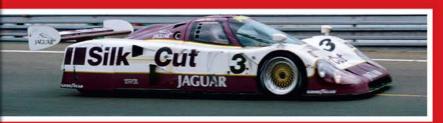
TOM WALKINSHAW

1946-2010

Tributes to a racing legend





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each step of the racing ladder in the U.S., and Mazda was always there to support me. Their commitment to openwheel racing and young drivers is why I am racing where I am today. I'm a member of the Mazda family.



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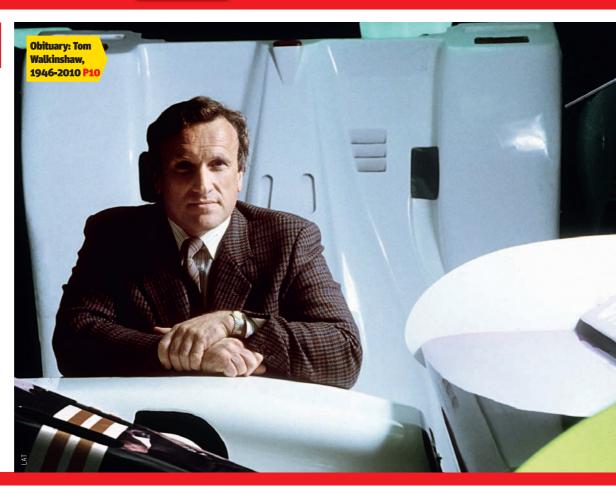
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Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922 E-mail: autosport.editorial@havnet.com Website: www.autosport.com

EDITOR

Andrew van de Burgt andrew.vandeburgt@ haymarket.com ext.5974

AUTOSPORT.COM EDITOR Simon Strang simon.strang@haymarket.com

DEPUTY EDITOR Charles Bradley charles.bradley@ haymarket.com ext.5889

GROUP F1 EDITOR Jonathan Noble jonathan.noble@haymarket.com ext.5810

F1 EDITOR

edd.straw@haymarket.com ext 5887

DEPUTY F1 EDITOR Mark Glendenning mark.glendenning@ haymarket.com ext.5801

AUTOSPORT.COM FEATURES EDITOR

Steven English steven.english@haymarket.com ext.5952

MANAGING EDITOR
Peter Hodges
peter.hodges@haymarket.com

WEB MANAGING EDITOR GRAND PRIX EDITOR

SECRETARY Joanne Grove joanne.grove@ haymarket.com

ext.5804 PHOTOGRAPHS LAT Photographi

CORRESPON ARGENTINA Tony Watson AUSTRALIA Phil Branag AUSTRIA . Cuntschik Gerhard Kuntso BELGIUM Gordon McKay BRAZIL Lito Cavalcanti FINLAND Esa III-

GERMANY Rene de Boe ITALY Roberto Chinchero

Tel: +44 (0) 20 8267 5858 Fax: +44 (0) 20 8267 5850 E-mail: autosport.ads@haymarket.com

ext: 5820 pierre.clements@

DISPLAY ADVERTISING

Karen Reilly, ext: 5576 karen.reilly@ haymarket.com

RALLIES EDITOR

AUTOSPORT TV EDITOR

Henry Hope-Frost henry.hope-frost@ havmarket.com ext.5835

CHIEF SUB-EDITOR

Marcus Simmons marcus.simmons@ howmarket.com ext.5807

NATIONAL EDITOR

Kevin Turner kevin.turner@haymarket.com

EDITORIAL ASSISTANT

Ben Anderson ben.anderson@haymarket.com

NATIONAL EDITOR-AT-LARGE Marcus Pve

BTCC EDITOR

Jamie O'Leary jamie.oleary@haymarket.com ext.5811

DESIGNERS

PICTURE EDITOR

Peter Mills peter.mills@haymarket.com ext.5918

SPECIAL CORRESPONDENT Adam Cooper TECHNICAL EDITOR

NEWS GRAPHICS

CONSULTANT

Gregory Golyshe SOUTH AFRICA Michard Ashe SPAIN SPAIN
Raimon Duran
SWEDEN
Tege Tornvall
USA
Jonathan Ingram, Bruce
Martin, David Phillips,
Diego Mejia, Robin Miller,

Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

SPECIAL PROJECTS DIRECTOR

LICENSING DIRECTOR PRODUCTION MANAGER

Caroline Fettiaiii, ext: 5823 caroline.feltham@ havmarket.com

DISPLAY PRODUCTION

:: 3179 :iano.candilio@ vmarket.com ONLINE ADVERTISING Philippa Mathers,

Tel: 1-866-918-1446, Email: SUBSCRIPTIONS UK 08456 777 817 OVERSEAS +44 (0)1795 592 974 EMAIL autosport@servicehelpline haymarket@imsnews.com Periodicals paid at Rahway, NJ. Postmaster please send address correction changes to AUTOSPORT, c/o Mercury International at above address US & CANADA 1-866-918-1446 US & CANADA EMAIL haymarket@

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DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext. 5658

DIGITAL PRODUCT MANAGER

SPECIAL EVENTS MANAGER

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POLE POSITION

Tom Walkinshaw was a motorsport all-rounder



BOTH IN terms of his burly physical appearance (if not his height) and his achievements on the track, Tom Walkinshaw was a motorsport giant.

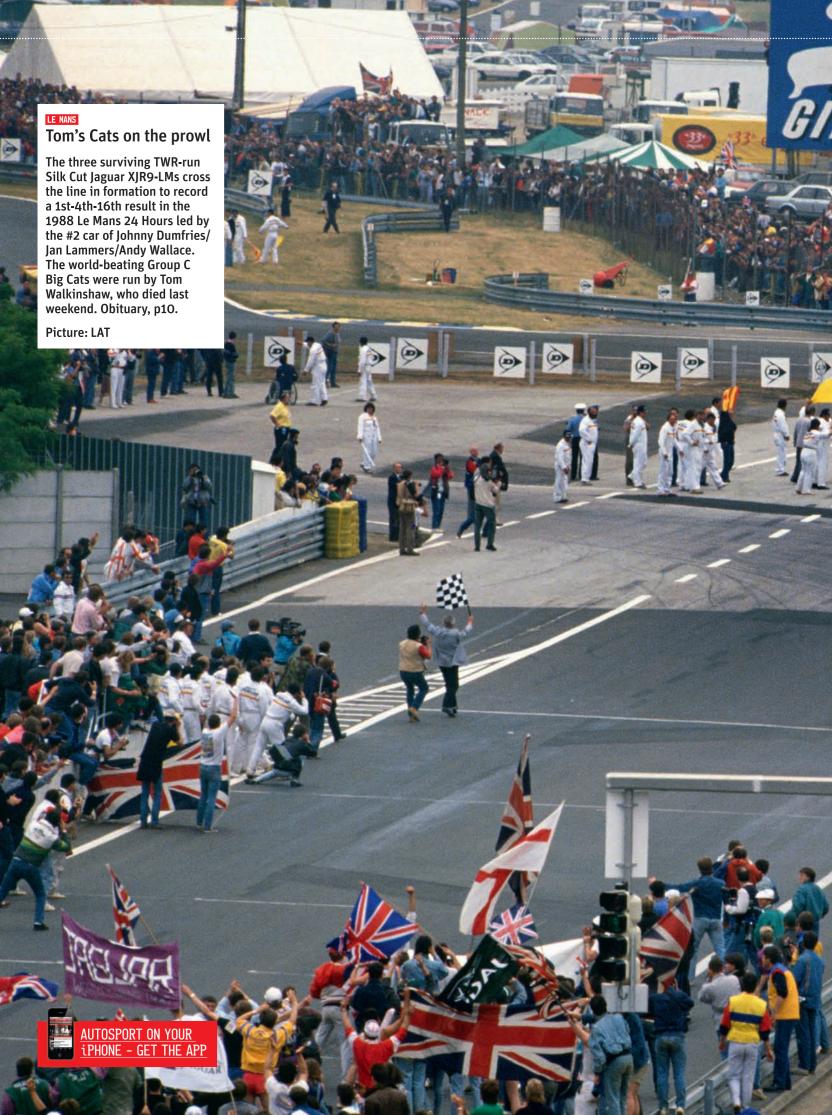
British fans will surely remember him most fondly for returning Jaguar to the top step of the podium in the Le Mans 24 Hours, but as Adam Cooper recalls, his exploits and successes stretched far and wide.

Of course, it ultimately ended in financial collapse, as he struggled to keep so many balls juggling in the air. But this doesn't detract from his successes in the cockpit, in touring cars, sportscars, F1 as well as running an engineering firm and Gloucester rugby club. He'll be sadly missed.

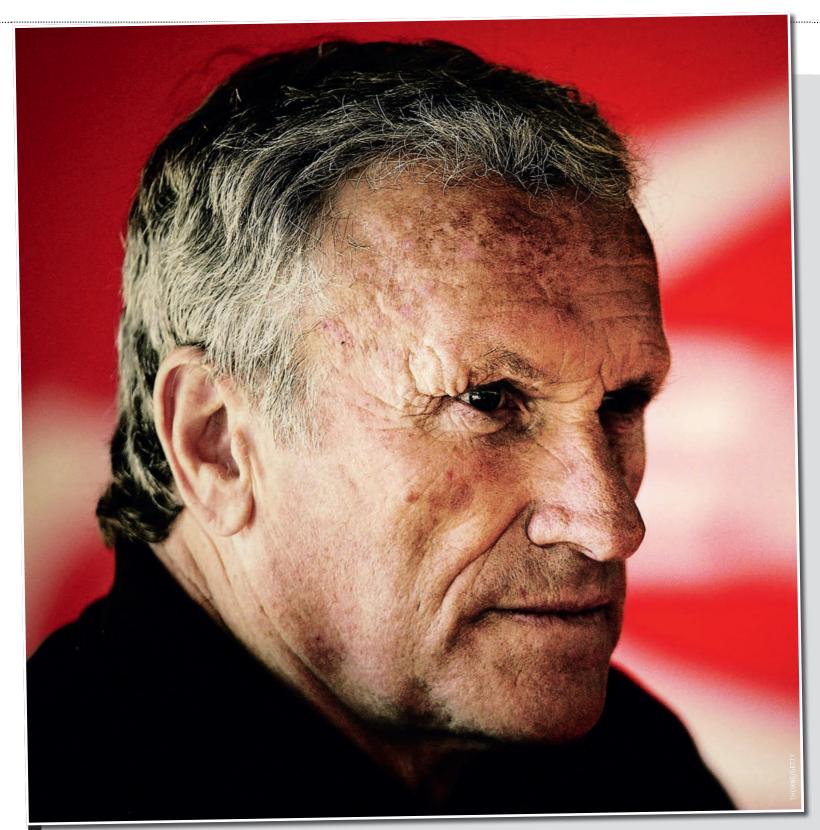
• It's the Christmas double issue, and time for our controversial Top 50 drivers of 2010. As ever, we've canvassed the opinions of our writers, who've travelled the world watching the great and the good in action. It's not just results that count, but the quality of equipment and opposition, as well as their relative levels of experience. It's sure to spark an intense debate. Visit the forum on AUTOSPORT.com to have your say.

