heads down and get to work."

Completing the line-up will be a motivated Marco Andretti, keen to put a disastrous 2012 behind him, and EJ Viso, who moves over from KV Racing and restores Andretti to its traditional four-car line-up. In the black and white of print, it all looks promising enough. But last year's championship wasn't secured until the final lap at Fontana. There's no reason to expect things to be any different this time around. ❄

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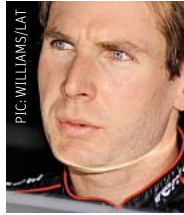
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# TEN AGES TO WATCH

## 1 Will Power

(Team Penske)  
**Wins 16 Poles 22 Championships 0**  
 Already among the series's elite, Power continues to refine his craft year on year. Plus, he has to be running out of ways to lose a championship by now.



## 2 Ryan Hunter-Reay

(Andretti Autosport)  
**Wins 7 Poles 1 Championships 1**  
 Put up an amazing fight over the final two races to secure the championship last year, and has promised more of the same this time around.



## 3 Dario Franchitti

(Chip Ganassi Racing)  
**Wins 21 Poles 19 Championships 4**  
 Took a while to get rolling in 2012, but with the new car teething problems now behind him, there's no reason not to expect a return to form from the Scot.



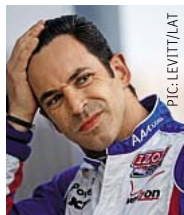
## 4 Scott Dixon

(Chip Ganassi Racing)  
**Wins 29 Poles 18 Championships 2**  
 His persona as one of the most low-key drivers in the paddock has perhaps also made the Kiwi one of the most underrated. Well overdue a lucky streak.



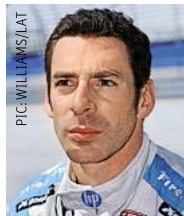
## 5 Helio Castroneves

(Team Penske)  
**Wins 21 Poles 32 Championships 0**  
 The Brazilian endured a tough 2011, but he rallied back last year with two wins, including one at the St Petersburg opener. His conviction that he has a championship in him will keep the fires burning this time around.



## 6 Simon Pagenaud

(Schmidt Peterson Motorsport)  
**Wins 0 Poles 0 Championships 0**  
 Last year's rookie of the year won himself a lot of admirers for his quick, measured performances with the single-car Schmidt team. This time around he has a year's worth of experience to draw from, and a team-mate to bounce ideas off.



## 7 Sebastien Bourdais

(Dragon Racing)  
**Wins 0 Poles 0 Championships 0**  
 Having spent 2012 making the best of a tough situation, the Frenchman will relish the chance to go into battle with what looks like a well-organised Dragon Racing squad.



## 8 James Hinchcliffe

(Andretti Autosport)  
**Wins 0 Poles 0 Championships 0**  
 Faded after a strong start last season, which is something the Canadian will be looking to address this time around. Being reunited with his former Newman/Haas engineer Craig Hampson should help his cause.



## 9 Graham Rahal

(Rahal Letterman Lanigan)  
**Wins 1 Poles 2 Championships 0**  
 Having admitted that his stint with Ganassi didn't deliver what he expected, Rahal will be looking to make amends with the team part-owned by his father Bobby.



## 10 Tony Kanaan

(KV Racing Technology)  
**Wins 14 Poles 11 Championships 1**  
 Not the most consistent of drivers last season, TK returns to spearhead a trimmed-down KV Racing line-up. Podiums at Indy and Milwaukee suggest that the 38-year-old is still a threat when everything clicks.



## CALENDAR

DATE	LOCATION
March 24	St Petersburg
April 7	Barber
April 21	Long Beach
May 5	Sao Paulo
May 25	Indianapolis 500
June 1/2	Detroit*
June 8	Texas
June 15	Milwaukee
June 22	Iowa
July 7	Pocono
July 13/14	Toronto*
August 4	Mid-Ohio
August 25	Sonoma
September 1	Baltimore
October 5/6	Houston*
October 19	Fontana

\*double headers

## PAST FIVE CHAMPIONS

YEAR	DRIVER
2012	Ryan Hunter-Reay
2011	Dario Franchitti
2010	Dario Franchitti
2009	Dario Franchitti
2008	Scott Dixon

## ALLMENDINGER BACK AT PENSKE

Anybody named after AJ Foyt is going to relish their first opportunity to race in the Indy 500. But for AJ Allmendinger the day will have a deeper resonance, representing the depth of his acceptance back into the Penske fold after being dropped from its Sprint Cup team for failing a drug test last year.

The Champ Car race winner, who was suspended by NASCAR but reinstated after completing its road-to-recovery programme, will drive the team's third car at Barber and Indianapolis, although it's clear that the emphasis of the programme is very much upon the 500.

"It's amazing to go through what happened and then get back to this point," says Allmendinger.

"To be able to run Indy is amazing, but to have Roger Penske and everybody at the Penske organisation ask me to come back, and to be part of the family... it's kind of the second coming of a dream come true."

Allmendinger's entry will be backed by IZOD, which formerly sponsored Ryan Briscoe's full-time entry. Team president Tim Cindric is hopeful that more races can be added to Allmendinger's 2013 IndyCar portfolio.

"It's our goal to do more races with AJ," he says. "Whether they are IZOD entries or what-have-you, it's certainly our goal to do more races."



Allmendinger has been handed a lifeline by Roger Penske

# The hawk eyes Indy target

**Budget issues drove Bradford boy Jack Hawksworth away from Europe. Now he is carving a niche for himself in the States and is hoping to become Britain's next IndyCar star. By KEVIN TURNER**



69

**E**very time I've gone into something I've had to win – I've not had the luxury of being able to do a learning season because there wasn't the budget." Jack Hawksworth's problem is hardly unique in motorsport, but the 22-year-old has shown enough pace, commitment and – perhaps above all – flexibility to suggest he could become the next Briton to crack America.

Having failed to win the Formula Renault UK crown after what he describes as a "messy" season, his racing career seemed over. Then a switch to the US helped him attract a new backer. A dominant season in Star Mazda – for which there is a paid scholarship to Indy Lights – then set him on the road to IndyCar.

Now all he has to do is win another title, but he's used to that sort of pressure.

After getting a "bit burned out" as a promising footballer, Hawksworth stepped into karts and it soon became his new obsession.

"My dad [Andrew] had always been massively into motorsport and raced at club level," he says. "I think in this sport you need someone already involved. I liked it straight away and there was something there. At first it was once a month, then it started to expand into national events and kind of got out of control really!"

Hawksworth's willingness to tweak his goals became apparent early on. "I'm always competitive and the dream was to be world champion in F1, the usual kid's dream," he adds. "But when I was around 16-17 I wanted to be a professional kart driver, so my ambition changed. It wasn't until I was 19 that I decided to give it a go at racing in the Formula Renault Winter Cup."

In a strong field that included future F3 aces Alex Lynn and Richie Stanaway, plus Red Bull

junior drivers Carlos Sainz Jr and Daniil Kvyat, he qualified on pole for four of the six races. The races didn't go as well, but it was enough.

"Once that happened, we couldn't not go and do a full season," says Hawksworth, whose family remortgaged its house to pay for a campaign in Formula Renault UK in 2011. That really put the pressure on.

"I went into that completely feeling I had to go and win," he admits. "But I didn't know enough about the sport and I wasn't able to put everything together."

As results weren't as strong as hoped, a desperate Hawksworth moved from Mark Burdett Motorsport to Atech, and then back again: "I made a lot of silly decisions; I didn't yet know how to win a car-racing championship, but the season was very valuable. It was naive of me to expect to win. You have to be in a good position and make sure you're better prepared than everyone else."

He might have learnt the lesson, but fourth place in FR UK didn't look like it would be enough to allow Hawksworth to continue his career. "At that stage we were done," he concedes. "I was very fortunate to have Chris Harfield, who helped me find a few people to invest in my career."

That, and Hawksworth's willingness to go Stateside to Star Mazda, helped secure him a 2012 drive. "It's very difficult to sell something to an investor that doesn't have a return," says Hawksworth of European racing. "With Star Mazda it was easy to say if I won I'd get the scholarship and be a step closer to a professional career."

"In Europe, the elite are always going to be there, but the decent drivers who perhaps would have made it maybe won't now because financially the sport is very difficult."

"If you do your job better than everyone else in America there is something there. The US was the only route I could take."

#### 2013 INDY LIGHTS CALENDAR

March 23	St Petersburg
April 7	Barber
April 21	Long Beach
May 24	Indianapolis
June 15	Milwaukee
June 23	Iowa
July 7	Pocono
July 13	Toronto
August 4	Mid-Ohio
September 1	Baltimore
October 6	Houston
October 19	Fontana

#### HAWKSWORTH CV



#### Name

Jack Hawksworth

#### Age

22

#### Born

Bradford, UK

#### 2012

1st in US

Star Mazda (8 wins)

#### 2011

4th in Formula

Renault UK (1 win)

#### 2010

3rd in Formula

Renault Winter Cup

Hawksworth gets  
down to business in  
Sebring test of his  
Indy Lights racer



Hawksworth says his European record meant little to the Star Mazda teams, and he had to prove himself in a test at the end of 2011 with leading squad Team Pelfrey.

"I did a test at the Indianapolis road course and it went really well," he says. "I loved the team; they were meticulous and were winners. Fortunately, I impressed them enough and [team founder] Dale Pelfrey helped with budget."

Hawksworth moved to America. He had to get to grips with the 260bhp Star Mazda, but he reckons the tracks were more of a challenge. "The car's pretty pointy, with more front-end grip than what I was used to, and it was a step up from Renault," he says. "But the tracks were awesome.

"Toronto is a bullring; it's bumpy and old school, like going back in time. The tracks are rough and wild, I think they are a real challenge.

"I prefer to race somewhere where if I make a mistake I'm going to get punished, punished by a wall. That's part of the skill."

Of course, one of the big things about American racing is getting to grips with ovals, and Hawksworth raced on two in 2012.

"The first one, Lucas Oil [the 'other' Indy], was a difficult race, but very interesting," he recalls. "Just the smallest adjustment in temperature or wind direction completely changes how the car is working. It's constantly an engineering exercise.

"At Iowa we found a good car and had a good race until the accident at the end."



While oval racing is more about setting the car up than wringing its neck, Hawksworth likes the philosophy: "At a road or street circuit you can hustle a car a bit, but on ovals you have to have a really good feel for the car. When it's good on an oval you love it, everything's easy. It wasn't until I had a bad car I realised how difficult it was.

"It's a big engineering challenge and the driver is just as much a part of that as the engineer: your feedback and input can make the difference."

That's just as well, for there will be more ovals to deal with in Indy Lights, which produce well over 400bhp.

"It's heavier and more powerful," says Hawksworth, who has been testing with the crack Schmidt Peterson Motorsports squad for which

he makes his Lights debut next week, at St Petersburg. "It's probably the most challenging car I've driven so far, but it's still got four wheels. Thing have been going really well so far."

As in 2012, Hawksworth has committed to basing himself in the US. "It's really useful to be living in America and it's good to build all the relationships with the mechanics," he adds.

There are question marks over how big the Indy Lights field will be, but there should still be some tough competition. Top 2012 rookie and race winner Carlos Munoz returns with Andretti Autosport/AFS Racing, while Star Mazda runner-up Gabby Chaves joins Hawksworth at Schmidt. If ex-British Formula Ford star and sometime Lights racer Peter Dempsey can put together a proper programme, he shouldn't be discounted either.

Once again Hawksworth has to win the title to progress to the next level, but he is pretty sure about where he wants to be. "I think IndyCar at the moment is unbelievable," he enthuses. "The competition is as strong as anywhere in the world.

"To win in IndyCar is the main goal, but I think it's unwise to look too far forward – I need to focus on what I'm doing. If I don't do well this year then things change and you're suddenly no longer the guy people are talking about.

"I just want to be a stronger competitor and hopefully that'll lead to racing in one of the top categories." ❧

**"I prefer to race at places where mistakes are punished by a wall. It's part of the skill"**

# Rebellion

## with a cause

62

Rebellion Racing hopes to hang on to its status of best sportscar racing privateer in 2013 with an assault on the American Le Mans Series. **GARY WATKINS** talks to team boss Bart Hayden

**R**ebbellion Racing can probably claim to be the best LMP1 privateer squad in the world right now. It was the top independent team in last year's World Endurance Championship and, for the second year in a row, the first private entry home at the Le Mans 24 Hours. But in 2013 it is setting out on a programme that could lay to rest any doubts about its status. It's widening its net cast by its fleet of Lola-Toyotas to include an attack on the American Le Mans Series.

Victory in last year's Petit Le Mans ALMS enduro at Road Atlanta ahead of the championship-winning Muscle Milk Pickett Racing squad provided the impetus for what should be a full campaign in the US this season. It was the first-ever outright win for the Anglo-Swiss squad, and it liked the feeling.

"Having tasted outright success at Petit, it was something that we wanted more of and at the moment the ALMS offers the best opportunity to achieve that," says team manager Bart Hayden, whose Sebah Racing squad runs the Rebellion Lolas out of workshops in leafy Surrey. "Doing that race between two WEC rounds presented quite a few challenges, but the win



Jani returns with Rebellion, starting at Sebring

PIC: EBREVILAT

made all our effort worthwhile in spades."