Andrew van de Burgt, editor









Tom Walkinshaw 1946-2010

Tribute to a motorsport giant, who was successful as both driver and team boss. By ADAM COOPER

om Walkinshaw, one of the most successful men in motorsport over the past four decades, finally lost his battle with cancer on Sunday. He was 64.

He had been ill for some time, but he still made it to the Monaco and British grands prix this year. Typically, he downplayed his condition.

As a driver and latterly a team owner, Walkinshaw racked up a long list of victories, most famously with Jaguar, with which he achieved memorable Le Mans wins in 1988 and '90.

He will also be remembered as the man who brought Michael Schumacher and Ross Brawn together at Benetton, and who masterminded the German's first world championship title in 1994.

"It is shocking to hear of somebody having to go so early - much too early," said Schumacher this week. "It is also shocking to think of somebody like Tom, who seemed to be so full of power, lost to this terrible disease. He was such a character, and we spent some good times together.

His no-nonsense approach didn't always go down well with rivals, and he made few friends during his stint as the chairman of the British Racing Drivers' Club, which ended in acrimony after he attempted to involve the club with his own garage business. Equally, some who placed deposits on the Jaguar XJ220 supercar he developed felt that the definitive version did not match what they'd signed up for.

But the controversies should not detract from his extraordinary achievements both as a driver and team owner.

THE RACER

From a modest background in Scotland, Walkinshaw took his first steps as a driver with an

MEMORIES: Derek Warwick

"We had a sort of love-hate relationship. He was a massive Martin Brundle fan. that's for sure! But he respected me and he knew I could do a good job for him, and that's why I went back with him in 1991 with the XIR-14.

"For me Tom was a hard person, but also passionate about his motor racing. As far

Racing a Formula 5000 March-Cosworth, 1975

as I'm concerned he ran a good team, and he spent money in the team - it wasn't all about how much money he could make out of it. He always produced safe - and fast - cars. He knew what made a winning team, and he always put the right people in the right places.

"He was a hard taskmaster. But if he



knew that you were giving 100 per cent, and you were honest, he gave you the full 100 per cent as well."



employees alike, many of whom stayed loyal through thick and thin, Walkinshaw was a complex character. He had a great sense of humour but, when things weren't going to plan, he could be terrifying. He had an imposing physical presence, and his steely glare could deflate the biggest egos.

"He had this authority," says Derek Warwick. "When Tom came into a room, you stood to attention."

A ruthless competitor, Walkinshaw was always ready to explore the boundaries of the rulebook in search of loopholes. In business too he pushed the limits, juggling contracts with rival manufacturers.

Austin-Healey Sprite, before moving into Formula Ford. He won the Scottish title in 1969 and the following year graduated to Formula 3 with a private Lotus, and latterly a works March.

Through the early 1970s he competed regularly in Formula Atlantic, and occasionally F2. In 1974-75 he sampled F5000, but eventually realised that his calling lay away from single-seaters.

TWR Rovers sit on Spa 24 Hours front row in 1985

In 1974 he became a works Ford driver, winning his class in the British Saloon Car Championship with a Capri. In '76 he scored another major success when, with John Fitzpatrick, he took a BMW

Six Hours, a round of the World Championship of Makes.

That year he established Tom Walkinshaw Racing. From nothing, he built up a business empire that encompassed not only motorsport but also car dealerships and automotive engineering.

The first significant successes came with Mazda, Win Percy winning the British Saloon title outright in 1980 and '81 with an RX7. Walkinshaw himself teamed up with Pierre Dieudonne to win the 1981 Spa 24 Hours, TWR's first major international victory (see



■ Race of my Life, p138).

Walkinshaw's philosophy was based in large part on attracting manufacturer backing for racing programmes. After Mazda, his company became involved with the Rover Vitesse, while also joining forces with Jaguar to turn the XJS into an unlikely but hugely successful racing machine. In 1984 Walkinshaw won at Spa for a second time with the Jaguar, and also claimed the ETCC title. After the XJS programme stopped he continued to win ETCC races with Rover until he decided to retire from driving at the end of '88 to focus on running TWR.

IN SPORTSCARS

His major interest by then was the Jaguar sportscar programme, which began in 1985. Veteran designer Tony Southgate produced a superb car in the XJR-6, and Walkinshaw hired the best drivers available. Despite the compromises created by the huge V12 engine it was instantly competitive when it appeared in its original green livery, especially in the hands of Martin Brundle.

In 1986 Eddie Cheever and Derek Warwick scored a famous first victory for the team at Silverstone in the iconic Silk Cut colours. There was a heroic debut at Le Mans, where Warwick, Cheever and Jean-Louis Schlesser ran as high as second before retiring on the Sunday morning.

In 1987 Jaguar won the teams' world championship and the drivers' version with Raul Boesel, before repeating the double the following year, this time with TWR stalwart Brundle claiming the drivers' crown. The team also scored a maiden Le Mans win at its third attempt, with Jan Lammers, Johnny Dumfries, and Andy Wallace, to the delight of thousands of visiting Brits.

During 1989 Walkinshaw switched to a turbo engine, based on the V6 from the Metro 6R4 rally car, in an attempt to stay competitive with Sauber Mercedes. Jaguar endured two difficult years, and a rare bright spot was a second Le Mans win with the old V12 in 1990, this time with Brundle, John Nielsen and Price Cobb. That particular entry was run by Tony Dowe's TWR Inc IMSA operation, which had also won the Daytona 24 Hours in 1988 and '90.

Walkinshaw was always adept at hiring the right people. And no move was to prove more successful than his decision to take on relatively unheralded Arrows F1 designer Ross Brawn in early 1990.

In fact, McLaren's Neil Oatley had turned down the job and recommended his former Beatrice/ Haas colleague. Brawn, meanwhile, had heard good things about Walkinshaw from Arrows drivers Warwick and Cheever.

After tidying up the turbo car, Brawn set to work on an all-new design for the 3.5-litre 'atmo' formula that was coming in 1991. The XJR-14 he produced was an extraordinary machine, a two-seater F1 car that moved the goalposts of sportscar design and was described by Brundle as the best car he ever drove. In the hands of Brundle and Warwick it was sensationally fast, although their colleague Teo Fabi won the drivers' title.

IN FORMULA 1

He was a successful

driver in the BTCC

Walkinshaw had long harboured hopes of taking Jaguar and TWR into grand prix racing, which was one of the reasons he had hired

Brawn. But an opportunity to move up came sooner than expected.

In July 1991 it was announced that Walkinshaw would take a significant stakeholding in Benetton. He joined as engineering director, running everything except the sponsorship side, which remained under the control of Flavio Briatore. There were some obvious synergies, not least the fact that Benetton was the Ford-blessed F1 team, Ford owned Jaguar, and both teams used the Cosworth HB V8 engine.

Walkinshaw installed Brawn as technical director, and brought Benetton veterans Rory Byrne and Pat Symonds back from the stillborn Revnard F1 project. Although there appeared to be too many chefs, Walkinshaw ensured everything gelled under Brawn, who formed an effective partnership with his new colleagues.

There was one more magic

ingredient: Walkinshaw and Brawn were both aware of Michael Schumacher from his exploits for Mercedes in sportscars. Days after his F1 debut for Jordan at Spa, the German was ushered into Benetton, albeit after a legal tussle with Jordan over his services. As so often, the determined Walkinshaw won.

Meanwhile, Jaguar pulled out of racing at the end of 1991, and the XJR-14 was reborn as a Mazda in '92. Later still it formed the basis of the Porsche that won Le Mans with Joest in 1996 and '97. TWR returned to Le Mans in '97 with a Nissan GT car that owed more than a little to Jaguar heritage, and it took a podium in '98.

As was his style, Walkinshaw was juggling many balls at once. He achieved success with Holden in Australia, both in racing and road cars, while TWR returned to British Touring Cars with Volvo in 1994. At first it was with the headline-

Walkinshaw won 1984

ETCC title in Jag XJS





grabbing 850 Estate, then Volvo went on to win the championship with Rickard Rydell in the S40 in '98. But not everything worked out. After the Jaguar IMSA programme stopped there were tentative plans for TWR Inc to go Indycar racing in 1994, but there was no funding, and the US team eventually folded.

Distractions there may have been, but F1 was Walkinshaw's main focus. He and Brawn built Benetton into a formidable force, and in 1994 Schumacher won the world title. It was a season clouded by controversy — notably over the alleged use of traction control — and as part of the fallout Walkinshaw found himself ousted from Benetton.

For 1995 he was reluctantly shuffled across to run Ligier, which at the time was majority owned by Briatore. The intention was that Walkinshaw would take full control of the French team but, to his great frustration, that didn't come to fruition. Instead, in early 1996 Bernie Ecclestone pointed him towards Arrows, then still running as Footwork.

THE F1 TEAM OWNER

After moving Arrows to a new base in Leafield, Walkinshaw achieved a coup by signing world champion Damon Hill, just dropped by Williams, for 1997. Arrows was also the first team to commit to the new Bridgestone tyres, in another bold move.

It was to be a difficult season, aside from the highlight of a remarkable second place for Hill in Hungary. At the end of the year the ex-world champion moved to Jordan.

Walkinshaw worked hard to build up Arrows over the next few years, even hiring John Barnard as technical chief at one stage, but the team never progressed beyond picking up occasional points. By 2002, when he had committed to an expensive Cosworth engine supply deal, the team was in financial trouble. After the Belgian GP the last of many rescue attempts collapsed, Walkinshaw blaming sponsors who hadn't fulfilled their obligations. Within months the team's failure had brought down the once-mighty TWR empire.

"It was typical of Tom in that he was always on the edge," says Brawn. "On that occasion he obviously just fell over it. That was Tom all along. He always pushed things to the limit, technically and financially. He was so competitive that he always wanted to stretch everything he had. Most of the time it paid off, but occasionally it gave him a problem. And that's what happened with Arrows and TWR."

It was a bitter personal blow for a man who had been riding so high for so long. Walkinshaw later began to quietly rebuild his business interests, albeit on a more modest scale. He renewed his connections with Holden in Australia, taking over the running of the Holden Racing Team and affiliate team HSV Dealer Team, although the HSV squad became independent in 2008. A year later he gained full ownership of HRT and also set up a new two-car squad called Walkinshaw Racing.

It says a lot that, aware of his condition, a large group of Walkinshaw's ex-drivers had planned to get together to join him for a surprise pre-Christmas lunch. Sadly, it will never happen.

"I don't think about the BRDC thing, I don't think about the demise of Arrows," says Warwick. "I think about all the things that he's done which have been good. Fundamentally he was a bloody good, strong, fast driver, and he was a bloody good, strong, successful team boss. He was a great man as far as I'm concerned." &



MEMORIES: Ross Brawn

"Tom was a fiercely competitive guy – some would say possibly too competitive at times! His fierceness I think was just his frustration at trying to get things done.

"He was an amazingly hard worker. One hundred per cent of his time was occupied thinking about his businesses and his racing teams. He was an immensely driven character who was very loyal to the close group he had around him.

"He was definitely one of the major architects of the success of Benetton in



the 1990s. When he was active there it had good direction. Unfortunately when he stopped being involved, a void appeared that didn't get filled. And that's ultimately why I left the team for Ferrari.

"He was very much involved in the day-to-day running and structuring of the team and doing things properly, and he was the guy behind Michael Schumacher joining. Quite frankly Flavio Briatore didn't know Michael from the guy down the

street, but we knew him very well from our sportscar days. Tom worked an all-nighter with the lawyers to get the contract sorted out. He never stopped: if a wall was put up in front of him, he'd knock it down. That was the nature of the guy."

MEMORIES: Martin Brundle

"Tom put me on the map as a racing driver.

"He was an entrepreneurial racer. He knew what it was like from behind the



wheel, and he could then translate that into the business aspect of it as well and run the team.

"What really stood out for me was he was mighty on the pit wall. He could think on his feet, and especially in those long-haul sportscar races – that was critical. He was very good at reading a race, and we won a lot of races just with tactics and strategy.

"He wasn't everybody's best friend and he bruised a few people. But at the end of the day anybody that was around him for any period of time had a great respect and affection for him – even people who fell out with him. He never, ever let me down."

MEMORIES: Damon Hill

"Tom was always full of a lot of enthusiasm and energy and determination.

"I think that there was a lot of sincere ambition with Arrows. The problem was he was trying to run a lot of different businesses as well, and in retrospect I'm not sure it's possible to do that. But he tried, and he was always

putting a deal together somewhere!

"We had a chance to go somewhere, but there was too much to do in too short a time. I don't think there were enough hours in a day to do all the things that he wanted to do.

"I only had a short period driving for him, but as a personality he seemed like a decent guy. He made some



comments and tried to rev me up, but he was never rude or disrespectful to my face, and we got on very well."



Fernandes hits back in row

Team Lotus chief says that his squad has right to use name, and claim legendary constructor's heritage

eam Lotus boss Tony Fernandes insists that his squad has the right to use the iconic name in Formula 1 in the wake of Lotus Cars buying into Renault F1.

Fernandes is fighting a legal battle with Lotus Cars to assert his right to use the Team Lotus brand. He has entered the 2011 world championship under the Team Lotus name and has no plans to go back on his plans.

"We own Team Lotus, which is the heritage and history of

Lotus racing," Fernandes told AUTOSPORT. "We lay claim to that. We have no rights on the Lotus Cars name — we are just asking the courts to declare who owns Team Lotus and who has the right to use that name in racing."

Fernandes added that his dealings with Lotus Cars last year, when he was negotiating a licence to use the Lotus Racing brand in F1, suggested that the car company does not have the right to Team Lotus. Although accepting the company's right to

compete in
F1 using the
Lotus name,
Fernandes
hit out at its
conduct in
effectively
hijacking his
project to
revive the Team
Lotus brand.

"We wanted to race as Team Lotus or Lotus F1 Team in 2010, but Lotus Cars said that we couldn't do that," said Fernandes. "That would be seen as passing off because those rights were owned by David Hunt. Nothing stops them from forming a racing team now as long as they don't pass themselves off as Team Lotus.

"It's more of a moral thing than anything. You can't give someone a licence, let them spend £70 million and then, based on some arbitrary and ludicrous suggestions, terminate it and say that you want it back. I don't think that's morally right.

"We went in with the best of intentions, we located ourselves in Norfolk, we hired a lot of people who were ex-Lotus and we did everything that we could to make people feel that we were acceptable. Unfortunately, the fans are never going to make a difference on the name issue, it will be dealt with in the courts, but we feel vindicated by their support and it gives us the spirit to carry on the fight."

Hunt, custodian of the Team

Lotus name after saving it from liquidation in 1994, sold his Team Lotus Ventures company to Fernandes three months ago. He hit out at AUTOSPORT's cover of December 9, which declared 'the real Lotus is back' in reference to the creation of Lotus Renault GP.

"Lotus Cars has never been in Formula 1 and never built a single-seater," Hunt told AUTOSPORT.
"Therefore they cannot be 'coming back to F1'. The history of Team Lotus is very clear. By suggesting that's what's happening, you [AUTOSPORT] are damaging Team Lotus's and Tony Fernandes's commercial activities.

"The whole thing is clearly a deliberate attempt by Group Lotus, Proton and now Renault to pass themselves off as Team Lotus. They talk about coming back and their glorious history, and they haven't got one."



P132 LETTERS

Team-order ban gone

THE FIA has repealed Formula 1's controversial ban on team orders.

The World Motor Sport Council approved the deletion of Article 39.1 of the sporting regulations, which stated "team orders which interfere with a race result are prohibited". The move comes after Ferrari escaped with a \$100,000 fine for ordering Felipe Massa to let Fernando Alonso past to win July's German Grand Prix.

Williams chairman Adam Parr told AUTOSPORT: "We supported the change because, although Williams doesn't apply team

orders, we take the view that the rules as currently drafted aren't practical. It's hard to enforce them effectively."

The FIA warned that Article 151c of the International Sporting Code, which prohibits bringing the sport into disrepute, will still apply - this is likely to prevent a repetition of the 2002 Austrian GP controversy.

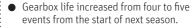
Parr does not believe that the 'disrepute' charge will be used to punish any Hockenheim 2010-style switch.

"I would be very disappointed

if it meant a team had a number one and a number two driver and the number one could tell the other to get out of the way," said Parr. "That would be wrong to me, but under this rule there is nothing to prevent it, so it just comes down to whether teams are sporting or not."

Ferrari team principal Stefano Domenicali was delighted with the rule change on the basis that he regards F1 as a team sport. "Finally, we have said goodbye to this pointless hypocrisy," he said.

OTHER WMSC DECISIONS



- Next-generation 1.6-litre engines, with a rev limit of 12,000rpm, approved for 2013 (see AUTOSPORT, December 10).
- Race director given the right to close the pitlane during a race for safety reasons.
- All team communications available to broadcasters from the start of 2012.
- Bodywork regulations tightened to prevent flexible-aerodynamics controversies and ensure the double diffuser does not return.
- Anti-intrusion panels protecting drivers' legs approved (left).

Alonso/Massa switch sparked repeal



AUTOSPORT SAYS. EDD STRAW F1 EDITOR

edd.straw @haymarket.com



he team-orders ban was clumsy, unenforceable and a sop to public relations. It had to go. Team orders have always been part of motor racing and what Ferrari did at Hockenheim was distasteful largely because Fernando Alonso and Felipe Massa were forced, by the rule book, to lie to fans after the race.

The argument that fans "won't understand" team orders doesn't hold water. What they don't understand is why have a rule if, as most of the teams on the grid do, you think it's acceptable to violate it provided it's not blatant. F1 patronises its viewership like no other sport. Cycling enthusiasts understand how teams work in the Tour de France; why do so many in the paddock think that drivers



swapping positions during a race will confuse fans? It won't, provided you don't deny it.

Germany 2010 was not a crass switch on the scale of Austria '02, and there is barely a team on the grid that has not invoked team orders in some way since the ban was introduced. The sooner that the sport is honest with itself and with its fans the better, and the removal of the team-orders ban is a great start.

Unless, of course, we continue to treat the millions of TV viewers as idiots.

THIS WEEK IN F1



MERCEDES Michael Schumacher has no doubts that his F1 comeback will be a success despite a disappointing 2010 season. He added: "It's certainly not as successful as I thought initially."



RED BULL Sebastian Vettel received his F1 drivers' championship trophy at Saturday's FIA Prize Giving Gala. He is now keen to have some time off to prepare for the 2011 season.



FERRARI Luca Badoer has left his role as Ferrari test driver he has held first joining the team in 1998. The Italian started two grands prix for Ferrari in 2009 and completed close to 150,000 test miles for the team.



WILLIAMS New signing Pastor Maldonado visited Venezuelan flood victims in the Fabricio Ojeda shelter in Caracas this week. The shelter is managed by Venezuelan oil company PDVSA, which is one of his backers.



RENAULT The team has clarified that its stake in the team is less than 50 per cent after a miscommunication from Lotus Cars led to AUTOSPORT reporting that was its current holding. Lotus plans to take over the whole team over the next three years.



ORCE INDIA Williams refugee Nico Hulkenberg has admitted that a Force India seat is his best chance of staying in F1 in 2011. "We are talking to them and let's wait and see what develops," he said.



LOTUS Occasional Friday practice driver Fairuz Fauzy has left the team with immediate effect. A statement from the Malaysian indicated that he was released "from what was supposed to be a five-year contract".



VIRGIN Team co-owner Richard Branson has confirmed that he will serve as an air stewardess' on a charity Air Asia flight from Kuala Lumpur to Stansted on February 21. Seats on the plane will be auctioned.



PIRELLI Test driver Pedro de la Rosa kicked off the final tyre test of the year in Bahrain on Monday. The four-day test at the Sakhir track is being used to evaluate the provisional compounds to be used for the 2011 season.



FIA The Korean Grand Prix was awarded the race promoters' trophy at the FIA Prize Giving Gala. The award hailed the "state-of-the-art" track that hosted the race.