The victory for Neel Jani, Nicolas Prost and Andrea Belicchi swung Rebellion owner Alex Pesci in favour of victory assaults on the WEC and ALMS in 2013, according to Hayden: "Doing well at Petit emphasised that we could compete in the States and be successful."

The team's exact programme for 2013 hasn't been determined beyond Le Mans. But after its two-car assault at this weekend's Sebring 12 Hours opener, it will field one car at the Long Beach and Laguna Seca rounds for Jani and Nick Heidfeld, and looks certain to contest the remainder of the series, with the possible

exception of the Mosport round in July.

Rebellion, which started out in the prototype arena under the Speedy/Sebah banner in 2008, came of age last year. The promise of previous seasons, including a near-miss in the drivers' standings and a teams' title in the 2011 European Le Mans Series, was finally fulfilled in the new-look WEC. The team not only won the FIA Endurance Trophy for LMP1 privateers, but Jani and Prost came within seven minutes of finishing third in the overall P1 points behind the two Audi crews. Only when gearbox failure robbed the car of fourth place at the Shanghai WEC finale did factory Toyota drivers Alex Wurz and Nicolas Lapierre overhaul them in the championship table.

Hayden, who took over the reigns at Rebellion Racing after the death of his father Hugh in October 2010, reckons there has been a steady improvement from the team.

"There has been a year-on-year improvement if I am honest," explains Hayden. "We finally got some continuity into the programme last year, which I think was significant."

The 2012 season was the first in which the team continued with the same engine for a second year. It entered the LMP1 ranks with Aston Martin-motivation in 2009, switched to the Judd V10 in 2010 (in its first year as Rebellion) and then on to Toyota's V8 in 2011.

A bolstering of Rebellion's engineering strength was crucial, according to Jani, who will lead the



63

PICT: KALISZ/LAT

team's ALMS assault together with Heidfeld. Veteran engineer John Gentry was recruited to engineer the team's second Lola B12/60 piloted by Belicchi and Harold Primat last year, while former Williams and McLaren F1 man James Robinson continued on the lead car.

"Sebah made a big step forward in 2012 in terms of consistency, as well as reliability," says Jani. "Two smart heads are better one, and James and John clearly worked well together."

The Petit victory was the crowning achievement of Rebellion's best season yet but, reckons Hayden, it doesn't make the team favourites once Audi takes its leave from the series after its one-off appearance at Sebring.

"Muscle Milk are the ones with the experience who have been there and done it," he says. "They are edging it at the moment, and you can't forget Dyson. They are on Michelins now [after Dunlop's ALMS withdrawal], so that's removed one variable."

Jani, who will line up in the lead Rebellion Lola-Toyota at Sebring with Heidfeld and Prost, reckons it all hinges on the winter update on Muscle Milk's HPD, which is now in ARX-03c trim with the *de rigueur* wide front tyre.

"We've stayed where we are, so if they take a big step forward, we might struggle," he says. "If it doesn't give them a lot, then we have a good shot."

The coming season in the ALMS will prove whether Rebellion can rightly claim that unofficial title of best sportscar privateer, once held by the

## FROM 'WEDDING CAR' TO RACING STAR

The Sebah team has come a long way since it arrived in the international sportscar arena in 2001. The step up from running Caterhams was sprung on Bart Hayden by his late father, Hugh, on the day of his wedding.

"Dad told me he'd bought a Porsche 911," says Bart. "I asked if it was in the car park; he said it was a racer."

The 996-shape 911 GT3-R took the team into the European Le Mans Series for what was originally going to be a father-and-son driving team in 2001, and then raced sporadically before the team entered the new Le Mans Endurance Series in 2004. The team's efforts with the 'Old Lady', a car with a shorter wheelbase one side to the other, attracted the attentions of Porsche, which placed factory driver Marc Lieb with the team.

Sebah won the GT2 teams' title and would have won the drivers' title with Xavier Pompidou had the sporting rules been correctly enforced. The following season the ageing car gave the squad both crowns.

The move into prototypes after a year's hiatus in 2007



came after an approach from Alex Pesci, then running a Spyker under the Speedy banner, to help secure one of the first Porsche RS Spyder LMP2 customer cars.

"At literally the same time that the Spyder deal fell through, Lola announced its new LMP2," recalls Hayden. "We changed direction and started the relationship that is still going today."

likes of Joest Racing and Henri Pescarolo's team.

"To prove you are the real deal you really have to be fighting hard," says Jani. "In the WEC, we had a performance advantage and were never really under pressure from mid-race onwards."

Hayden is insistent that the team won't be

resting on its laurels in 2013 and that there's room for yet more improvement.

"If Dad were alive, that's what he would be saying," he says. "He would have been proud of what we've done, but he'd be kicking me up the backside to achieve more." ❄

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April 27th/28th

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June 8th/9th

July 13th/14th July

July 21st

August 24th/25th

September 14th

October 26th/27th

\*Silverstone GP

\*Oulton Park

\*\*Zandvoort

\*Donington Park

\*\*Thruxton

\*\*Brands Hatch GP

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# GT HEAVY HITTERS

**GARY WATKINS** runs the rule over the white-hot competition in the production-based ALMS class



**Oliver Gavin**  
The Chevy driver gives his views on his own team and the threat from rivals.

## ALMS CALENDAR

DATE	LOCATION
March 16	Sebring 12 Hours
April 20	Long Beach
May 11	Laguna Seca
July 6	Lime Rock
July 21	Mosport
August 11	Road America
August 30	Baltimore
September 21	Austin
October 5	Virginia International Raceway
October 19	Petit Le Mans (Road Atlanta)

\*drivers taking part in endurance races only \*\*racing when Joey Hand unavailable

## CHEVROLET

Corvette Racing – Chevrolet Corvette C6.R

- #3 Jan Magnussen/Antonio Garcia/Jordan Taylor\*
- #4 Oliver Gavin/Tommy Milner/Richard Westbrook\*

Corvette Racing defends the drivers' and teams' titles won in 2012 with an unchanged line-up in what will be the final year of the C6.R before the new C7 comes on stream. There's an aero upgrade

for the new season, but the Corvette has been hit with 15kg of ballast ahead of Sebring

**Gavin says:** "Last year, our strength was that we kept the scoreboard ticking over while the others were snapping at our heels. This year, we have continuity in terms of the car, the driver line-ups and the crew and engineers. In my experience, that's when everything falls into place and we have our best seasons."



## FERRARI

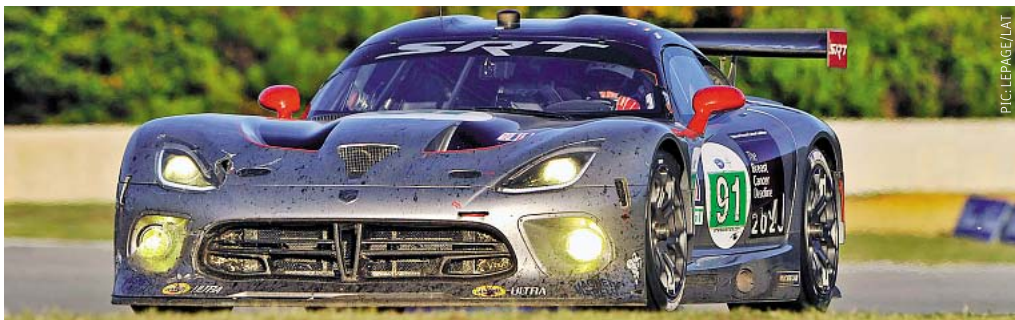
Risi Competizione – Ferrari 458 Italia

**Matteo Malucelli/Olivier Beretta/Gianmaria Bruni\***

Risi, the 2007 GT2 class winner in the ALMS, returns to the series after a year's sabbatical to fly the Ferrari flag once again with factory driver Beretta and rising star Malucelli. Risi's Ferrari proved its pace at the Sebring test,

so has been hit with the same 15kg weight handicap as the Corvettes. But the five-litre fuel reduction imposed at the end of last year's WEC isn't enforce in America.

**Gavin says:** "The Ferrari was the quickest car last year, but it took Extreme Speed Motorsports [now racing in LMP2] time to figure it all out, so I'm sure that if Risi had been running it, we would've had more of a fight on our hands."



## CHRYSLER

SRT Motorsports – SRT Viper GTS-R

- #91 Marc Goossens/Dominik Farnbacher/Ryan Dalziel\*
- #92 Jonathan Bomarito/Kuno Wittmer/Tommy Kendall\*

The Riley Technologies-run SRT squad undertakes its first full season with the third-generation Viper that contested the second half of last year's series. By the end of a development

year, during which the V10 muscle car received a series of performance breaks, the car was knocking on the door.

**Gavin says:** "The Viper can certainly be in the mix, though they didn't look that quick at the official test at Sebring. They seem able to do the times in one-off laps, but didn't appear to be able to sustain the pace over a stint. The team certainly has the know-how to take the final step and be truly competitive."

## BMW

BMW Team RLL – BMW Z4 GT3

- #55 Bill Auberlen/Maxime Martin/Jorg Muller
- #56 Dirk Muller/Joey Hand/John Edwards\*/\*\*

BMW has replaced its successful M3 machine with a true GT racer developed out of the V8-powered Z4 GT3. The new car, developed by BMW Motorsport in Munich and run by the Rahal team, had done all its testing behind closed doors ahead of the beginning of Sebring week.

**Gavin says:** "The new BMW looks like a car that's been developed for the American circuits, whereas the rest of us have compromises because we go to Le Mans. The car definitely looks like it has got a lot of downforce. They are on Michelins [rather than Dunlops] now, which has removed one of the variables."



## ASTON MARTIN

Aston Martin Racing is fielding a pair of its 2013-spec Vantage GTEs at Sebring as it prepares for its multi-car World Endurance Championship campaign.

**Gavin says:** "Aston is really going for it this year; they have really been putting the test miles in. They are not out for the full year in the ALMS, but I reckon they are going to be strong at Sebring. Sooner or later they are going to get everything sorted and start winning on a regular basis."

## PORSCHE

The German manufacturer is represented by two teams running 2012-spec 911 GT3-RSRs following the withdrawal of the factory-assisted Flying Lizards squad. The Walker-run Falken Tires squad takes in the full year, while CORE Autosport joins the series from the Laguna Seca round in May.

**Gavin says:** "The Falken car is definitely going to be in the mix on the street circuits on the evidence of the past few years. The CORE car is much more of an unknown."

# Rally Mexico



Leon (MEX), March 7-10  
World Rally Championship  
Round 3/13

## RESULTS

23 STAGES, 245.378 MILES

<b>1</b>	<b>SEBASTIEN OGIER (F)</b> /JULIEN INGRASSIA (F)	Volkswagen Motorsport Volkswagen Polo R WRC #8	<b>4h30m31.2s</b>
<b>2</b>	<b>MIKKO HIRVONEN (FIN)</b> /JARMO LEHTINEN (FIN)	Citroen Total Abu Dhabi Citroen DS3 WRC #2	<b>+3m26.8s</b>
<b>3</b>	<b>THIERRY NEUVILLE (B)</b> /NICOLAS GILSOUL (B)	Qatar WRT (M-Sport) Ford Fiesta RS WRC #11	<b>+4m19.6s</b>
<b>4</b>	<b>DANI SORDO (E)</b> /CARLOS DEL BARRIO (E)	Citroen Total Abu Dhabi Citroen DS3 WRC #3	<b>+6m02.5s</b>
<b>5</b>	<b>NASSER AL-ATTIYAH (Q)</b> /GIOVANNI BERNACCHINI (I)	Qatar WRT (M-Sport) Ford Fiesta RS WRC #6	<b>+8m30.4s</b>
<b>6</b>	<b>CHRIS ATKINSON (AUS)</b> /STEPHANE PREVOT (B)	Abu Dhabi Citroen Total Citroen DS3 WRC #10	<b>+11m23.8s</b>
<b>7</b>	<b>KEN BLOCK (USA)</b> /ALEX GELSOMINO (USA)	Hoonigan Racing Division Ford Fiesta RS WRC #43	<b>+11m44.1s</b>
<b>8</b>	<b>BENITO GUERRA (MEX)</b> /BORJA ROZADA (E)	Benito Guerra Citroen DS3 WRC #14	<b>+12m45.6s</b>
<b>9</b>	<b>MARTIN PROKOP (CZ)</b> /MICHAL ERNST (CZ)	Jipocar Czech National Team Ford Fiesta RS WRC #21	<b>+14.24.8s</b>
<b>10</b>	<b>EVGENY NOVIKOV (RUS)</b> /ILKA MINOR (A)	Qatar WRT (M-Sport) Ford Fiesta RS WRC #5	<b>+17m11.1s</b>

## OTHERS

<b>11</b>	<b>MADS OSTBERG (N)</b> /JONAS ANDERSSON (S)	Qatar WRT (M-Sport) Ford Fiesta RS WRC #4	<b>+26m.36.2s</b>
<b>16</b>	<b>JARI-MATTI LATVALA (FIN)</b> /MIKKA ANTTILA (FIN)	Volkswagen Motorsport Volkswagen Polo R WRC #7	<b>+54m59.1s</b>

## CHAMPIONSHIP

<b>1</b>	<b>SEBASTIEN OGIER</b>	<b>74</b>	<b>6</b>	<b>THIERRY NEUVILLE</b>	<b>25</b>
<b>2</b>	<b>SEBASTIEN LOEB</b>	<b>43</b>	<b>7</b>	<b>JARI-MATTI LATVALA</b>	<b>15</b>
<b>3</b>	<b>MIKKO HIRVONEN</b>	<b>30</b>	<b>8</b>	<b>MARTIN PROKOP</b>	<b>14</b>
<b>4</b>	<b>DANI SORDO</b>	<b>37</b>	<b>9</b>	<b>BRYAN BOUFFIER</b>	<b>10</b>
<b>5</b>	<b>MADS OSTBERG</b>	<b>26</b>	<b>10</b>	<b>NASSER AL-ATTIYAH</b>	<b>10</b>

## STAGE TIMES

<b>SS1 STREET STAGE GUANAJUATO</b> (0.65 miles)	<b>SS14 IBARRILLA 1</b> (18.66 miles)
Fastest: Neuville 53.7s	Fastest: Ogier 17m49.8s
Leader: Neuville	Leader: Ogier
<b>SS2 PARQUE BICENTENARIO</b> (1.61 miles)	<b>SS15 OTATES 1</b> (26.18 miles)
Fastest: Ogier 2m25.3s	Fastest: Ogier 30m21.4s
Leader: Ogier	Leader: Ogier
<b>SS3 EL CUBILETE 1</b> (13.61 miles)	<b>SS16 STREET STAGE LEON 2</b> (0.76 miles)
Fastest: Ogier 12m50.7s	Fastest: Hirvonen 1m15.8s
Leader: Ogier	Leader: Ogier
<b>SS4 LAS MINAS 1</b> (9.51 miles)	<b>SS17 IBARRILLA 2</b> (18.66 miles)
Fastest: Ostberg 11m18.4s	Fastest: Ogier 17m40.3s
Leader: Ostberg	Leader: Ogier
<b>SS5 LOS MEXICANOS 1</b> (6.06 miles)	<b>SS18 OTATES 2</b> (26.18 miles)
Fastest: Ostberg 7m44.0s	Fastest: Latvala 30m04.3s
Leader: Ostberg	Leader: Ogier
<b>SS6 EL CHOCOLATE 1</b> (18.99 miles)	<b>SS19 SUPER SPECIAL 3</b> (1.37 miles)
Fastest: Ogier 23m28.8s	Fastest: Ogier 1m37.4s
Leader: Ogier	Leader: Ogier
<b>SS7 STREET STAGE LEON</b> (0.76 miles)	<b>SS20 SUPER SPECIAL 4</b> (1.37 miles)
Fastest: Ogier 1m15.6s	Fastest: Ogier 1m35.0s
Leader: Ogier	Leader: Ogier
<b>SS8 EL CUBILETE 2</b> (13.61 miles)	<b>SS21 GUANAJUATTO</b> (34.08 miles)
Fastest: Ogier 12m43.9s	Fastest: Hirvonen 35m58.4s
Leader: Ogier	Leader: Ogier
<b>SS9 LAS MINAS 2</b> (9.51 miles)	<b>SS22 DERRAMADERO POWERSTAGE</b> (13.13 miles)
Fastest: Ostberg 11m07.5s	Fastest: Ogier 13m00.5s
Leader: Ogier	Leader: Ogier
<b>SS10 LOS MEXICANOS 2</b> (6.06 miles)	<b>SS23 SUPER SPECIAL 5</b> (1.37 miles)
Fastest: Ostberg 7m37.6s	Fastest: Ogier 3m08.7s
Leader: Ogier	Leader: Ogier
<b>SS11 EL CHOCOLATE 2</b> (18.99 miles)	<b>Rally route</b>
Fastest: Ogier 22m54.6s	The most popular ceremonial start of the season remained in Guanajuato, with a new spectator stage included on Thursday night. The only other new stage, El Chocolate (in deference to chocolate being invented in Mexico 3000 years ago), ran on Friday. Crews faced 250 miles of competition but 15 per cent less liaison this year.

# Ogier offers no silver lining to his rivals' dust clouds

The Frenchman dominated the first gravel rally of the season to take a second straight win for Volkswagen and land a sizeable points lead. **DAVID EVANS** reports



NOT A CLOSED GATE OR A HALF-OPEN DOOR could stop Sebastien Ogier from dominating last week's Rally Mexico to take his and Volkswagen's second straight WRC win. His co-driver Julien Ingrassia was on hand to open the gate mid-way through Otates and Citroen's doctor was on hand to stitch his left eyebrow after he walked into the door on the way to the podium. But, in reality, it was Ogier who stitched up Citroen and the rest of the WRC field in what was a worryingly easy win for the rookie team and its French superstar.

### LEG ONE (102.15 miles)

Sunny/overcast. Ambient temperature range on stages: 16-28C

Belgian drivers are brought up on asphalt stages going through towns, so it was no surprise when Qatar M-Sport driver Thierry Neuville threaded

his Fiesta along and under the city streets of Guanajuato faster than anybody on Thursday night. His tenure of the top spot was short-lived and he handed it over to Ogier on the evening's second spectator-pleaser.

All eyes were, however, on Friday morning and the potential for Ogier continuing the dominance he'd managed last time out in Sweden. Qualifying had been inconclusive. The Polo R WRCs had both been shod with hard Michelin rubber while the rest of the pack went for softs and generally went faster than the VWs. Ogier was fifth fastest, which translated into ninth on the road. Jari-Matti Latvala was two places ahead of him on the road. Briefly.

The Finn's Polo was parked up three corners into Cubilete. He'd hit a track-control-arm-busting rock and ended his Friday on the spot.



Two out of two for Ogier and VW

He wouldn't be the only driver to fall foul of the stage that took the crews to up to 2447 metres and past Estatua de Cristo – a few of them could have done worse than offer up a prayer to the statue of Jesus Christ. Evgeny Novikov and Chris Atkinson were two such drivers – they suffered rock damage and dropped eight minutes and five minutes respectively through the morning.

Up front, Ogier was quickest across the first gravel encounter, with Mads Ostberg five seconds down. The Norwegian complaining that he couldn't find confidence in his Fiesta.

He certainly found some in Las Minas. The second stage on Friday morning was horribly twisty, tight and nadgery, dodging its way in and out of the houses in the village of Monte San Nicolas. But, in those twists and turns, Ostberg

was finding some serious speed. Ogier dropped 6.7s and Qatar M-Sport had itself a rally leader for the second time on this rally.

More good news followed as Ostberg extended his advantage in Los Mexicanos. Reflecting on his 1.9s lead over the sole Polo, a slightly rueful Ostberg reflected: "When I spoke to my engineer, he reminded me most of the testing we had done was on a twisty stage."

Ostberg's mood dipped again in the event's new stage, El Chocolate – so called as it passes the village of the same name where cocoa was mixed with water for the first time 3000 years ago. It was at the start and finish where Ostberg dropped time, once again in the high-speed sections.

Ogier retook the lead in some style, moving out front to the tune of 11.8s.



Ostberg's victory bid ended on SS14

The man at the back of the pack in the best and cleanest place on the road was Mikko Hirvonen. But the Citroen driver struggled to make any impact on the morning, ending it 17.8s off the lead. Neuville was a fine fourth at lunchtime, while Dani Sordo was a minute off as he struggled to acclimatise to the gravel-spec DS3.

The afternoon mirrored the morning, with Ogier and Ostberg halving the gravel action. But, crucially, when the VW was quickest, he was taking chunks out of his rival, while Ostberg could only nibble when he topped the timesheets. Ogier was at his absolute best on the re-run Chocolate stage, where nobody could get within 10s of him through the 19-miler. He led by 33s at the close of play.

Ostberg had a tough decision to make now. Did he attack Ogier ahead or defend an 11s advantage over Hirvonen behind him?

Hirvonen's focus was clear. "I want to get past Ostberg," he admitted, "but that was all we could manage today."

The Finn was no doubt relieved to have extricated himself from what was becoming a close fight with Neuville, who spun his Fiesta in SS11.

Sordo was fifth and a dismal 2m40s off the front in just over 100 miles of competition. The Spaniard didn't have a lot to offer by way of an explanation, save for feeling that the problem lay with his driving and not the Citroen's performance. Nasser Al-Attiyah was sixth and enjoying his return to the WRC, while behind him Ken Block was on cracking form, despite not having been in the Fiesta RS WRC since Finland last year. Local hero Benito Guerra lay eighth in his Citroen DS3 WRC debut.

**POSITIONS AFTER DAY ONE**

1 Ogier/Ingrassia	1h57m46.9s
2 Ostberg/Andersson	+33.0s
3 Hirvonen/Lehtinen	+42.0s
4 Neuville/Gilsoul	+1m07.1s
5 Sordo/Del Barrio	+2m40.1s
6 Al-Attiyah/Bernacchini	+3m24.1s

**LEG TWO (93.25 miles)**

Sunny. Ambient temperature range on stages 16-30C

Ogier couldn't find his rhythm on the fast, wide roads that started Saturday morning. But when he saw his split times were still fastest in Ibarra, he was content and didn't try to force the pace. Unbeknown to the leader, drama was unfolding in the second-placed Fiesta.

As soon as Ostberg dropped the clutch at the start of SS14, he knew something was amiss. The clutch didn't release cleanly. But no matter, in the quick stuff the modern World Rally Car has no use for the clutch. It was a different matter halfway, once the hairpins started coming. Trying to slip the clutch to build a few more revs out of the tightest corners, Ostberg's left foot went to the boards.

"There was nothing with the clutch," he said afterwards. Despite that drama, he was still second quickest, shipping time to Ogier but taking 2.6s out of Hirvonen. With starting now an issue, he wasn't about to stop for a chat at the end of the stage. ▶

Neuville flew to first WRC podium



Unfortunately for Ostberg, a few miles down the road he found he had the rest of the day to chat.

"We were talking to the team about what to do about the clutch," said Ostberg, "when we got a warning about the voltage. Five minutes later it was dead. Finished. I was angry and so disappointed."

Ogier was gracious when his rival didn't arrive at the start of Otates.

"Mads didn't deserve that," he said, "he drove really well and has been big competition for me."

That competition would now come from Hirvonen. Except it wouldn't. The Finn declined the invitation to engage in a brain-out massive attack to trim the 53s difference.

A few hours later, when a rock slashed into his DS3's left-rear cover, a re-think was forced. Two minutes were lost as Hirvonen hobbled to the end of the stage, leaving just 7.5s between him and Neuville going into the third and final day.

"Maybe there will be a fight after all," said Hirvonen with a rueful smile.

If Neuville had avoided a rock damaging the Fiesta's steering on the opening loop, he might well have headed into Sunday in second rather than third. But, the Belgian admitted he was lucky to see Saturday night service at all.

"The steering locked," he said. "And we had quite a big spin on the long stage this morning. I was worried, I thought we might not make it back – it was not nice to drive like this. We had one spin, but I am happy to be here."

And tomorrow? With his first podium on offer, surely he would be settling for third.

"No," he replied. "Flat-out, we're going to push."

Citroen's six successive Mexican wins must have felt a long way away last Saturday night. Compounding the agony of Hirvonen's puncture was Sordo in fourth, almost five minutes behind.

"This is a fucking nightmare," said Sordo. "I am driving really bad. Every time I try to push harder, I almost go off the road. My head is fucked."

Al-Attiyah was fifth, despite a couple of big moments. Block was sixth after just the one – but he was increasingly concerned at a recovering Atkinson looming large in the mirror.

There was one spectator, however, who hadn't played the game on the second day. That was the 'fan' who had decided to close the gate on Ogier as the rally leader pressed on through the day's final gravel test.

"Somebody had closed the gate," said Ogier. "Julien had to get out and open it again for us. Maybe they don't want us to win..."

Ogier now had the chance to exact revenge in just one day.

**POSITIONS AFTER DAY TWO**

1 Ogier/Ingrassia	3h38m42.2s
2 Hirvonen/Lehtinen	+2m52.4s
3 Neuville/Gilsoul	+2m59.9s
4 Sordo/Del Barrio	+4m45.2s
5 Al-Attiyah/Bernacchini	+5m33.9s
6 Block/Gelsomino	+8m57.1s

**LEG THREE (49.96 miles)**

Sunny. Ambient temperature range on stages 14-29C

Ogier's approach to the event's longest stage – the 34-mile Guanajuatito test – was utterly sensible. He took no chances and kept himself and, more importantly, his Michelins cool. The 36 minutes it took to complete the stage carried the crews well into a fifth hour of competition on what is increasingly the WRC's toughest challenge. Ogier dropped 17s to Hirvonen, but couldn't have cared less. His eye was on the next one.

With plenty of tread left beneath him, Ogier set about the 13-mile Powerstage in Derramadero. This one was worth gunning for – there were three points on offer and the leader was 5.9s faster than anybody. It was impressive enough until he talked at the finish about a throttle problem.