Jacques Swaters *1926–2010*

Former grand prix driver Jacques Swaters died on December 10. The Belgian, best known as a Ferrari privateer, started seven world championship grands prix from 1951-54, and took his biggest win in the 1953 Avusrennen.

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YOUR 2011 SEASON STARTS HERE...



MPH Mark Hughes

AUTOSPORT grand prix editor

Direct fuel injection will be a desirable feature on F1's new-for-2013 turbos, but how many manufacturers will sign up for such an expensive exercise as developing the engines?

ith an insistent final push from Jean Todt, Formula 1 has grabbed the bull by the horns with its new-for-2013 engine formula. A four-cylinder, 1.6-litre turbo has been on the cards for some time but, as the moment of truth dawned closer, so there was some understandable nervousness about changing the engine formula at all when cost control is such an issue.

To develop a new F1 engine, even with its spec so prescriptive, will cost around £100 million. Balancing the need for continued savage cost reductions in F1 with the perceived need to move to a greener formula is

before that but fell out of favour as engine speeds rose. Mercedes and Bosch introduced the principle to F1 in '54, but it hasn't been used here since the Ferrari 1.5-litre normally aspirated V8 of 1963-65. The problem was making the principle work at the super-high revs of subsequent F1 engines; getting the mixture to spread to the sides of the combustion chamber in time for the spark at such revs just wasn't possible. The feature was dropped even on the Ferrari engine in '65 as a conventional Lucas indirect injection allowed higher revs – 220bhp at 12,000rpm as opposed to 215 at 11,000 for the Bosch direct system. When it ran successfully on the Merc, F1 engine speeds

increased from 100 bar to 500.

commonplace in road cars, with

Mitsubishi pioneering its use in the

late-1990s. It was used in F1 long

Direct petrol injection is

were only at around 8500rpm.

When the mixture is concentrated in the middle of the combustion chamber, much of the power potential is lost and the risk of detonation is high. But with a limit of 12,000rpm, direct injection of the petrol into the combustion chamber (rather than into an inlet tract) suddenly becomes feasible again and modern electronics means the principle's potential can be exploited vastly more than in the '60s.

The greater cooling effect of the fuel and the better fuel atomisation you get when injected at such high pressures allows more-aggressive ignition-timing curves, and the fuel efficiency significantly increases.

With top-end power effectively

strangled by the artificial rev limit, and with just four turbocharged cylinders, these engines are going to have a much fatter torque curve than the current V8s. That might just help with overtaking, but there is an obvious downside: they are not going to sound as good as a high-rev V8. That high-pitched scream will be history as of the end of 2012. A 12,000rpm turbo four will sound flatter in tone and lower in volume - unless something artificial is done to tweak the sound. It's not that they will sound terrible – as those of us with memories of hearing the monstrous BMW turbo-four of the '80s can attest. But they will sound different – and the sonic element is a major part of the impression of speed we get when watching F1 cars.

The FIA's chasing of green credentials and relevance to the car industry for F1 is understandable. But it's more than understandable that the teams should be concerned about the cost implications. How can an engine manufacturer be expected to invest £100 million in development but be restricted to charging teams a yearly limit of €10 million for engine supply? 'No thanks' will surely be a common response. One answer to that is the FIA's dreaded 'global engine', whereby manufacturers would simply put their name on a standard design, with perhaps a few development tweaks permitted. That's a singlespec formula in all but name and deeply offensive to F1's values.

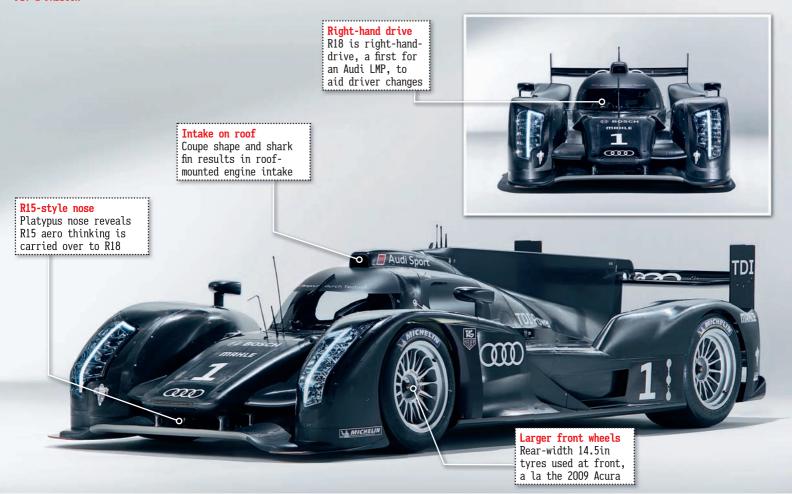
As ever, F1 finds itself in a knot of conflicting requirements and it will take some clever manoeuvring to prevent that knot from strangling.



a tricky one and both options have an element of gamble to them.

The green credentials of the new engine are pretty impressive. A 1600cc turbocharged four, with a 12,000rpm limit, will theoretically give us broadly similar power to the current 2.4-litre 18,000rpm V8s, but with a 35 per cent fuel consumption improvement. It will likely incorporate KERS and turbo compounding as well as direct fuel injection — which is why permitted maximum fuel pressure has been

"The sonic element is a major part of the impression of speed"



Audi reveals roofed R18 LMP

Audi forced to take the coupe option for its new R18 Le Mans challenger. By GARY WATKINS

he new Audi R18 TDI Le Mans 24 Hours contender is coupe-bodied because the regulations effectively legislated against an open-top design.

Audi Sport boss Wolfgang Ullrich explained that two rule changes had resulted in the first coupe prototype built by Audi since the R8C of 1999. He claimed that the regulations had "forced Audi to build this car" despite his "love of open cars".

The sporting rule that dictates only two mechanics can change wheels and tyres, introduced for 2009 when the design of the R15 was nearing completion, means that "the driver change is no longer the dominant factor in the time of the

pitstop", according to Ullrich. This removed one of the advantages of the open-top philosophy favoured by Audi.

A reduction in engine capacity, and thus power, for 2011 was the second factor, Ullrich explained.

"It is getting more and more important to have maximum aerodynamic efficiency," he said. "A closed car has clear advantages in this respect."

The R18 builds on the aerodynamic experience of this year's Audi LMP1 prototype, according to Audi Sport technical director Martin Muhlmeier. He said that "R15-plus was a good base" for a car that retains the front-end aero concept of its predecessor.

ANOTHER DIESEL

Audi has retained the turbodiesel concept because, explained Ullrich, "we believe that TDI engines are the most efficient, so it was very clear that we should use them at Le Mans". He described the new Audi V6 in the R18 as a "new challenge" that would result in "technological solutions" that could be incorporated into road engines.

A V6 has been chosen for the forthcoming 3.7-litre turbodiesel engine formula because Audi believes there is more scope for development than with a V8- the route that Peugeot is believed to have taken.

"It is the harder way," said Ullrich Baretzky, head of engine design at Audi Sport, "but a V8 would be the short-sighted way, because it offers limited development potential."

Baretzky explained that lower frictional losses, compactness and weight were "further arguments in favour of a V6". Compactness was key, he said, because Audi is working on an energy-retrieval system for the R18, although it has yet to commit to racing the car as a hybrid.

Ullrich, who confirmed that the car was not in hybrid-specification when it tested, said:

"We will race it if it is more efficient than a standard car and not to just to have the word hybrid on the side."

FIRST TEST

The new Audi coupe has undergone one test so far. The date and

location have not been disclosed but it is believed to have taken place at Vallelunga in Italy at the end of November.

Two-time Le Mans winner Allan McNish did the bulk of the running at a test he described as "a roll-out rather than a development test". Timo Bernhard also drove the first R18 during the three-day trials.

McNish said: "It responded to all the changes we made and it ran pretty reliably. Overall, I had a good feeling."

DELAYED DEBUT

The new R18 will not race for the first time until the Spa 6 Hours in May, because it will not have undergone the necessary endurance-test programme ahead of the Sebring 12 Hours in March, the event at which Audi has chosen to give all its previous open-top prototypes their debuts.

That means this year's R15-plus will be pressed into service for a final appearance at the opening round of the Intercontinental Le Mans Cup in the Florida event. The R18 will test at Sebring, but Audi refused to say when.



ALMS

O'Connell dropped from Corvette team



CHEVROLET CORVETTE stalwart Johnny O'Connell has been replaced by Tommy Milner for 2011.

Milner, who has raced for the Rahal-run factory BMW team in the American Le Mans Series for the past two years, will partner Olivier Beretta in one of the two Pratt & Miller Corvette C6.R GT Endurance contenders next year. O'Connell is moving over to drive a Cadillac CTS-V Coupe in the SPEED World Challenge.

Chevrolet has yet to confirm the change, though a spokesman suggested that O'Connell was unlikely to be part of the line-up next season. There remains a possibility that he could take part in the enduros with the team.

O'Connell has won three ALMS GT1 titles since joining Chevrolet in 2001.

DAYTONA 24 HOUR

Minassian set for Daytona debut

PEUGEOT DRIVER

Nicolas Minassian will contest the Daytona 24 Hours for the first time next month.

The Frenchman, who has been part of the Peugeot line-up since its return to sportscars in 2007, has signed to drive Krohn Racing's Lola-Ford B08/70. He will share the car with team



regulars Nic Jonsson, Ricardo Zonta and Tracy Krohn.

Minassian said:
"I've been looking to
do Daytona for a few
years, but it always
seemed I never had
the right opportunity
or my Peugeot test
schedule got in the way.

"I know Krohn's team manager, David Brown, from my time at the McLaren F3000 team in 1998. I told him if he wanted me, I'd do it."

Brown said: "Nic is one of the world's top sportscar drivers, so he has the credentials."

AUTOSPORT SAYS...

GARY WATKINS

INTERNATIONAL EDITOR-AT-LARGE



I'm both delighted and disappointed that Audi has built a coupe for next year's Le Mans 24 Hours. Delighted that after a line of successful roadsters it has chosen to do something different. Disappointed because it felt compelled to put a roof on the R18.

Part of the attraction of sportscar racing is the variety: the variety that exists between the classes and within the classes. The Automobile Club de l'Ouest's rulebook has traditionally allowed for more than one way to skin a cat. I still marvel that a front-engined Panoz powered by a pushrod V8 could, occasionally at least, beat the high-tech twin-turbo Audis in the rough and tumble of the American Le Mans Series at the start of the noughties.