"I was really worried," he said. "I couldn't get the full throttle. I didn't know what might happen."

He needn't have worried. As any one of the countless antiquated Beetles tootling around Mexico will testify: VWs are built to last in this part of the world. And last it did.

The fight for second looked intriguing as the long stage began. Just under 10 miles in it was neck and neck between Hirvonen and Neuville. Until the Ford reached a tight right-hander a mile or so later.

"I knew we were not going to make this corner," said Neuville's co-driver Nicolas Gilsoul.

They didn't. The Fiesta dropped into a ditch on the outside. Fortunately for them, it came straight back out, 13 seconds later. That was that settled.

Despite winning that battle, Hirvonen was beaten. "I'm second," he said. "Back to normal then."

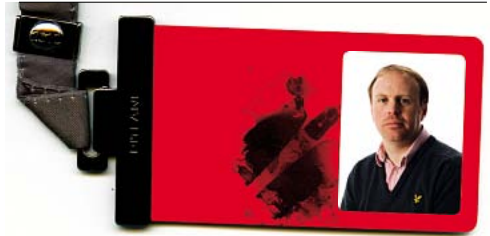
Neuville was an overjoyed and thoroughly champagne-soaked third.

Sordo's mood had brightened after a slightly better day netted fourth, while Al-Attiyah kept fifth and Atkinson moved past Block to take sixth. It was hard to know who got the most cheers at the finish, Block or local hero Benito Guerra, who looked to have cemented his stay in the WRC with eighth aboard a Citroen DS3.

Is the French-flagged Polo now cemented to the top step of the podium? On the evidence of last week, it's going to take some shifting. ☹

**IN THE SERVICE PARK**

**David Evans**



Jost Capito does deadpan very well.

"Did you close it after you?" he asked Julien Ingrassia after hearing the Frenchman's description of what VW labelled 'Gate-gate'. Such was the confidence around the squad in Mexico, humour was never far away.

Even when Sebastien Ogier was forced to have stitches above his left eye after misjudging the height of a garage door, the championship leader still found time for a post-press conference giggle. The Hannover lot are riding high right now.

And nobody seems to be able to bring the manufacturer down. Rally Mexico, we were told by those seemingly in the know, was when the Polo R WRC would be found out.

After Ogier griped his way through the autumn, quietly voicing concerns over the engine, last week's high-altitude nature of the stages was expected to leave the Polo gasping.

It didn't take long to explode that myth. The opening stage of any significance – El Cubilete – included a long, cobbled climb, with fifth- and sixth-gear curves splitting the straights. Ogier's Polo howled up them. It didn't miss a beat nor did it stop to catch its breath.

The rest of the WRC had better look out. Their nightmare is real.



Humour was never far away at VW

**REMEMBER WHEN**



Sebastien Loeb last missed a WRC round? It was Rally GB 2006. Marcus Gronholm (pictured) won the rally, but Loeb had already wrapped up his third straight drivers' title.

# Ogier remains coy on title hopes

**Sebastien Ogier's second win in succession** has strengthened his bid for this year's World Rally Championship, the Frenchman now 44 points ahead of his nearest full-time rival.

Despite missing last weekend's Rally Mexico, Citroen driver Sebastien Loeb remains second in the drivers' standings, 31 points behind Ogier. But the series leader is 44 ahead of his nearest full-time Citroen rival, Mikko Hirvonen.



"We have a good lead in the championship now," said Ogier. "But the rest of season is long. My next target is to win in Portugal, where I have won two times before. This is a good start, though."

Ogier admitted that he didn't see either of the Citroen drivers as his main threat for this year's championship. Instead, he identified M-Sport driver Mads Ostberg as the driver he expected to sustain a season-long challenge.

Ostberg led last weekend's Leon-based event and was the only driver capable of challenging the Polo R WRC driver, before his Ford Fiesta was stopped by a failed alternator on Saturday morning.

"I was sorry for Mads," said Ogier. "He deserved more than that. He drove really well and, for me, he is going to be my main opposition this season. He is quick and he is getting quicker."

Ostberg's team boss Malcolm Wilson said: "I think Seb's right, Mads is going to get quicker. We've seen what he can do with some testing and time in the car and he's going to be getting more and more of that this year. Having said that, I think Mads will probably need Ogier to hit some trouble if he's going to have a real shot at the title."

From his home in Switzerland, a watching Loeb admitted that Ogier's pace has come as no surprise to him. "I'm really not surprised at Ogier's excellent performance. I'm probably the person who has always been able to appreciate his speed from the closest perspective. I know now that in Argentina [his next event] I'm not going to be facing an easy task."

# Matton hopes to tempt Loeb

**Citroen team principal Yves Matton has admitted** that he could try to lure Sebastien Loeb to return to the World Rally Championship if the French team falls behind in the manufacturers' title race.

Loeb is already scheduled to compete in Argentina and France this season, but there is a chance he might be called up again towards the end of the year in order to help defend Citroen's makes' title in the face of a strong challenge from Volkswagen.

Matton said: "It's not my decision! I don't think he wants it. It's not on my mind for the moment. I have to

be happy with what I have already this season. I have my four rallies with him; at first he was going to be doing nothing this year in rallying.

"At the end of the season, if I ask him to do one rally in order to make us champions, then I will ask. I am not panicking; I am confident we can do it. Ogier is showing something incredible, but we need to continue to believe and fight."

Citroen leads the manufacturers' standings from VW by six points following Rally Mexico. The Versailles team has won the title eight times in the past 10 years.



Hirvonen podiums may not be enough for Citroen



Mikkelsen will drive from Rally Portugal

## VW TO RUN SECOND WRC TEAM

Andreas Mikkelsen's Volkswagen World Rally programme this year will be run under the Volkswagen Motorsport 2 banner. The setting-up of this second team will allow the Norwegian 10 extra test days this year and the chance to take manufacturers' points off Citroen and M-Sport.

## BLOCK TAKES BEST WRC RESULT

Ken Block scored the best result of his WRC career on Rally Mexico by finishing seventh. However, the American is unlikely to return to the series during 2013 due to Hoonigan Racing Division's commitments in the Global Rallycross Challenge, the X Games and Rally America, as well as his Gymkhana work.

## MEXICO PONDERES 50-MILER

Rally Mexico officials are evaluating the possibility of running a 50-mile stage on next year's event. The Leon-based contest is keen to be classed as the toughest WRC round of the season.

## NEW WINNER IN WRC2

Abdulaziz Al-Kuwari won on his WRC2 debut on Rally Mexico last weekend. The Ford Fiesta RRC driver and Irish co-driver Killian Duffy finished the event 9m 14.1s ahead of local driver Nicholas Fuchs after winning 21 of the 23 stages. Fuchs beat fellow Mitsubishi Lancer driver Ricardo Trivino to second.

## GUERRA FINISHES ON WRC DEBUT

Benito Guerra finished eighth on his first outing in a World Rally Car on his home event, Rally Mexico. Last year's PWRC champion drove a CRT-run Citroen DS3 WRC. Guerra hopes the 'dream result' will help him find the financial backing to compete on Rally Portugal in April.

## ATKINSON AIMS FOR MORE

Chris Atkinson is another driver aiming for more WRC action during the year. The Australian, who won last year's Asia-Pacific title in a Mini S2000, finished sixth on Rally Mexico substituting for the absent Khalid Al-Qassimi, who is scheduled to return for the next event in Portugal. Atkinson said: "I'm very grateful to Khalid for this drive and I'm delighted to finish sixth. I really hope that this can help me get some regular drives this year."



'Atko' wants more WRC

NASCAR SPRINT CUP LAS VEGAS (USA), MARCH 10, RD 3/36

# Kenseth gambles to take Vegas victory

## BIRTHDAY BOY MATT KENSETH

celebrated turning 41 in style by holding off Kasey Kahne to win on the 1.5-mile Las Vegas oval.

Kenseth's Joe Gibbs Racing team made the winning move by not changing tyres during the final round of pitstops. Kahne had dominated the race up until that point, but the Hendrick Motorsports Chevrolet was unable to find a way by Kenseth's Toyota during a thrilling final phase.

Kahne was unlucky. His crew was forced to delay releasing him from his pit due to the arriving Tony Stewart, and those additional seconds ultimately cost him the win.

With qualifying rained off, 2012 champion Brad Keselowski started from pole. The Penske Ford mad led the opening lap but he was soon passed by the charging Kahne.

Like most drivers, Keselowski fought a loose car in the opening stages, but a series of changes brought it to his liking and he fought wheel to wheel with Kyle Busch for third in the closing stages.

Fourth represented a great



Kenseth enjoys his birthday win

PIC: KINRADE/LAT

fightback for Vegas local Busch, who dropped a lap for speeding during a green-flag pitstop. He pulled off some stunning moves – including a great third-to-first dive following a mid-race restart – but the long-run pace of his Gibbs Toyota wasn't enough to keep him at the front.

Jimmie Johnson was a force early

on in his Hendrick Chevy, vying with Kahne for the lead. But he couldn't keep pace with the leaders and slipped to sixth when Carl Edwards passed him on the penultimate lap.

● Connell Sanders Jr

## RESULTS

**1 Matt Kenseth (Toyota Camry)**, 267 laps in 2h44m16s; 2 Kasey Kahne (Chevrolet SS),

+0.594s; 3 Brad Keselowski (Ford Fusion); 4 Kyle Busch (Toyota); 5 Carl Edwards (Ford); 6 Jimmie Johnson (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Martin Truex Jr (Toyota); 9 Kevin Harvick (Chevy); 10 Paul Menard (Chevy).

**Points** 1 Johnson, 129; 2 Keselowski, 124; 3 Earnhardt, 119; 4 Denny Hamlin, 102; 5 Edwards, 99; 6 Mark Martin, 95; 7 Kenseth, 93; 8 Greg Biffle, 93; 9 Clint Bowyer, 89; 10 Aric Almirola, 88.

V8 SUPERTOURERS RUAPUNA (NZ), MARCH 9-10, RD 2/7

# Gaunt challenge full of health

## DANIEL GAUNT DOMINATED AT

Ruapuna as the title favourites suffered terrible weekends.

The Tasman Motorsport Ford driver inherited victory in race one when Shane van Gisbergen, a V8 Supercar winner at Adelaide a week earlier, spun himself and Ant Pedersen out as they battled for the lead.

Gaunt then left the chaos behind him to win race two, but was robbed of the lead in the finale by Pedersen, who had fought his way up from sixth in his International Motorsport Ford.

"Obviously the first three laps were critical," Gaunt said. "The car was a

dream and I had to push like hell early on when I had clean air."

Van Gisbergen incurred a 50-second penalty for driving into John McIntyre's Ford, later rendered irrelevant as the damage put him out.

Greg Murphy, second in race one, maintained his points lead despite his Holden breaking down in race three.

Reigning champion Scott McLaughlin finished last in race one after pitting to have a blown fuse in his throttle system changed, and had only one finish all weekend, with seventh in race two.

● Bernard Carpinter

## RESULTS

**Race 1 1 Daniel Gaunt (Ford Falcon FG)**,

12 laps in 16m50.401s; 2 Greg Murphy (Holden Commodore VE II), +1.012s; 3 Andre Heimgartner (Holden); 4 Craig Baird (Ford); 5 Richard Moore (Holden); 6 Ashley Walsh (Holden). **Race 2**

**1 Gaunt**, 16 laps in 22m39.279s; 2 Murphy, +3.876s; 3 Baird; 4 Heimgartner; 5 Walsh; 6 Ant Pedersen (Ford).

**Race 3 1 Pedersen**, 25 laps in 38m02.340s; 2 Gaunt, +0.980s; 3 Walsh; 4 Baird; 5 Moore; 6 John McIntyre (Ford).

**Points** 1 Murphy, 1169; 2 Pedersen, 1110; 3 Gaunt, 996; 4 Moore, 841; 5 Baird, 750; 6 Walsh, 733.



Ross won at Taupo

PIC: CAMERON PHOTO

## NEW ZEALAND V8s

The Jason Richards Memorial Trophy was won by Holden driver Nick Ross thanks to his two wins at Taupo. Australian Jason Bargwanna, also in a Holden, won race one and maintained his championship lead.

## ARCA

Grant Enfinger took his Ford to a maiden series win at Irvington, beating Chevrolet driver Kyle Benjamin and Anderson Bowen. Nine-time champion Frank Kimmel was fifth and leads the points.

## NASCAR NATIONWIDE

Penske Ford driver Sam Hornish Jr increased his points lead by taking his first win since November 2011, streaking away from Kyle Busch during a seven-lap sprint to the flag at Las Vegas. Busch beat Gibbs Toyota team-mate Brian Vickers to second.