I know Aston Martin has chosen to build an open car (though we can be sure this is because it is the cheaper and quicker route),

but it seems that the rules are now encouraging everyone down the coupe road. The need for ultimate aerodynamic efficiency as power outputs are reduced is one thing, rules that favour a particular body shape quite another.



Sporting rules designed to reduce tyre usage in our ecologically-sensitive times have to be a good thing, but maybe there could be another way to achieve this, a way that doesn't legislate against variety.

Le Mans will be a poorer place if the cars all start looking the same.

NASCAR TRUCKS

Piquet back in action

NELSON PIQUET JR will return to full-time racing for the first time since leaving Formula 1 after joining Kevin Harvick's team in the NASCAR Camping World Truck Series.

The former Renault driver said that he views the move as a step towards bigger things, although he admitted to being wary of taking on too much too soon.

"This is a long-term plan," he said.

"Our idea is to remain in Trucks for two years and after that, depending on my performance, we would move up to Nationwide and then to Cup. But my goal is to get there well-prepared, with a good team that gives me the chance to fight for victories."

Piquet contested five Truck races in 2010, with a best result of sixth on his debut at Daytona. Kevin



Harvick Incorporated, which runs Chevrolet Silverados, won the 2007 and 2009 Truck titles with Ron Hornaday and claimed seven race wins in 2010, including three from Harvick himself.

IN BRIEF

INDYCAR TESTING

Former A1GP Team Canada driver James

Hinchcliffe tested an IndyCar for the first time at Sebring on Monday. Hinchcliffe (above) shared the Newman/Haas car with Oriol Servia.

ART'S GP3 LINE-UP SORTED

ART has completed its GP3 line-up for 2011 by retaining Brazilian driver Pedro Nunes for a second season. Nunes, who finished 24th in the 2010 championship, will partner F3 converts James Calado and Valtteri Bottas.

LEIMER CONFIRMED AT RAPAX

Fabio Leimer will race for Rapax in both the GP2 Asia and main series next year, as predicted by AUTOSPORT last month. The 21-year-old Swiss was a race-winner for Ocean in the main series this year.

CLARKE TOPS F2 TESTING

Jack Clarke topped last week's two-day Formula 2 test at Barcelona, lapping the Spanish circuit 0.537sec quicker

than Ramon Pineiro. Alex Brundle, who set the pace on day one, was third quickest.

FORMULA 2 PRIZE BOOST

Formula 2 has bumped up its prize package for the 2011 season, with GP2 tests for the drivers who finish second and third in the championship being added to the outright prize of a test in a Williams F1 car. The top three will again become eligible for an FIA Superlicence.

SPEED CALLS THE LAWYERS

Scott Speed has filed a lawsuit for US\$6.5 million against his former employer, Red Bull Racing, after he was released by the NASCAR squad last week. He is claiming breach of contract against the Sprint Cup team.

DIAZ BACK IN A PROTOTYPE

Mexican Luis Diaz will return to prototype action in the American Le Mans Series next season. The former Fernandez Acura driver has been signed by Level 5 Motorsports to drive one of its two LMP2 Lola-HPD B11/40s.

REMEMBER WHEN...



... Audi last raced a closed car at Le Mans?
Audi hedged its bets in 1999, with the R8C coupe racing alongside the open-topped R8R. The R8Cs proved slow and troublesome, and neither were raced again.



Ex-F3 ace to run BTCC Audis

Team boss Rob Austin brings German marque back to UK tin-tops and could drive one himself

x-Formula 3 race winner Rob Austin could contest next year's British Touring Car Championship with his own team, which has entered the series with a two-car Audi squad.

Rob Austin Racing, which has had success with Ginetta sportscars, will field two A4 machines built to the BTCC's new low-cost NGTC regulations by GPR Motorsport.

Austin, 29, told AUTOSPORT: "There's a strong possibility that I

could drive one of the cars, and it's something that I'm confident of finding the backing for.

"But we're also talking to a number of other drivers and need to find a funded driver for one of the seats. In an ideal world we'll have me in one car and a quick driver in the other, but it all depends on finding the backing."

The announcement means that the Audi name will return to the BTCC for the first time since the works Audi Sport UK team — which GPR staff were heavily involved in — pulled out at the end of 1998.

Austin, whose team has been a frontrunner in the Ginetta G20 and G50 Cups and the GT4 class of the British GT Championship, said that the decision to choose Audis had been an easy one.

"We wanted something different to a Toyota [the basis of the NGTC design] and Audi has a great name in touring cars, with Frank Biela winning the title [in 1996]," he said.

"Plus it had to be an NGTC car because doing the BTCC is now financially viable [because of the new rules]. That's how this project came about."

No decision has been taken on which engines will power the cars. Austin said that both the TOCA unit and an NGTC powerplant built by Volkswagen Audi Group specialist Lehmann were under consideration.



TOURING CARS

WTCC boss wants touring car unity

world Touring Car Championship promoter Marcello Lotti believes that increased cooperation between national touring car series could tempt more manufacturers into the sport.

Representatives from 16 touring car championships worldwide met for a two-day round-table discussion with Lotti in Monaco last week.

"We spoke about the situations in everyone's countries and there were a lot of similarities," Lotti told AUTOSPORT. "The discussions were a starting point for us to establish common strategies. It sends a message to manufacturers, because it's important to show them

that there is a platform of 15 or 20 championships with similar rules."

High profile championships such as the British and Scandinavian basedseries, and the DTM, were not involved in the talks. But several car makers – including Chevrolet, Toyota, Honda, Ford and BMW – were present.

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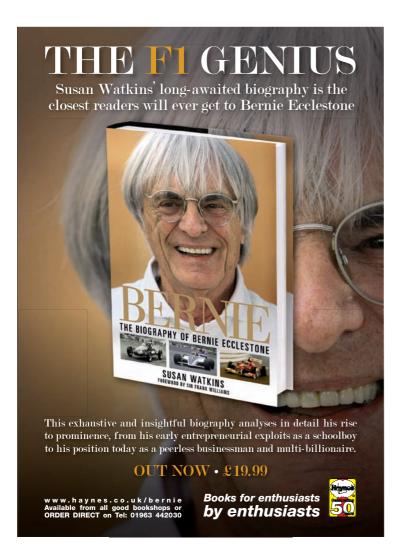
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Organisers plan international series showcasing new technologies, as first prototype tests

A single-seaters is being set up to begin in 2012.

The French-based Formulec project was presented at the United Nations Climate Change Conference in Mexico last week. Its organisers hope to have a 12-race international series up and running for 2012. It will be open to manufacturers wishing to showcase new technologies.

championship for electric

The project has been in the works for two years, and the prototype EF01 chassis has

already started testing. The car was built in conjunction with the Mercedes GP (formerly Brawn) Formula 1 team, and its test and development programme is being run by junior single-seater powerhouse ART Grand Prix.

French racers Alexandre Premat and Jules Bianchi have undertaken the majority of the testing duties, and the car has lapped around two seconds off the pace of Formula 3 lap times at Magny-Cours and the Le Mans Bugatti circuit.

Nicolas Deschaux, president of

the French motorsport authority (FFSA), said: "This project perfectly illustrates the spirit of innovation that exists in motorsports, and is perfectly coherent with the latest decisions of the FIA regarding the creation of a future championship for electric racing cars."

Ex-Audi driver Premat said that the experience of driving an electric-powered car was similar to the quiet turbodiesel sportscars he has raced at Le Mans.

"You hear nothing in the car, and from the outside you can only hear the friction of the gearbox and other parts of the engine," said Premat.

"In the beginning it's really strange, but it's very smooth. We are quicker on the straights than an F3 car, but slower in the corners because the batteries mean the car is heavier."

The car will undergo a serious development programme in 2011, which will include a reduction in drag. Currently its battery life can extend to 25 minutes, but an on-board regenerative system is being worked on.

FORMULA 3

Global series 'to boost F3'

BRITISH F3 and F3 Euro Series promoters believe the new FIA Formula 3 International Trophy will make the category stronger.

The FIA approved plans to create a 'world championship' for F3 at a World Council meeting last week.

The new championship will include the four big international F3 events: Patrick Peter's revived Pau street race, the F3 Masters at Zandvoort, the Macau F3 GP, and the Korean F3 Superprix at Yeongam.

An F3 Euro Series event at Hockenheim and the British F3 round at Spa have also been

included in the six-event series, which will use the F1 points system to decide the winner.

F3 Euro Series manager Christoph Hewer and British F3 boss Lisa Crampton do not believe a new world title will undermine the prestige of other F3 championships.

"We think it adds value to Formula 3," said Hewer. "It shows drivers and their management that F3 still has a high value."

Crampton added: "I don't believe the FIA F3 International Trophy undermines British F3. Winning the British F3 title will continue to be a great feat for any driver."







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WRC/TRC

UK events under threat

Britain's top rallies, Rally GB and Rally Scotland, are in jeopardy over funding fears

here is growing concern that Britain could lose Rally GB and the Rally of Scotland in 2012. The organisers of Rally GB, Britain's round of the World Rally Championship, are running out of time to agree a deal to either extend the Welsh Assembly Government's backing of the event or to source alternative funding. A deal is needed before the end of February, when the 2012 WRC calendar will be finalised.

Next season is the final year of the WAG backing of Rally GB and the final year of Event Scotland's agreement with Rally of Scotland. Failure to secure additional backing for both could leave them on the sidelines in 2012.

The events' chief executive, Andrew Coe, said he was doing all he could to guarantee their futures.

"For Rally GB, we're in discussions with Wales and other interested parties," said Coe. "We are trying to put something in place as quickly as we can. Everybody involved is aware of the deadlines. The WRC would be a poorer place without Rally GB and we can't afford for the event not to be on

the calendar — particularly after the success of this year's event.

"It's a slightly different case with Scotland. For some reason the event does not seem to be able to engage with the domestic rallying scene and without the support of domestic competitors and series it's hard to attract sufficient numbers. We've got a few months to sort it out, otherwise it could disappear."

Rally of Scotland has lost money in both the years it has run as a round of the Intercontinental Rally Challenge, despite investment from Event Scotland.



On the sporting side, both events have been strong recently. Rally GB's move to a more engaging route including stages in mid-Wales and the potential move to the north for next season has reinvigorated a previously stale event. Scotland was unanimously acclaimed as one of the world's best rallies in 2009 and this year.

WRC

Meeke: I need more time

WORLD RALLY Championship rookie Kris Meeke has asked for patience ahead of his first season at the top level with Mini in 2011.

Meeke has spent the past two years away from the WRC, winning the IRC with Peugeot in 2009 and defending that title in a 207 this year. The Irishman has admitted he is short of WRC match practice.

Meeke said: "Everybody sort of expects me to jump in and compete with [Sebastien] Ogier and you simply can't. I need to build up my experience of world championship stages again. I have a lot of work to do. People have to remember where



Ogier jumped in during his first six months, he was swapping times with Matthew [Wilson] and for the first six months people were saying, 'Has he got it or not?' I think a podium towards the end of next year could be realistic, but we can't truly be judged until 2012."

WRC

Ford ready to take fight to Citroen

FORD TEAM principal Malcolm Wilson is confident the lead-time for the 2011 WRC cars will allow his squad to get back on terms with Citroen next season.

Despite the FIA only confirming the final technical regulations for 2011 late this season, Wilson says the Fiesta is still in better pre-season shape than any of the other Ford WRC cars in the past.

"We've never been as well prepared as this," said Wilson. "Remember when we brought the new Focus to Australia in 2005? It had done a day's testing and that was it. That car set fastest times on its debut and then won Monte Carlo a couple of months later. We've been running the Fiesta for a lot longer.

"Yes, that brings a greater weight of expectation, but it also represents our

best chance to get back past Citroen."
Conversely, Citroen team manager
Sven Smeets is concerned at the lack
of preparation time. He added:
"Because of the FIA being late with
the regulations, we haven't had as
much time as we would like. The C4
really ran for a season before its debut.
The DS3 won't have anything like that."



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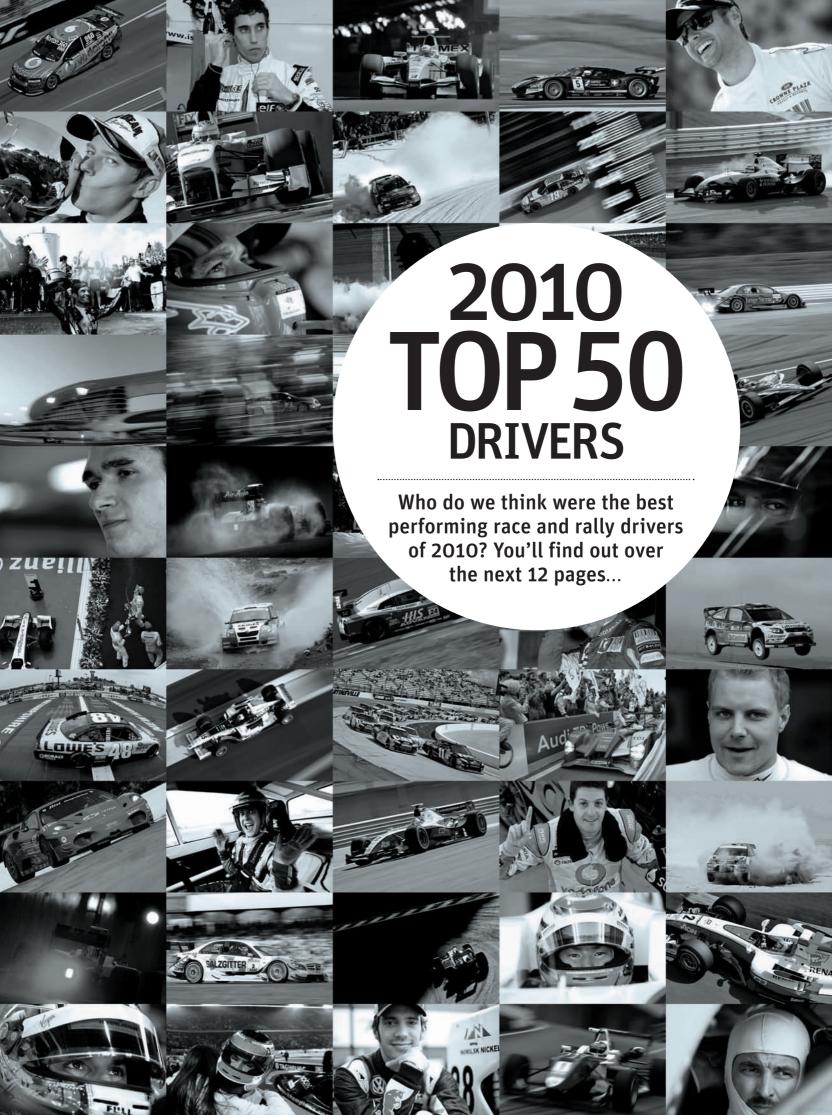
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Nº 50

New entry

Filipe Albuquerque (P) Race of Champions winner

Last position on this list rewards the man who vanguished the #1 and #5 of our Top 50 at the recent Race of Champions. The former FRenault 2.0 **Eurocup champion and World Series** rookie of the year spent 2010 with Audi Italia duelling for the Italian GT3 title. Albuquerque will be hoping his highprofile RoC win in Dusseldorf will help him gain increased attention from Audi's motorsport power brokers.

Nº 49

Down 15

Rob Huff (GB)

The no-nonsense Brit made the most of the potent Chevrolet Cruze underneath him to finish third in the WTCC in what was his most complete season to date. Indeed, had it not been for an idiotic startline move by Fredy Barth in Morocco, he may even have arrived in Macau with a chance of the title. In 2010 Huff stopped being a very good touring car driver and became a top-drawer one.

No 48

New entry

Craig Lowndes (AUS)

The man once nicknamed 'The Kid' is now part of the V8 Supercar old guard. While he's been slightly overshadowed by team-mate Jamie Whincup in the past couple of seasons, his stirring drive at Bathurst alongside Mark Skaife showed what he's still capable of. Having won a 30-lap battle for the lead with David Besnard at half-distance, Lowndes then fought off Lee Holdsworth to secure his fifth Mt Panorama win, and sixth for Skaife.

Nº 47

New entry

Craig Dolby (GB) Second in Superleague Formula

Dolby was pipped to the Superleague Formula crown by a solitary point by Davide Rigon, but he was again its most spectacular driver. Overtaking is his strong suit, so he comes into his own in the reversed-grid races. And if only the Beijing event - which he dominated despite no street-track experience - had been for points as planned, he'd have won the title easily.

Nº 46

Up 1

Richard Westbrook (GB)

This Porsche expert proved he was no one-trick pony in 2010. Unbelievably, the Daytona 24 Hours was his first race in anything other than a Porsche 911 since the final Formula 3 race of his 'first career' in 1996. Westbrook proved his speed in a Level 5 Riley at Daytona, but it was after getting his hands on a Ford in the FIA GT1 World Championship that he really starred.



Gastrol Rankings

TOP 10 RALLY DRIVERS

1 Sebastien Loeb (3)

2 Sebastien Ogier (19)

3 Jari-Matti Latvala (20)

4 Petter Solberg (22)

5 Dani Sordo

(31)

6 Mikko Hirvonen (34)

7 Juho Hanninen (46)

8 Matthew Wilson

(69)9 Henning Solberg

(96)

10 Jan Kopecky (109)

Castrol Ranking:

TOP WOMEN



IndvCar provided the most fruitful setting for female racers in 2010 with **Danica Patrick the** highest-ranked woman at 68th. Simona de Silvestro (159) is next up with Mercedes **DTM** racer Susie Stoddart (201) easily outscoring her Audi rival Katherine Legge (328) and IndyCar mobile chicane Milka Duno (368).

Nº 45

New entry

Valtteri Bottas (FIN) Back-to-back F₃ Masters winner

He had the dream ticket of a second-year drive with ART in the F3 Euro Series, but Bottas was unfortunate that his time collided with the rise of Volkswagen and the return of Edoardo Mortara. Once he accepted his plight and the desperation went away, he turned into a serious threat to the eventual champion. Becoming the first man to win the F3 Masters twice was the highlight of his year.



No 44

Down 24

Gary Paffett (GB) Second in DTM

The DTM victories kept on coming for the former champion as he book-ended his season with victories in the opener and the finale. And his third win in six years at supposed Audi track Zandvoort means he is still the only Mercedes driver since 2004 to win there. He didn't quite hit the peaks of champion and HWA team-mate Paul di Resta this year, but was runner-up for the third time.

No 43

New entry

Esteban Guerrieri (RA)

Third in Formula Renault 3.5

The experienced Argentinian picked up an 11th-hour deal with Czech team ISR and duly became one of the stars of this year's FRenault 3.5 series. Lost 15 points through disqualification from an on-road victory at Silverstone in September, and would trail title winner Mikhail Aleshin by, er, 15 points. Three missed races also failed to help Guerrieri's cause, but he won many admirers during the season.

Nº 42

Re-entry

Heikki Kovalainen (FIN) 20th in F1 World Championship

Away from the white-hot intensity of McLaren, Kovalainen set about rebuilding his career by getting the upper hand over the hugely experienced Jarno Trulli at Lotus. It was even-stevens with the renowned one-lap specialist in qualifying - he even achieved something Alonso failed to do by out-qualifying Trulli at Monaco. And the Finn usually had the upperhand in races, taking 10 class wins in the battle of the new teams.

Nº 41

New entry

Mikhail Aleshin (RUS) Formula Renault 3.5 champion

The Carlin/Aleshin partnership delivered the Formula Renault 3.5 championship at its fourth attempt. The success marked the first international motor-racing title for a Russian, but it will be intriguing to see if the country's growing involvement in F1 will aid Aleshin's pursuit of an entry into grand prix racing. A return to GP2, where he demonstrated flashes of raw speed in outings with ART in 2007, could prove more achievable.



Gastrol Rankings

TOP **10 TEENAGERS**

1 Esteban Gutierrez (95)

> 2 Jolyon Palmer (114)

3 Roberto Merhi (124)

4 Daniel Juncadella (140)

5 Alexander Rossi (146)

6 Laurens Vanthoor (154)

> 7 Max Chilton (156)

8 Antonio Felix da Costa (169)

9 Nico Muller (185)

10 Oli Webb (200)

No 39

New entry

Juho Hanninen (FIN)

New entry

Dominated the IRC series from early

on and never looked threatened as he marched towards this year's title. The best of his four wins of the year for Skoda came on the final round in Scotland, where he took on the Brits and got the better of them with an imperious drive through stages he'd never competed on before. His efforts weren't limited to IRC, either, his S-WRC win in Finland adding to his excellent season.