Gaunt heads off Murphy threat

PIC: CAMERON PHOTO



Hornish leads team-mate Brad Keselowski

PIC: PCZOBAT/LAT

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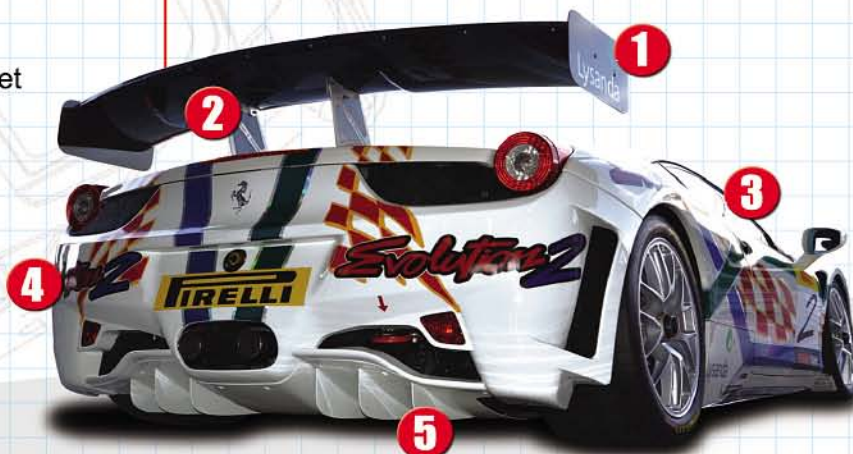
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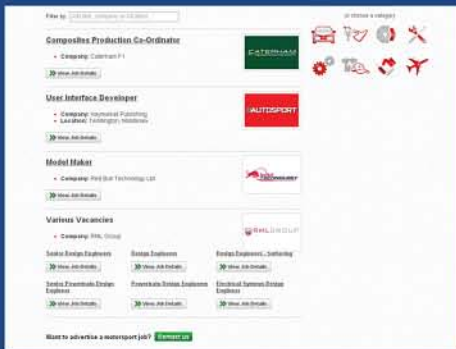
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To apply for any of the above positions please visit our recruitment page on our website [www.forceindiaf1.com/recruitment](http://www.forceindiaf1.com/recruitment)  
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## Machinist – Weekend Shift

Williams are currently seeking a Machinist to work in our Main Machine Shop. This role involves the manufacture of high specification components to a high level of accuracy and to tight deadlines. This will primarily be by using 3 and 5 axis Fanuc based machine tools, although there may be some requirement to program and run Hurco 3 and 4 axis machines.

You will possess a recognised apprenticeship or relevant experience in a similar environment, take pride in your work and be capable of working with minimum supervision with attention to detail and a flexible attitude. Effective communication skills are a necessity along with a proactive approach to using procedures that encourage continuous improvement.

There will be a requirement to work overtime when workloads are high. A high degree of flexibility, motivation, team ethic and initiative are essential for success in this role.

The shift is 3 days, either: Friday, Saturday, Sunday, OR Saturday, Sunday, Monday. 6am to 6pm

**To apply, please visit our website at [www.williamsf1.com](http://www.williamsf1.com) and select the Recruitment option under the Team heading.**

**Closing date: 29 March 2013.**



## SENIOR SIMULATION ENGINEER

The Simulation Group of Caterham F1 Team are looking to recruit an experienced software developer to develop and maintain the Group's custom simulation tools. Candidates must have demonstrable knowledge of:

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*If you wish to be considered for this post, please email: [hr@caterhamf1.com](mailto:hr@caterhamf1.com), attaching an up to date CV and indicating your salary expectations.*

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*The closing date for applications is 31 March 2013*



## WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITIONS WITHIN RED BULL TECHNOLOGY:

### HR08031301 – COMPOSITE LAMINATE BOOKLET DESIGNER

An opportunity has arisen in our Composite Laminate Design Group, for a Composite Laminate Booklet Designer.

In this role you will be responsible for the design of composite laminate booklets for the majority of our composite components. You will work closely with fellow composite and laminate booklet designers as well as our Stress Analysis group. You will also be required to form close working relationships with the various Composite Manufacturing departments.

You will be involved in designing composite laminate booklets for various parts of chassis, impact structures, wings, bodywork and gearbox as well as potential involvement in a wide range of composite R&D projects.

The successful applicant should ideally have:

- Proven relevant experience of composite manufacture in a Formula One/ Motorsport/Aerospace/Marine environment.
- Experience in specifying laminate information for design and manufacture.
- Intimate knowledge of current composite material technologies, their associated tooling, production techniques and processes.
- Excellent IT skills; experience of Corel Draw & 3D CAD (NX) are desirable but not essential.
- An organised and methodical approach to work.

### HR11031301 – COMPOSITE DESIGN ENGINEER

We are currently seeking a Composite Design Engineer to work within our Composite Design Group.

In this role you will be involved in a variety of design projects; from scheming, to patterns and tooling, detailed component design, assemblies and associated jiggling and pit gear. You will also have involvement in laminate design, structural sign off and resolution of operational issues.

You will be involved in the composite design of the chassis, impact structures, wings, bodywork and gearbox as well as potential involvement in a wide range of composite R&D projects.

The successful applicant should ideally have:

- An Engineering Degree or similar Engineering Qualification.
- Relevant experience of composite design in a Formula One or other Motorsport environment.
- Knowledge of current composite material technologies, their associated tooling, production techniques and processes.
- Experience of 3D CAD (NX7 is desirable but not essential).
- An organised and methodical approach to work.

Applicants interested in applying for the above roles will be a self-motivator with a proactive approach. The successful applicant will also have excellent communication skills and the ability to work to very tight deadlines within a team environment, often with minimum supervision.

To apply, please email [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com) quoting the reference number, attaching your CV and covering letter including details of your current salary.

Email: [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com)

Closing Date for Applications – 28th March 2013

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A number of vacancies have arisen to join the Mercedes AMG PETRONAS Formula One Team. Please find further information about our roles in the 'join our team' area of our website [www.mercedes-amg-f1.com](http://www.mercedes-amg-f1.com)

### HEAD OF STRUCTURAL ANALYSIS REF: SW532/2602

A vacancy has arisen for a Head of Structural Analysis reporting to the Matrix Management Structure in the Engineering Group (Design Office & R&D Department).

We are looking for a driven individual to manage and lead our Structural Analysis Section consisting of junior to senior level Structural Analysis Engineers. You will take full responsibility for all technical and managerial aspects of the Structural Analysis Section in line with the team's growing objectives and expectations.

### SENIOR MECHANICAL ENGINEER (POWERTRAIN INTEGRATION) REF: SW526/2502

A vacancy has arisen for a Senior Mechanical Design Engineer reporting to the Head of Powertrain Integration in the Design Office Department.

The successful candidate will take full ownership and responsibility of a variety of complex mechanical projects and designs, such as cooling, fuel, hydraulic and pneumatic systems. The Senior Mechanical Design Engineer will see projects and designs through from concept to assembly, specifying tests and developing improvements where possible.

### ELECTRONICS ENGINEER – R&D FACILITY SECTION REF: SW533/2602

A vacancy has arisen for an Electronics Engineer reporting to the Head of Electronics Design & Manufacture in the Electronics Department.

The successful candidate will mainly be responsible for the development, maintenance and support of all electronic equipment belonging to the R&D Facility Section. In addition you will assist with general R&D test preparation and execution. This role offers an excellent opportunity for widely varied work ranging from R&D electronics equipment to reliability and performance testing of car parts on state of the art test rigs.

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Closing date: 28th March 2013

NO AGENCIES PLEASE



In its plan to continuously develop the team for 2013 season, **Scuderia Toro Rosso** has the following vacancies available:

**Senior Stress Engineer - ref. "HR SSE 90"**

Reporting to the Head of R&D & Structures Department, the successful candidate will be self-motivated, a good communicator and be expected to work under pressure to meet critical deadlines. You will work closely with Designers and Aerodynamicists and provide guidance for junior engineers. You will possess strong stress analysis skills and be able to demonstrate extensive experience in all aspect of a car structural design and calculation. An excellent knowledge of current manufacturing processes is also required, ideally in both in composite and metal environments, together with knowledge and experience of structural testing methods will be beneficial. You will be expected to take a pro-active approach to improving analysis quality, time and processes. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is a requirement.

Place of work: Faenza, Italy

**Senior Design Engineer - Engine Systems - ref. "HR SDE 91"**

As part of the Design Office Department you will be working on the specification and design of F1 cooling system, fuel system and electrical installation and you will be Responsible for the design of systems, validation process and liaison with technical suppliers. Previous experience with chassis engine system design would be advantageous but it is not essential.

The successful candidate will be degree qualified in Mechanical Engineering or related discipline and possess a strong working knowledge CAD software, ideally Siemens NX.

Place of work: Faenza, Italy

**Senior Vehicle / Vertical Dynamicists - ref. "HR SVVD 92"**

As part of the new Vehicle Performance Department STR are seeking experienced Vehicle / Vertical Dynamicists. You will be required to be an original thinker and assist with many aspects of the cars development and performance through 7-post rig testing, tyre analysis, simulation, data analysis, R&D testing and close co-operation with the Aerodynamics and Design departments. Passed F1 experience an advantage, knowledge of lap simulations and multi-body-systems simulation is important.

Place of work: Faenza, Italy.

**Aerodynamic Performance Engineer - ref. "HR APE 93"**

Based at our Wind Tunnel facility you will be part of the reinforcement of the Aerodynamic Performance Engineering Group. We are looking for a candidate with a PHD or good honours degree in Mathematics or Physics to maintain and improve our modelling and analysis software and techniques. The successful candidate will have a strong understanding in Matlab, Simulink and C++, an understanding of aerodynamics would be useful but is not considered as essential. You will be required to work to a high level of accuracy and tight deadlines. You will be expected to have good communication skills, be self-motivated and be capable of working with minor supervision.

Place of work: Bicester, UK.

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Or please send your CV to:

**HR Department, Scuderia Toro Rosso Spa**  
Via Spallanzani 21 – 48018 Faenza (RA) – Italy.

**Closing date:** 5th April 2013

# CLUB AUTOSPORT

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Mallory Park has come under fire over noise made by its motorsport



AUTOSPORT

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com

**NOISE HAS BECOME THE MOST** pervasive issue facing UK motorsport in the modern era.

North Yorkshire venue Croft was nearly brought to its knees following legal proceedings in 2008-09, which forced it to operate within highly prescriptive limits.

Then Donington Park went through a protracted period of renegotiation with its local council, after closing during 2009-10 to rebuild the circuit following Simon Gillett's failed attempt to bring the British Grand Prix there.

Fortunately, both circuits have adapted and survived to tell the tale. Across Leicestershire, now Mallory Park is facing its own battle with a disgruntled local community over noise. This problem goes back to the 1980s, when single-seater racer Chris Meek bought the circuit and saved it from closure. The number of days Mallory could operate for was set down in a 1985 planning agreement. But circuit activity expanded in the ensuing decades, to the point at which it substantially outgrew these limitations.

The local council appears to have turned a blind eye to this and has recently faced heat from local residents to clean up Mallory's act. The council has thus reverted to the 1985 planning agreement, which Mallory says will make the circuit unviable if enforced to the letter.

Circuit operator the BARC is confident it won't come to this – that it can broker a new deal acceptable to all parties. Let's hope BARC chief executive Mark Jones is right, because it would be a real shame if Mallory succumbed and noise meant the end for 'The Friendly Circuit'.



## Noise row threatens Mallory Park

Circuit seeks planning deal to ensure its survival. By **BEN ANDERSON**

**MALLORY PARK IS EMBROILED IN** a battle with its local community over excessive noise at the circuit.

Some residents have demanded the local council enforce restrictions on the number of days Mallory can operate. The circuit has breached a planning agreement that dates back to 1985, and residents have complained about Hinckley and Bosworth Borough Council failing to enforce that arrangement.

Circuit leaseholders, the BARC, say this pre-existing agreement will make Mallory Park commercially unviable if enforced. This has prompted fears the Leicestershire circuit may have to close if the terms cannot be re-negotiated.

A locally generated 'Save Mallory' campaign on social networking site Twitter had attracted nearly 4000 followers as AUTOSPORT closed for press. An e-petition to the Government Department for Culture, Media and Sport to 'Save Mallory Park Circuit' had attracted over 8000 signatures.

Mark Jones, new chief executive of the BARC, told AUTOSPORT the club was working with the local council to find a way forward with residents.

"The 1985 agreement is too restrictive," he said. "There have been a number of noise issues with local residents but we've come up with a compromise that we think will allow us to move forward.

"It's been great to see such support for the circuit. That's what we want. There's been lots of rumours and counter rumours but we're not anywhere near that point [where the circuit may be under threat]. We have a workable business model, subject to agreement. I think we'll be fine."

Hinckley and Bosworth Borough Council says it is committed to finding a solution that will not involve legal action. Chief executive Steve Atkinson said: "This is a complex issue. We are trying to strike a difficult balance between the need to control the level and frequency of noise, which has increased in the past couple of years, without putting out of business a

circuit that has operated for over 50 years."

Talks between the circuit, council and local residents have been ongoing since 2011. The council began enforcing pre-existing noise limits last year and has taken action against the circuit for five alleged breaches since last August. The BARC hopes to present its new plan for Mallory within the next two weeks.

"The council has been trying to secure an agreed way forward with Mallory Park for well over a year, the last eight months with my direct involvement, and has been unable to do so [so far]," Atkinson added.