No 38

New entry

Sergio Perez (MEX) eries runner-up

On paper the combination of Sergio Perez and top team Addax looked like pre-season GP2 favourites. When the planets were favourably aligned, the on-track performances backed that up - check out his performance in the Abu Dhabi feature race. But too many flat weekends from both him and the team, coupled with a bit of bad luck, meant the expected title push never materialised.



Gastrol Rankings

F1'S TOP **OVERTAKERS**



Adrian Sutil made more genuine overtaking moves (40) than anybody else on the F1 grid during 2010. Felipe Massa was next up with 37 passes while Fernando Alonso and Jaime Alguersuari made 31 each. Lewis Hamilton made 26 passes, including a season-high 11 in China, while Sebastian Vettel managed 20. **Neither Christian** Klien nor Sakon Yamamoto made a single move in their Hispanias.

No 37

New entry

Jamie McMurray (USA) Daytona 500/Brickyard 400 winner

NASCAR's man for the big occasion. He started with his first Daytona 500 victory - although he's won there before in the '07 July night race with Roush. Back home at Ganassi, with which he started his Cup career, he went on to win his first Brickvard 400 too - one of only three drivers to do that double. He also won the second Charlotte race, another biggie



No 36

New entry

Timo Bernhard (D)

The German deserves a place in the top 50 for joining that elite band who have won all three sportscar classics: Sebring, Daytona and team-mate Romain Dumas. The Frenchman made the headlines in Bernhard had the edge in 2010

BMW and put in strong performances in

the M3 GT car. Suggestions that he won

an FIA gearbox ruling dropped him from second to fourth in the title. Plus, he was

the best 'foreign' driver at the all-star Surfers Paradise V8 Supercar event.

so often because of lucking-in to reversed-grid poles are unfair and only



Le Mans 24 Hours winner

Le Mans, but also for emerging from the shadow of his long-time Porsche the past aboard the RS Spyder, but aboard the Audi R15 TDi.



Down 13

Timo Glock (D) 25th in F1 World Championship

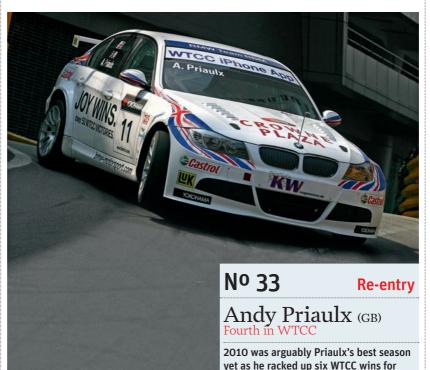
If Glock regretted his choice of Virgin over Renault, he certainly didn't let it show in his driving, which was as committed and impressive as his podium-winning races for Toyota. When conditions allowed, such as in the teeming rain of Korea, Glock took the car by the scruff of the neck and had it running in positions it had no right to be in. Destroyed team-mate Lucas di Grassi in qualifying, too.

No 34

New entry

Marc Lieb (D) LMS GT2 champion

The German retained his Le Mans Series crown with Richard Lietz, but this time he did it in a car that was completely outclassed. The Porsche 911 GT3-RSR didn't have the pace of the Ferrari 430 GT, but Lieb drove his Felbermayr-Proton car to within an inch of its life every time he climbed aboard. Was he driving better than ever? Probably, because he had to.



TOP **20** TOURING CAR DRIVERS



1 Paul di Resta (44)

2 Bruno Spengler (54)

3 Gary Paffett (57)

4 Timo Scheider (59)

5 Yvan Muller

(72)6 Rob Huff

(77)7 Gabriele Tarquini (79)

8 Mattias Ekstrom (84)

9 Andy Priaulx (86)

10 Jamie Whincup (87)

11 Jamie Green (92)

12 Augusto Farfus (97)

> 13 Mark Winterbottom

(110)14 Alain Menu

(111)15 James Courtney

(115)16 Tiago Monteiro (119)

17 Tom Coronel

(138)18 Martin Tomczyk

(139)

19 Oliver Jarvis (145)

20 Ralf Schumacher (147)

No 32

New entry

Jason Plato (GB)

JP had, in his own words, the best team and the best car in the BTCC at his disposal in 2010. It seemed to inspire him as he drove his RML-run Chevrolet Cruze with a new-found calmness and deservedly won his first title for nine years. His recovery from last to third at Donington was superb. as was his double win at the Brands Hatch finale that helped him equal Andy Rouse's all-time wins record. A true class act.



Gastrol Rankings

TOP **10 NATIONS**



1 Australia 39,937 points

2 Germany 37,705 points

3 Great Britain 36,223 points

4 France 34,862 points 5 USA 31,839 points

6 Spain 31,686 points

7 Brazil 28,557 points

8 Finland 23,764 points

9 Norway 18,820 points

10 Italy 18,367 points No 31

Up 12

No 30

New entry

Pastor Maldonado (YV)

The Venezuelan became the first GP2 driver to win six races in a season, and just for extra style points, he took them all in a streak of feature-race victories between Turkey and Spa. His low-key start to the season can be attributed to new team Rapax sorting out its car, but the way his form fell away so dramatically over the last couple of rounds is less easy to explain.

Started the V8 Supercar season with four wins from four races, but the push for a third-consecutive title took a hit when he had bad weekends at Queensland and Courtney. He fought back strongly, and it

Jamie Whincup (AUS) and in V8 Supercars

Winton. By the time he dusted himself off, he'd lost the points lead to James was only the extent of the damage to their respective cars after contact with the Homebush barriers that decided it.

No 29

Down 5

Nº 28

Re-entry

Stephane Sarrazin (F) LMS champ/Petit Le Mans winner

Sarrazin proved again in 2010 that he's among the world's best sportscar drivers, and at least a match for anyone in the Peugeot line-up. It was a good year for the Frenchman - he added a second Petit Le Mans victory and another Le Mans Series crown to his CV, but it should have been even better. That elusive Le Mans 24 Hours victory went west with his 908's engine.

Kyle Busch (USA) Multiple NASCAR record breaker

Only three NASCAR Sprint Cup wins for 'Rowdy' this year, but it was his lower-league record this year that really registered. A series-record 13 Nationwide wins - from a part-time schedule! - were backed up by eight victories for his own Truck Series team. In August he became the first-ever driver to record wins in Cup, Nationwide and Trucks on the same weekend around Bristol's half-mile bowl.



Nº 26

Re-entry

Nº 25

New entry

Jamie Green (GB)

The Briton's efforts in an old-spec DTM Mercedes this year were borderline heroic at times. He made the top-four pole-position shootout six times out of 11 races, and completed a remarkable hat-trick of Norisring victories (all with the same chassis) in the summer. After five races he was second in the points, which led to Merc's top-car drivers getting a collective kick up the backside.

James Courtney (AUS) V8 Supercar champion

Courtney's progress has been gradual but constant since he arrived in V8 Supercars back in 2005, but the potential was finally realised this year in his second season with Dick Johnson Racing. Victories at Queensland, Winton and Sandown helped his cause, but the real key to his 2010 was consistency. He clinched the title ahead of rival Jamie Whincup at the final round, and is expected to take the #1 to the rival HRT Holden squad next year.





No 23

New entry

No 22 Down 9 Gastrol Rankings

Jean-Eric Vergne (F) British F₃ champion

Became the first Frenchman to win the British F3 title after a fine rookie season with Carlin. Won 13 times from 30 starts and wrapped up the title with two rounds to spare. Stepped up to Formula Renault 3.5 and scored four podiums in six starts, before making a strong impression on Scuderia Toro Rosso during the Abu Dhabi F1 young-driver tests.

Nico Hulkenberg (D) 14th in F1 World Championship

Even without that stunning pole lap in Brazil, it would've been a great debut F1 year for the '09 GP2 champ. He struggled in the early stages with a tricky Williams, but when the team got on top of the car he usually matched vastly experienced team-mate Barrichello, comprehensively outperforming him at Monza and piling on the pressure in qualifying. Thoroughly deserves to stay in F1 next season.

BIG **MOVERS**

M Schumacher (27) and Vergne (76) were top climbers - they were outside the top 800 in March and April. Kazuki Nakajima and Gil de Ferran both dropped out after starting the year 48th and 62nd.

Nº 21

Re-entry

Jari-Matti Latvala (FIN) WRC runner-un

After bouncing off every other tree in 2009, Latvala steadied the ship this year and did so with exceptional confidence and ability. As well as scoring regularly, he also showed the kind of blistering pace that deserted his Ford team-mate Mikko Hirvonen. Latvala realised every Finn's dream with a win at home in Finland. His season will be well-remembered for the success in Jyvaskyla, but his New Zealand victory was just as merit-worthy.

JODY SCHECKTER 1976 TYRRELL P34. SWEDISH GRAND PRIX





Due for release in the first week of January is Truescale's much anticipated 1:18 diecast replica of the Tyrrell P34 which Jody Schekter campaigned in 1976.

It was only after the first three races of the season that the six wheeled Tyrrell was unveiled, the theory being that the extra wheels would improve handling and reduce tyre wear.

Within a few races, the new car was winning. It was in the car being modelled here, from the Swedish Grand Prix, that the P34 experienced its finest hour, with Jody taking pole and the race win.



Eventually Scheckter and Depailler finished third and fourth in the championship, giving Tyrrell a well deserved third in the constructors title.

The 1:18 replica

Truescale is a relatively new player in the diecast world but their replicas are a match for any we have ever seen.

On this particular model, the cockpit can be lifted off and the wheels can be removed. The detail in the engine bay is truly exceptional, whilst the intricate front suspension and steering is totally faithful to the original.

It is a truly outstanding replica of one of the most interesting cars ever to take to an F1 circuit.



Hand signed by Jody

To make this replica even more special, we are pleased to have reached an agreement with Jody Scheckter to have him sign a limited edition of 500 pieces exclusively for us here at Grand Prix Legends.

His signature can only serve to make what is already going to be a highly collectible model even more so.

But we must warn you that there will only ever be one shipment of this car into the UK. When it sells out, that will be it.

Do not think about it for too long.