"Such an agreement should prevent the need for legal action, which costs money and time and has no certainty of securing an outcome satisfactory to all.

"The council does not intend any of its actions to result in the closure of Mallory Park; that will be a commercial decision for the circuit. But we do expect them to work towards noise control legitimately requested by local residents, none of whom would want the circuit to close."



Cleland has bought his old BTCC Vectra to race again in new Super Touring series

Historics

# Cleland to make Vectra return

**FORMER BRITISH TOURING CAR** champion John Cleland has bought one of his old Vauxhall Vectras to contest the new Super Touring-inspired Touring Car Trophy series.

Cleland, who took the second of his two BTCC titles in the Super Touring era, has bought Triple Eight-built Vectra chassis number one. It is the car he raced in 1997 and shared with Derek

Warwick in the '98 Bathurst 1000.

"It and a sister car went to Sweden and Alex Scholedge brought them back," said Cleland. "His preparation company Outpace has restored it in Bathurst colours and he's done an excellent job. It's original right down to the seat."

The engine is currently being rebuilt and Cleland hopes to contest the

Brands Hatch Superprix and Oulton Park Gold Cup races of the series.

"I don't want to come out with it until it's absolutely right," added the 60-year-old. "I'm hoping the series really takes off this year. It's got legs."

Cleland had considered purchasing earlier Cavaliers from his career, but the owners were unwilling to sell. Cleland hopes the Vectra will be

more competitive anyway.

"This is proper Super Touring era," he said. "I'm going to get in touch with my old engineer to pick his brains and see if he still has any set-up sheets."

## CLELAND IN BTCC SUPER TOURING

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CARS Vauxhall Cavalier, Cavalier 16v, Vauxhall Vectra

\*excludes Silverstone 1991 win, which did not count for points

## VW Racing Cup

# Gilham picks ex-FRenault man for VW Racing Cup prize drive

## EX-FORMULA RENAULT BARC

racer David Sutton has won the inaugural Team HARD scholarship into the VW Racing Cup.

Sutton, 22, will race one of BTCC team boss Tony Gilham's Golf GTIs in the tin-top series, after coming out top of 120 hopefuls in the contest.

Former British Junior Rotax karting champion Sutton finished 11th in Formula Renault BARC in 2009, before dropping out of the sport due to lack of funds.

"When the budget ran out I thought that was the end of my career," he said.

"I entered the Team HARD competition without much expectation, but then I made the final 10 and began to think I could win. This is a life-changing experience and I will work harder than ever to repay the trust placed in me."



Gilham (left) rates Sutton highly

Gilham added: "David excelled in every area: fitness, media handling and on the track. The judges were hugely impressed by his attitude, drive and speed. He is the complete package."



Folch has his eyes on Sauber C11

## Historics

# Folch targets Group C for 2014

**REIGNING HISTORIC FORMULA 1** champion Joaquin Folch is gearing up for a move into the Group C/GTP Racing series with a Mercedes-Benz C11.

The Spaniard, who won last year's F1 title driving a Bernie Ecclestone-owned Brabham BT49C, has agreed to buy Christian Glasel's 1990 Group C Merc. The plan to run the car this year has been derailed by a lack of engine parts and

Folch now looks likely to join the series in 2014.

Swiss preparation expert Fredy Kumschick, who runs Folch's racing programmes, said: "The car is ready apart from one cylinder head and, in theory, all the engines were destroyed in 1991.

"There are two engines at Mercedes, but they will not release them. We will race the car, but it looks unlikely to be this year."

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British GT

## Appleby slams Pro-Am format after failing to land M-Sport Audi

**DAVID APPLEBY HAS CRITICISED** British GT organisers after his drivers were unable to secure a seat in M-Sport's Audi for this season's championship.

Appleby said he has worked "for two years" to put together a deal for his son James and Ant Scragg to race in the GT3 class. They won a race together in the 2011 European GT4 Cup, but have only raced sporadically since.

Appleby claims they were set to fill the Audi R8 LMS ultra entered by WRC squad M-Sport as an all-silver line-up, but lost the drive to Warren Hughes/Rembert Berg because of British GT's preference for Pro-Am driver pairings.

"They're both club racers, they're not professionals," Appleby Sr told AUTOSPORT. "It seems very discriminatory against young drivers. It's a lovely compliment to suggest they are too good, but it's in the rules to penalise them and we'd take the penalties. Is racing about running the fastest people or is it about keeping



Ex-SEAT Cupra racer Appleby Jr has missed out

everybody happy with social engineering?"

Series boss Benjamin Franassovici said it was an issue for the team, not the series.

"M-Sport had three or four options with drivers and I have not hidden the fact I was keen on Pro-Am," he told AUTOSPORT. "Someone is always going to get a harsh deal. In Appleby's case, the team he was hoping to get into opted for someone else. Not my problem."

British GT

## Ex-FIA GT champ Bobbi to race Vita4One Ferrari in British GT

**VITA4ONE TEAM ITALY BOSS**

Matteo Bobbi will drive in British GT this season, alongside British racer Jay Palmer.

Palmer drove for the Ferrari squad in the Blancpain Endurance Series last season, but will return to his domestic series alongside ex-Minardi Formula 1 test driver



Bobbi will race 458 for his own team

and former FIA GT champion Bobbi.

Bobbi said: "I'm very motivated to be in British GT as a driver and as a team principal. It will be very competitive and a big challenge for us to compete against the best drivers and teams from the UK."

Palmer added: "The team have a strong pedigree and the car is a confidence-inspiring machine. My team-mate is pretty handy so I'm happy to be driving with him."

Ex-Radical champion Derek Johnston will also join British GT this season in a Ferrari 458. Johnston, who has won races in GT Cup and Ferrari Open in recent seasons, will share a second MTECH entry with Indian ex-Formula 2 racer Parthiva Sureshwaren. Series regulars Matt Griffin and Duncan Cameron will return in MTECH's other 458.

Irish Formula Ford

## Ginetta Junior ace Murray makes single-seater switch in FF1600

**GINETTA JUNIOR FRONTRUNNER**

Niall Murray will move into single-seaters this season in Irish Formula Ford.

Murray won six races during two seasons in Ginetta Junior, and finished third in last season's championship with Douglas Motorsport. He will now drive a family-run Van Diemen RF99, and will make his Irish FF1600 debut at Kirkistown on April 6.

"It will be very competitive with past Irish Young Racing Drivers of the Year competing and also winners of the Formula Ford Festival," said Murray. "This will be a completely new experience for me. The car



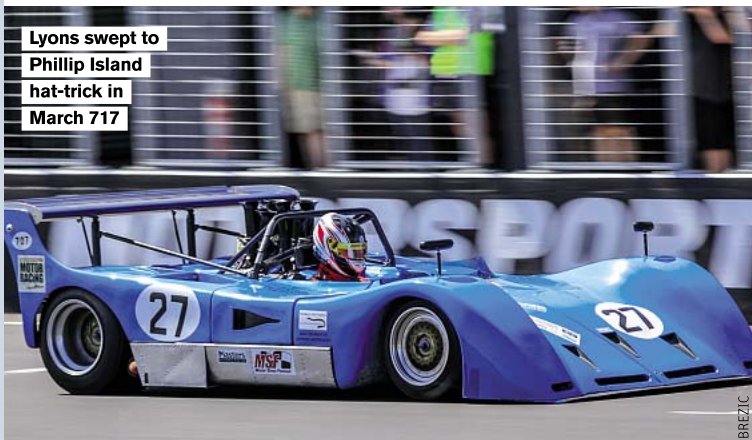
Murray was a winner in Ginetta Jr

is due to arrive soon and hopefully we'll get in some testing before the first round.

"I've never driven a single-seater before, but I'm confident I'll adapt quickly."

# Humble Pye

## The voice of club racing



Lyons swept to Phillip Island hat-trick in March 717

## It's six years since Lyons made his Phillip Island debut aged 16

**A**ustralia's Phillip Island Grand Prix circuit is among the world's most spectacular racing venues – as I discovered in 2003 – and takes a lot of mastering. Thus, Briton Michael Lyons's superb treble at last weekend's Shannon's Classic event there, first time out in the ex-Dodkins Motorsport March 717, was the more impressive.

Fitted these days with a monster 8.8-litre Chevrolet V8 engine (Helmut Kelleners' 1970 Croft Interserie victory in it was scored with a relatively puny 8.1), the only one of the three 'Boeing' 707s to have been updated has a record of Historic success dating back to Chris Chiles's Supersports clean sweep of '98.

It is six years since Lyons, 22, debuted, and the Formula 5000 Lola T400 ace's rout will have delighted early mentor Bob Harborow, the Victorian Historic Racing Register stalwart who gave Michael a run in his ex-Jackie Stewart F2 Cooper-BRM T75 at Phillip Island, fresh from earning his race licence at 16.

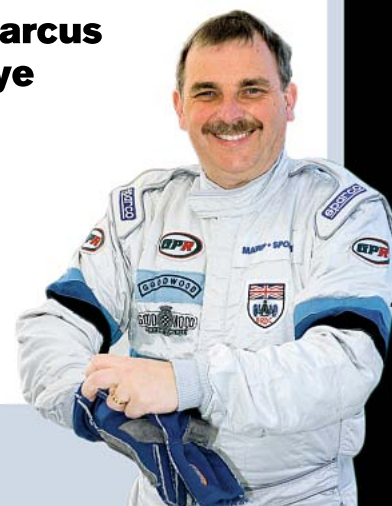
Now an established Ferrari GT racer, Lyons beat strong opposition in the Island's best 'big-banger' sportscar feature yet. Among them were Aussie Russell Kempnich (Porsche 956C), Brits Andy Newall (McLaren M8F) and Rick and Rob Hall (in Abba Kogan's Matra MS670s), and useful local Duncan McKellar (McLaren M8E). One of

the drives of the weekend, however, came from ex-F1 driver Larry Perkins, who drove a De Tomaso Pantera to fifth in one of the races!

Another central theme of Australia's biggest historic racing festival was a four-race touring car slugfest in which five-time V8 Supercar champion Mark Skaife won Saturday's pair in Jim Richards's Nissan HK31, chased by Terry Lawlor and Historic F5000 Elfin racer Bryan Sala (Ford Sierra RS500s) in the opener. Skaife missed the third race, which Sala won, but hurtled through the field in the finale to trail Lawlor's ex-Colin Bond Caltex car by just 0.03s.

The big single-seater races proved F1, F5000 and FATlantic cars to be well-matched, although Paul Stubber – who raced his ex-John Bowe 'Group C' Veskanda in Europe last season – blitzed one in his 5.8-litre March 81C Indy car. American Scott Drnek won twice in his March 741 (and raced the late Gary Wilson's unique Sting GW1 Can-Am car in the sports pack). F5000 honours were shared by Harin da Silva (Surtees TS8) and Darcy Russell (Lola T330), while Sean Whelan gave everyone a run for their money in his 1600cc Ralt RT4.

## Marcus Pye



**"Now an established GT racer, Lyons beat strong opposition in the best 'big-banger' sportscar race yet"**

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Abbott Jr put the early miles on new Sinter EcoBoost Ford

British Formula Ford

## New Sinter breaks cover in Rockingham test

### THE NEW SINTER FORMULA FORD

car tested for the first time last week.

Radical racer James Abbott, who will race the Sinter for his father Phil's Radical works team this season, conducted a shakedown test of the first completed car at Rockingham.

Fluid Motorsport boss Lindsay Allen hoped to launch the Sinter into the inaugural season of EcoBoost Formula Ford last year, but the project was delayed.

Abbott Sr said his Radical Sportscars concern had helped Fluid to complete the 2013 winged version after suppliers let Fluid down.

"We just sped the thing along a bit," Abbott told AUTOSPORT. "The core of the car is very good. Lindsay and Sam [Owen, designer] are really good chassis and suspension engineers, they just lack experience in the small peripheral things.

"It's all a bit last-minute-dotcom, but

we've got the car now. The test was cold and greasy but it ran with no problems."

Radical plans further tests at Brands Hatch and Snetterton ahead of the first round at Brands on Easter weekend. Radical will share data with the works Fluid team, which will run Fred Martin-Dye in a second Sinter. Fluid boss Allen said: "Having Radical's facilities available has made a huge difference. We wouldn't be at this point without their help."



750MC hopes Historic Birkett will bring out more old cars

750 Motor Club

## Historic Birkett race at Snett 300

THE 750 MOTOR CLUB WILL RUN a separate version of the annual Birkett Relay race for historic cars this season.

The four-hour race will take place at the Snetterton 300 circuit on November 2. The club hopes to encourage owners of older cars who have been deterred from the traditional Birkett Six Hour Relay by speed differentials with modern cars.

Competitions secretary Giles Groombridge said: "In the course of drumming up entries for last year's Birkett Six Hour Relay at Silverstone I received a lot of feedback from owners of older cars and vintage machinery, who used to

compete regularly, that the speed differentials were now too great.

"Thus we hatched the idea of a historic race in the hope of getting Frazer Nashes, GNs, Bentleys and, of course, Austin Sevens to come out again.

"Teams must comprise between two and six drivers and the cut-off point is 1974, which takes us to the end of the 750 Trophy series era.

"We have distributed 40 entry packs so far and the plan is to put on some support races for our regular classes. If it works, it works, but if it doesn't we'll run a winter festival instead."

Mini Challenge

## Caudle plots Mini comeback

### FORMER MINI CHALLENGE

champion Luke Caudle will return to the category this season.

Caudle, the 2009 champion, graduated to the Production Touring Car Trophy last year, but will now step back to take on former rival Lee Allen.

"I was disappointed in the grids in the Production Touring Cars last year, so a return to Minis is the best option for my career, plus the quality of the field this year looks fantastic," said Caudle.

"One of the main reasons I'm coming back to the championship is to go up against Lee. He's been the big dog in the series for a year and I want to really push him this season and see what he's got."

Caudle has tested with his old ExcelR8 team, which will also run Chris Smith.



Caudle is a proven Mini ace



First Combe meet of '13 will be held for Strawford

Castle Combe

## Champs sought for Howard's Day

CASTLE COMBE WILL RUN ITS season-opening race event on Easter Monday in memory of circuit saviour Howard Strawford, who died last month.

Last season, Combe's resident circuit championships – currently for FF1600, Saloons and Sports & GT cars – reached

a cumulative total of 100 seasons. The Strawford family is inviting all previous champions back to the Wiltshire venue to pay a special tribute to Strawford on 'Howard's Day'. Everybody on the roll of honour is invited to contact Emma Burns on 01249 782417 for free tickets.



### Top Classic slot for GTs

GT cars of the pre-1966 era (above) will compete in the Saturday evening showpiece race at this year's Silverstone Classic. Event director Nick Wigley believes the 58-car grid for the one-hour, two-driver enduro, which will be run for the Piper Heidsieck International Trophy, will be oversubscribed.

### Birch gets Supercup ride

Porsche GT3 Cup winner James Birch will switch to the Ginetta GT Supercup this season to race a G55 for Century Motorsport. In the lower-level GT5 Challenge, Luke Davenport will return for a second year with Reflex Racing in a G40, while Neil Delargy and Callum Pointon will race G40s for TCR.

### More Compact for TO-C

BTCC race winner Tom Onslow-Cole will return to the BMW Compact Cup this season. Onslow-Cole scored a podium in a one-off guest outing in the 750MC series at Donington last year. He will return for May's Snetterton 300 round as part of the category's new 'star-in-a-reasonably-priced-car' challenge.

### New class for VAG series

A new class for Mk4 Golfs has been added to the SuperPro VAG Trophy series. Touring car racer Harry Vaulkhard and ex-Porsche scholar Lewis Hopkins are contesting the sister Touch of Mojo Mk2 Golf GTI series, as are Ginetta Challenge refugees Mike Robinson and Graham Johnson. Both MSVR-run contests take in six weekends televised on Motors TV.

### GT3s to Aston Challenge

This year's Aston Martin GT4 Challenge will feature an invitation class for GT3 cars at three of its events. Examples of the current Vantage GT3, and its predecessor the DBRS9 (below), will be allowed to contest the marquee centenary races at Silverstone (April 6), Donington (June 1) and Brands Hatch (July 7).



# Neil Cunningham: a natural fighter

Motor neurone disease has cut short Neil Cunningham's racing exploits. His good friend and number-one fan **JAMES BECKETT** pays tribute to the versatile career of this likeable Kiwi racer



Neil Cunningham was a popular racer in a variety of circles

In 1983, a fresh-faced New Zealander arrived in Britain as a prize-winning 'Australian' Driver To Europe. Representing Australia alongside Gary Brabham, the youngster was pitched into the competitive world of motor racing in an uncompetitive car. Not deterred when the money ran out, he spent the next quarter of a century carving out a professional career in the sport. His name? Neil Cunningham.

For over 25 years, Cunningham's positive attitude stood him in good stead as he looked for the next car to drive. Now this same attitude is being applied to his personal life as he and his family come to terms with the fact he has motor neurone disease. This will undoubtedly prove to be his toughest battle yet.

I have been fortunate to know Neil from almost the very first day he landed in Britain. I have shared many career highs with him, while also supporting him through the lows. Motor racing is never easy, but his career has been like the song *Rubber Ball* – he kept bouncing back for more. From Formula Ford 2000 in 1983 to his tear-jerking final race at

**'Neil's fight with motor neurone disease will undoubtedly prove his toughest battle yet'**

Donington in September 2011, I have been a proud witness to his career.

By the late 1980s Cunningham was well known in British racing circles, particularly in Formula Ford 1600. He mixed it with the best and was one of the best. Always on form at Silverstone or Brands Hatch, he could regularly be found in the lead pack. The serial Formula Ford Festival finalist never quite managed to win the main event, but came close. In 1992 he was leading the final at the wheel of a factory Swift until his gear linkage broke.

After Formula Ford, he ventured towards GT racing, though he also surprised many by acquiring a drive in a BMW in a DTM race at Donington Park along the way. In the British GT Championship he drove practically every type of car available – fashionable or not. His stellar performances in a Morgan led him



Morgan GT tie-up took Cunningham to Le Mans

to Le Mans as a 'works' driver for the manufacturer in 2003. Although the car was outpaced against its GT class rivals, Neil shone and warmed the hearts of the faithful British crowds.

Jonathan France recognised Cunningham's talents and employed him for his Embassy Racing team, allowing Neil to race a variety of cars including a Chevrolet Corvette and a Porsche. This association led him back to Le Mans in a Courage LMP2 for the 2006 race and then drives in the Le Mans Series throughout '07.

Neil's flair behind the wheel and love of opposite lock led him towards historic racing in later years. I am pleased to say I had much to do with this. His drives for Ben Eastick and Nigel Webb at the wheel of Jaguar D-types, and for Bob Pepper in a variety of Ford Mustangs, were some of his finest in my opinion.

Back-to-back victories in the Woodcote Trophy with Eastick at the Silverstone Classic, and his performances at the Le Mans Classic for Webb, were vintage Cunningham. Tail-sliding Pepper's Ford Mustang to victory at the British Grand Prix in 2008 was memorable for many reasons, and the showboating during a Gentlemen Drivers race at Silverstone in the GT350 was Neil playing to the gallery. His stunt-driving duties and work for *Top Gear* and the James Bond franchise were also highlights.

In 2003 I persuaded Neil to climb aboard my own Formula Ford and he did so with gusto. Returning to his roots, he threw 'Black Beauty' around Silverstone in the Jim Walsh Trophy of 2003 and three subsequent Walter Hayes Trophy events. Neil's final race was also in FF1600, at Donington Park in September 2011. Here he took the wheel of Dave Morgan's Van Diemen RF90 – a car he raced in period.

Neil's racing days are behind him now, but he continues to fight his disease with characteristic optimism and still lives every day to the full.



Cunningham's last race was in 2011 in an FF1600 event at Donington Park



Neil was comfortable going sideways. Here he is in Ford Mustang

**"I had a great career, I loved every minute of it. This sport allowed me to achieve so much"**

His name continues to be associated with FF1600. The 'Driver of the Year' award in the SuperSeries for FF1600 carries his title, something that gives Neil great pleasure: "I had a great career, loved every minute of it, and I am really happy that I can give something back to the sport that allowed me to achieve so much." ❄

## NEIL'S MAGIC MOMENTS



### FORMULA FORD FESTIVAL 1992

Cunningham was a Formula Ford Festival expert, time and again reaching the final at Brands but never winning. In 1992 he led the final until the gear linkage on his Swift SC92F broke near the end. It was a classic race, with victory eventually going to Jan Magnussen, a driver that Neil coached!

### EUROCAR CHAMPION 1996

The 1996 Eurocar campaign was a thriller. A season-long three-way dogfight between Phil White, Peter Falding and Cunningham came down to the final round at Brands Hatch. In torrential rain Neil drove the most impressive race of his career to win the race and a well-deserved title.

### BRITISH GT, SILVERSTONE 2005

A wet track began to dry during the dying laps of a two-hour enduro. At the wheel of the Embassy Racing Porsche he was sharing with Ben Collins, Neil pitted for slicks and during the last two laps the tyres came in. Lapping seconds faster than anyone else, he swept into the lead with just two corners remaining.

### WALTER HAYES TROPHY 2005

Rain began to fall just as cars were lining up for the opening heat, and by the race Silverstone was damp. Masterfully, Neil romped to victory in my Van Diemen RF78 'Black Beauty'.

### SILVERSTONE CLASSIC 2007

Cunningham was asked by Ben Eastick to share his Jaguar D-type in the Woodcote Trophy. This led to Neil's later career in historic motorsport. He took over the car from its owner at half distance and in sublime style pulled away to win, showing incredible car control along the way. One year later he returned with Eastick to win the race again.



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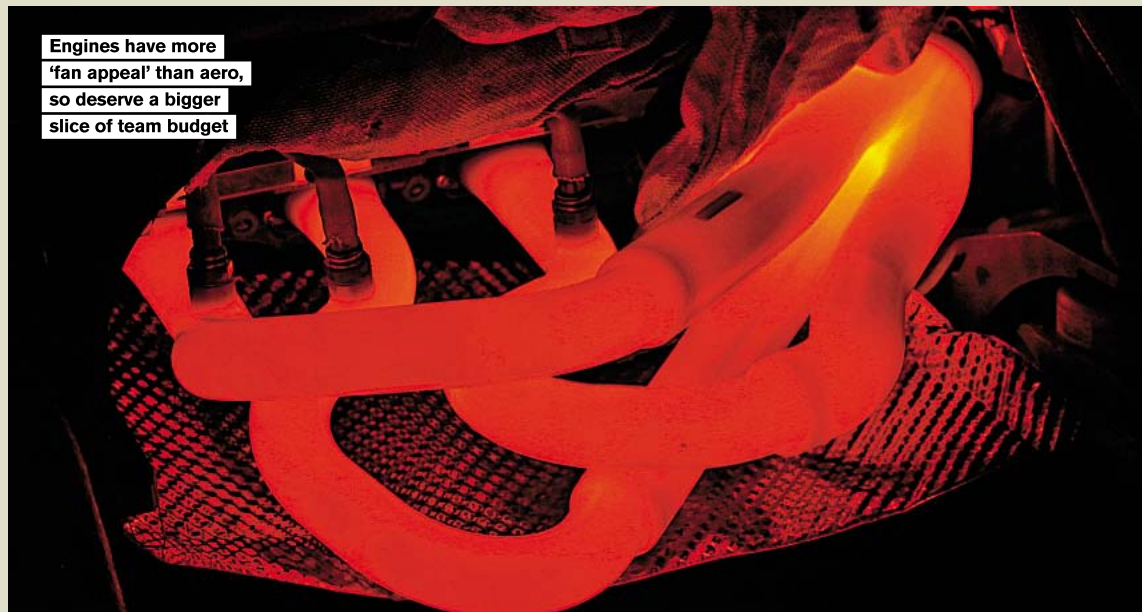


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# THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

## What you think of the motorsport news of the past week



Engines have more 'fan appeal' than aero, so deserve a bigger slice of team budget

## Engines have power to inspire

So F1 bosses are unhappy with higher costs for engines? Well, their job is to allocate the budget in the best possible way, which means to gain lap-time advantage.

Whether that money goes to engines or aerodynamics shouldn't really matter, should it? But wait... in the case of engines, they can only choose the supplier, and in the case of aerodynamics, they can hire and fire the team, change the windtunnel... and not just once every five years, but multiple times a year. I suspect it's

more about control than the absolute level of engine costs.

As a fan, I can't see or hear the aero advantages. Heck, I can't really understand them, and my own car certainly doesn't seem to use anything like seven-layer front wings or DRS systems. But it does have an engine, and I understand the impact of power, torque, drivability, fuel economy. Every dollar that's diverted from aero to engine makes me happy.

**JP Onstwedder, by email**

### I hear softer tyres have been

requested for this season and some F1 races may have five planned stops. This is crazy! Can't the FIA see that we want racing not a pitstop contest? I have visions of the highlights programmes having no time for any track action at all!  
**John Napper**  
Rio de Janeiro, Brazil

**I thought the idea of electric-powered car racing was to show that we can still race with zero emissions and save the planet. However, when I read of the FIA's latest plans for its electric-powered Formula E series, it made me**

wonder if they had lost the plot.

The FIA proposes each driver has two cars to use for each race, hot-stepping from one to another mid-race. How can they logically say that is not an appalling indulgence of materials and money?

And instead of promoting the benefits of electric power, all it does is highlight its shortcomings. Sorry FIA, but I think you need a system reset and recharge!  
**Grahame Butterworth**  
Belton, North Lincs

**The new layout is great, but the magazine needs to be a touch bigger – that way you could have featured**

all nine grand prix winners who'll be competing this year on the cover. What has poor Felipe Massa done to upset you guys?

Also, the F1 rating system isn't very helpful for people who are colour-blind. There needs to be a clear distinction between the red and grey dots.

Other than that, you did a terrific job on the 2013 F1 season review.  
**Clive Eaton**  
Norfolk

*Unlike those on the cover, Massa didn't win a race last year. In any case, we don't have a downer on him; in fact Mark Hughes (p9) says he's worth betting a few quid on – ed*

# In pictures

Our lensmen pounding the beat, from Sydney to Guanajuato via London



**DUDE, THAT'S MY CAR**  
Former MotoGP champ Casey Stoner sits and watches as Jamie Whincup hoons around in his new Triple 8 Holden tin-top around Eastern Creek Raceway

**DO YOU THINK HE MIGHT BE ANGRY?**  
Jari-Matti Latvala finished almost an hour behind his winning team-mate on Rally Mexico after being forced to 'retire' on the first proper stage – before he returned under the Rally 2 rules



**BETTER LATE THAN NEVER...**  
John Surtees was awarded the Segrave Trophy by the Royal Automobile Club last week for his outstanding career on both two and four wheels



**GOOD WORK FOR A GREAT CAUSE**  
Some top talent turned out as team captains at last week's NSPC 'The Circuit' challenge fundraiser at PalmerSport in Bedford



## In the shops

Desirable new releases



### ITALIAN RACING HOLDALL

£520 – caracalla1947.com

Constructed by hand – to order – in the finest Italian carbonfibre print leather, this Italian Racing Stripe Monza weekend holdall comes with protective metal feet, a detachable shoulder strap, an internal zipped pocket and nickel metal zips. It also comes with its own cloth dust cover to keep it in fine fettle when you're not jetting off round the world. Expensive but exclusive.

### SEV MARCHAL RETRO HOODIE

£34.99 – autosport.com/shop

The famous cat-and-flag logo of lighting firm SEV Marchal – an icon of sportscar-racing sponsorship down the years – is now available on a Retro Legends hoodie, complete with drawstring hood, ribbed cuffs and hem and a marsupial pocket. Check the website for scores of other retro-brand logos.



### FERRARI F2012 1:20 MODEL KIT

£55.55 inc P+P – grandprixmodels.com

Japanese model maker Fujimi produces a great range of retro single-seaters and sportscars, but is now proving to be right on the pace with its 1:20-scale F1 kits. You can now build a replica of the Ferrari F2012 driven to victory in last year's Malaysian GP by Fernando Alonso. You can upgrade with photoetched parts, too.



# What's on

Your guide to the best events taking place in the UK and around the world – plus TV and online

## On track in the UK

### DONINGTON PARK

**HSCC**  
**March 17**  
**Admission £15**  
**on the gate**  
**Tel: 01332 810048**

The Historic Sports Car Club kicks off the 2013 season with a race meeting to celebrate 80 years of Donington Park on Sunday. Racing starts at 1310 and includes Historic Touring Cars, Historic Formula Ford 1600, 70s Road Sports, Formula Junior (separate races for front and rear-engined cars), Historic Road Sports, Classic Racing Cars and a 40-minute thrash for the Guards Trophy.

Formula Junior has attracted two grids for Donington



BLOXHAM/LAT

### LYDDEN

**British Rallycross Championship**  
**March 16-17**  
**Admission £15 Saturday,**  
**£12 Sunday, £25 weekend**  
**Tel: 01304 830557**

For those who like their motorsport fast, furious and with a little bit of (intentional) off-roading thrown in, Lydden is the place to be this weekend. The insanely fast Supercars will headline two days of action to kick off the 2013 British Rallycross Championship.

### SNETTERTON

**MSVR**  
**March 16**  
**Admission £13 on the gate**  
**Tel: 01953 887303**

A low-key start to 2013 for Snetterton this Saturday. This MotorSport Vision tin-top event features five races, including Nippon Challenge, the MR2 Race Series, plus the Club MSV Trackday and Team Trophies.

## On track around the world

Albert Park circuit wends its way around the lake



**AUSTRALIAN GRAND PRIX**  
**Formula 1 World Championship**  
**Rd 1/19**  
**Albert Park, Melbourne, Australia**  
**March 17**  
**formula1.com**

**SEBRING 12 HOURS**  
**American Le Mans Series**  
**Rd 1/10**  
**Sebring, Florida, USA**  
**March 16**  
**alms.com**

**NASCAR SPRINT CUP**  
**Rd 4/36**  
**Bristol, Tennessee, USA**  
**March 16**  
**nascar.com**

**V8 SUPERCARS**  
**Non-championship**  
**Albert Park, Melbourne, Australia**  
**March 15-17**  
**v8supercars.com.au**

**V8 STOCK CARS**  
**Rd 2/12**  
**Curitiba, Brazil**  
**March 17**  
**stockcar.globo.com**

## On television

### THURSDAY MARCH 14

0400-0440 **Sky Sports F1 LIVE**

F1 Australian GP: Drivers' Press Conference

1115-1145 **ESPN**

NASCAR Now

1900-1940 **Sky Sports F1**

F1 Australian GP: Drivers' Press Conference

### FRIDAY MARCH 15

0100-0320 **Sky Sports F1 LIVE**

F1 Australian GP: Free Practice 1

0400-0500 **Sky Sports 4**

Racemax

0515-0730 **Sky Sports F1 LIVE**

F1 Australian GP: Free Practice 2

0730-0810 **Sky Sports F1 LIVE**

Team Principals' Press Conference

1800-2000 **Sky Sports F1**

Classic F1: Australian GP 2007

### SATURDAY MARCH 16

0245-0410 **Sky Sports F1 LIVE**

F1 Australian GP: Free Practice 3

0355-0420 **Channel 5**

Motorsport Mundial

0500-0745 **Sky Sports F1 LIVE**

F1 Australian GP: Qualifying

0745-1000 **Sky Sports F1**

Classic F1: Australian GP 2010

1000-1105 **ITV4**

WRC: Rally Mexico Highlights

1000-1245, 1430-1715,

1900-2145 **Sky Sports F1**

F1 Australian GP: Qualifying Replay

1300-1405 **BBC1**

F1 Australian GP:

Qualifying Highlights

1430-1630, 1900-0305 **Motors TV LIVE**

ALMS: Sebring 12 Hours

2145-0000 **Sky Sports F1**

Classic F1: Australian GP 1999

### SUNDAY MARCH 17

0430-0900 **Sky Sports F1 LIVE**

F1 Australian GP

1055-1400, 2305-0215 **Motors TV**

ALMS: Sebring 12 Hours Highlights

1100-1230, 1900-2030,

2315-0045 **Sky Sports F1**

F1 Australian GP: Highlights

1230-1245, 2030-2045 **Sky Sports F1**

F1 Australian GP: Ted's Notebook

1400-1635 **Motors TV**

NASCAR Nationwide: Bristol

1420-1620 **BBC1**

F1 Australian GP: Highlights

1720-2100 **Premier Sports LIVE**

NASCAR Sprint Cup: Bristol

### MONDAY MARCH 18

0500-0600, 1930-2030 **ESPN**

NASCAR Sprint Cup: Bristol

1900-2330 **Sky Sports F1**

F1 Australian GP: Replay

2000-2030 **BBC4**

Motor Racing at the BBC: the 1950s

### TUESDAY MARCH 19

1930-2145 **Sky Sports F1**

F1 classics: Malaysian GP 1999

2145-0000 **Sky Sports F1**

F1 classics: Malaysian GP 2001

### WEDNESDAY MARCH 20

1930-2145 **Sky Sports F1**

F1 classics: Malaysian GP 2002

2145-0000 **Sky Sports F1**

F1 classics: Malaysian GP 2003

## Online

### HOT ON THE WEB THIS WEEK

YOUTUBE: SEBRING 12 HOURS 1963



SEARCH FOR: 1963 Sebring 12 Hours of Sebring Race (4:49)

Relive, in full colour, highlights of the Sebring 12 Hours from half a century ago. The 1963 Florida endurance classic was won by the Ferrari 250P of the Scuderia's F1 stars John Surtees and Ludovico Scarfiotti. Imagine Messrs Alonso and Massa doing that now...

### AUTOSPORT+

Exclusive content coming up in our premium website this week

### Mark Hughes's Oz Friday form guide

The big unknown of who's got the quickest car will become a little clearer after Friday's free practice sessions. Our F1 expert will be watching trackside, analysing the lap times and asking the questions that matter to devise his form guide ahead of the opening grand prix.

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AUTOSPORT

# Revved up over what's on the box



Marshals took a starring role in Sky's classic '94 Oz GP rerun

FORGET 3D SPECS, IT'S ROSE-TINTED glasses that are needed for the latest addition to Sky's F1 coverage.

*F1 Classic Races* is a new take on a familiar theme, which kicked off with a return to the 1994 Australian Grand Prix last weekend. It started slightly incongruously with Sky's F1 opening credits leading into Murray Walker's 'live' BBC commentary.

"Row 1 – Mansell and Schumacher – that's good for Schumacher," says Muzza. "Row 2 – Hill and Hakkinen – that's bad for Damon."

While it's fun to take a race down Memory Lane, these ought to put to bed some of the nonsensical "better-back-then" arguments.

Case 1: the final row, which was made up of Jean-Denis Deletraz and Domenico Schiattarella. Regardless of how much their drives cost them, Max Chilton and Giedo van der Garde are in a completely different league.

Case 2: refuelling. It takes just a handful of laps for co-com Jonathan Palmer to start pontificating over the fuel loads and pitstop strategies, second-guessing when people are going to stop, opining on who was quick because of a light fuel load and vice versa. A truly dreadful state of affairs.

Of course the race is best remembered for the clash between Schumacher and Hill that decided the championship. Ever the diplomat,

Murray suggests that: "There will be people who say that was a desperate move by Schumacher to stop Hill winning the world championship." Damn right, and you know that's what Murray felt too.

But my favourite footage is when a marshal informs Schuey that Hill is out and that he's the world champion. His forced delight upon hearing that news is the worst piece of acting captured on film since Winona Ryder's English accent in *Bram Stoker's Dracula*.

As the BBC soon discovered, the pool of classic F1 races is shallower than you first think, as China will doubtless prove.

**Revved Up**

# Marco Werner

■ Sebring 12 Hours ■ March 15, 2003 ■ Audi R8 ■ First of three wins in Florida endurance classic



Werner charges to maiden Sebring win in the #1 Audi R8

**THERE ARE TWO RACES THAT** stick out. Firstly, winning the 1995 Daytona 24 Hours with the Kremer Porsche team from Cologne, even though I was barely a reserve driver.

To cut a very long story short, I ended up doing most of the driving, as Christophe Bouchut got sick and privateer/car owner Jurgen Laessig didn't want to drive during the night. But that win did not really put me on the map. I had to wait for another eight years, when my victory in the 2003 Sebring 12 Hours put my career on a solid path with Audi.

Thanks to sponsor Infineon and car magazine *Auto Motor und Sport* I got invited to share a third Audi works entry at Le Mans in 2002, where we finished third. The job I did then caught the attention of Audi's engineer Jo Hausner who analysed all the performances of each driver regarding speed, in- and out-laps, tyre wear, fuel consumption etc.

So I got a contract for 2003, but still had no seat as there were only private Audi entries in 2003 – Volkswagen put all their efforts into the Bentley brand that year. But the Infineon money was still flowing.

Thus it was decided to fund a private Joest Audi entry in the ALMS as the Champion team declined to take me.

Up until then, in their eyes, I was nothing more than a little racer from the Porsche Carrera Cup. Champion was regarded as the clear favourite, and with their R8 and driver line-up of Emanuele Pirro, JJ Lehto and Stefan Johansson they felt they had a firm grip on arch rival Joest Racing.

I was partnered with Frank Biela and Philipp Peter for Sebring. Frankie

took the start, double stinted, then Philipp took over for one stint. Then it was my turn. I had never been to Sebring before, but soon felt right at home. I sat in the car for two stints, but nearing the finish of my first double stint my engineer, Ed Turner, came on the radio, quite excited: "How are you still so quick on worn tyres?" he asked. And then came: "Could you do another stint?"

I felt euphoric, and surely could. I was back in the car for the final

three hours. By then the Bentleys were still there, but out of contention. I just fell into a rhythm. I was used to Carrera Cup racing, where races last no longer than 25 minutes, but this was something different, especially with this cracker of a car with so much power and downforce. Every lap I drove to the max, like in qualifying.

With about 30 minutes to go, the safety car came out. Our 13-second lead was gone. So it was me behind the pace car, then a couple of GTs and then Johansson lurking in the Champion R8. My team just asked me to bring it home, no matter if it was in first or second.

"Those bright lights behind you, that's Johansson," Ed kept telling me – and begging me not to take risks.

But two or three laps after the restart, I was soon all on my own – no headlights in my mirrors. I took the flag more than 13 seconds clear. It was a perfect race, a truly satisfying performance, and the first of many wins with Audi. Not many can say they won their first Sebring! ✘  
*Marco Werner was talking to Gregor Messer*

## Profile



### GERMAN MARCO WERNER

raced in his native Formula Ford, FOpel and F3 series, winning the Monaco F3 race in 1992. His single-seater career faltered and he turned to sportscars, winning the 1995 Daytona 24h. A move to Audi in 2002 led to three Le Mans victories, three Sebring wins and three ALMS titles. Werner, now 47, retired from professional racing in 2010, but still competes in the Audi Race Experience alongside amateur drivers.

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