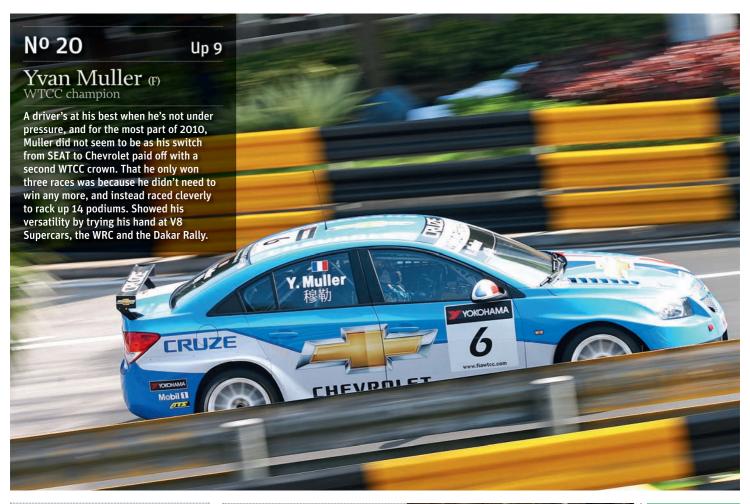


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Nº 19

Down 5

Rubens Barrichello (BR) 10th in F1 World Championship

The first driver in F1 history to make 300 starts showed no sign of slowing or diminishing desire. Clicked brilliantly with Williams, who revelled in his technical feedback. Used all of his race nous to regularly bring the car home in the points, but these were no cruise-and-collect, journeyman drives, as his grassy pass on old foe Michael Schumacher in

Hungary clearly demonstrated.

Nº 18

New entry

Kevin Harvick (USA) 3rd in NASCAR Sprint Cup

Led the resurrection of Chevrolet NASCAR powerhouse Richard Childress Racing and was perhaps 2010's most symmetrical race winner, scoring three victories in each of NASCAR's top leagues. Harvick led the Cup points for the majority of the season before it was reset for its end-of-season Chase, but lost out on the runner-up spot by just two points to Denny Hamlin.



TOP 10

SPORTSCAR DRIVERS

1 Simon Pagenaud (56)

2 Mike Rockenfeller (63)

3 Scott Pruett (64)

4 Memo Rojas (65)

5 David Brabham (85)

6= Max Angelelli (103)

6= Ricky Taylor (103)

8 Stephane Sarrazin (118)

9 Klaus Graf (122)

10 Jon Fogarty (128)

Nº 17

Up 32

Daniel Ricciardo (AUS) Formula Renault 3.5 runner-up

Ricciardo lit up the 2010 FRenault 3.5
Series with a series record of eight poles.
Although falling short to the seasoned
Mikhail Aleshin at the final hurdle, the
Tech 1 racer recorded the most impressive
performance for a rookie since the
category's inaugural year. Interest in the
Perth youngster subsequently exploded
following November's Abu Dhabi F1 Young
Driver tests. The Red Bull reserve's pace
indicated that he is ripe for graduation.



Nº 16

Edoardo Mortara (I)

New entry

F3 Euro Series champ/Macau winner

Were it not for Volkswagen offering the GP2 race winner a drive in the F3 Euro Series this year, he would have stopped racing. As a former series runner-up and 2009 Macau GP winner he was under immense pressure before the season, but he converted his opportunity in dominant fashion. He won seven of the nine Saturday races, and then became the first man to win twice at Macau in F3.



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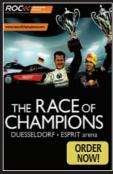
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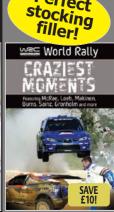
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New entry

Petter Solberg (N) and in WRC

Didn't win, but thoroughly deserved to. Solberg's heart told him to press on and step over the limit, but his head hit back with the privateer's cost-benefit analysis. The Norwegian followed his heart in New Zealand and wrapped his C4 around a telegraph pole. After that, he was Mr Consistent with podium after podium. At his best in Wales, harrying Loeb all rally for a richly deserved third in the points.



Nº 14

Re-entry

Sebastien Ogier (F)

Is it really only his second full season in the sport? Demonstrated pace and ability that was as precocious as it was spell-binding. His win in Portugal, defeating Loeb in slightly inferior machinery and on a relatively level playing field was a highlight. This bloke is a champion in the making, the only downside being his three shunts while chasing Loeb on the final three rallies of the season.

Nico Rosberg (D) 7th in F1 World Championship





No doubt expected more than a couple of podium finishes

after joining the 2009 champions. But while the results

might not have been all that, the way he dismantled the

reputation. A regular feature at the sharp end of the grid

in qualifying, he seemed to maximise the opportunities

that came his way, but the sad fact was the Mercedes just

returning Michael Schumacher certainly boosted his

wasn't up to the job of challenging for race wins.

Nº 13

Up 19

Paul di Resta (GB) DTM champion

The Scot was on double duty in 2010, combining his Force India third-driver role at grands prix with an assault on the DTM title. After a slow start in his Mercedes, partly down to misfortune that was none of his doing, he kicked off mid-season and blew everyone away. He made his trio of victories in late summer look easy, and reeled in team-mate Bruno Spengler to steal the crown at the finale.

Nº 11

Up 22

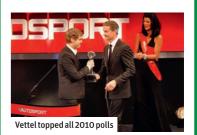
Denny Hamlin (USA) NASCAR Sprint Cup runner-up

So near and yet so far. Eight wins, including both Texas races, looked to have set him up to wrest Johnson's crown from his head. Taking a 33-point lead with two races to go, Hamlin stumbled over the final hurdles. At Phoenix he dominated, only to chose the wrong pit strategy and slump to 12th. With his lead trimmed to 15 points ahead of the Homestead finale, a collision with Greg Biffle restricted him to 14th, dooming his title bid.



=== Rankîngs

TOP 50 DRIVERS



1 Sebastian Vettel 24,200 22,079 2 Mark Webber 3 Sebastien Loeb 21,754 4 Fernando Alonso 20,467 5 Lewis Hamilton 19,217 6 Will Power 17,858 17,006 7 lenson Button 8 Jimmie Johnson 16,308 9 Dario Franchitti 15,554 10 Kevin Harvick 15,531 11 Felipe Massa 14,918 12 Denny Hamlin 14,467 13 Carl Edwards 13,957 14 Kyle Busch 13,798 15 Robert Kubica 13,642 **16 Helio Castroneves** 13,639 17 Nico Rosberg 13,505 18 Scott Dixon 13,361 19 Sebastien Ogier 13,108 20 Jari-Matti Latvala 12,859 21 Ryan Briscoe 12,694 22 Petter Solberg 12,611 23 leff Gordon 12,126 24 Jamie McMurray 12.048 25 Tony Stewart 11,982 26 Kurt Busch 11,638 27 Michael Schumacher 11,601 28 Clint Bowyer 11,537 29 Ryan Hunter-Reay 11,371 30 Greg Biffle 11.242 31 Dani Sordo 11,218 32 Juan Pablo Montova 11.037 33 Matt Kenseth 10,914 34 Mikko Hirvonen 10,905 35 Rubens Barrichello 10,732 36 Ryan Newman 10,681 37 Tony Kanaan 10,645 38 Joey Logano 10,539 39 Kasey Kahne 10,392 40 Jeff Burton 10.282 41 Adrian Sutil 10,173 42 Mark Martin 9,981 43 Davide Valsecchi 9,770 44 Paul di Resta 9,611 45 Marco Andretti 9,583 46 Juho Hanninen 9,351

To see the full list, visit castroldriverrankings.com

9,268

9,252

9,195

9,167

47 Jaime Alguersuari

48 Justin Wilson

49 AJ Allmendinger

50 Nico Hulkenberg





Robert Kubica (PL) 8th in F1 World Championship

Surely one day Kubica will find himself in a car that's quick enough to fight for regular wins and then we'll get to see if what many suspect is true - that he's a champion-in-waiting. There were glimpses of a champion's talent at Monaco and Suzuka, a potential podium finished denied in Japan by a poorly-fitted wheel. The team loved his dedication to the cause, which should serve them well as the new Lotus deal raises expectations.

No 8

Up 28

Will Power (AUS) IndyCar Series runner-up

A new IndyCar Series record for poles (eight) and five race wins made this a banner season for the Australian - yet defeat in the points race to Franchitti left a bitter aftertaste. Pitstop calamities at the Indy 500 and Chicago were chiefly to blame, long before a tiny driving error put him in the wall in the Homestead finale. From broken back in 2009 to '10 title contender - a heroic turnaround.



Nº 7

No move

Mark Webber (AUS) 3rd in F1 World Championship

Recovered from a terrible start to rack up a series of great drives that took him to the top of the table. Almost redressed the qualifying balance to Vettel, but usually fell a tantalising tenth short. Also had to deal with perceived Austro-German favouritism and, it was later revealed, a broken shoulder. May explain his lacklustre end to the year, and the crash in Korea that almost certainly cost him the world title.





Nº 6

No move

Dario Franchitti (GB)

IndyCar Series champion/Indianapolis 500 winner

A third IndyCar crown (and don't forget he tied on points with Juan Pablo Montoya in CART in '99) was headlined with a second Indianapolis 500 victory, elevating him unquestionably to the status of a true series great. His Indy success was utterly dominant: although his car wasn't the easiest to drive, he flew in it around the Brickyard. He was calmness personified in the title run-in – he needed to be against the might of Penske.











Pictures of the year

For 12 months AUTOSPORT's photographers have had their pics selected by art editors and journos. For just one week, they get to choose their own favourites. Here's their pick...





















Our rally man David Evans drove a Porsche 911 on a frozen lake in Norway. 'Malcy' was poised in case he fell through the ice!





Drew Gibson

The Aston Martin Racing Lola team drew the usual crowd of feverish excitement at Le Mans scrutineering. This is the Turner/Hancock/ Barazi 009 entry



Lesley Ann Miller

It's gettin' doggone hot! NASCAR Truck Series racer Brent Raymer got out of his wrecked Ford pretty sharpish after this happened at Charlotte back in May



YEAR IN PICS SNAPPERS SELECT





Mark Thompson

Robert Kubica's Renault used its new f-duct to hurtle towards snapper 'Thommo' more rapidly than ever at Spa – even in the traditional rain











Andrew Ferraro

The photographer whose name sounds most like a legendary F1 team was on hand when Fernando Alonso won first time out for Ferraro, sorry, Ferrari, in Bahrain



Williams veteran Rubens Barrichello tests how much he can smoke the new Pirelli rubber during the post-season Abu Dhabi test









Kyle Busch does donuts in Dover (the Delaware racetrack, not the Kent cross-channel-ferry port) after a NASCAR Nationwide Series race victory





The new Dallara GP2 Series car was unveiled to the teams during Italian GP weekend. Staley dragged himself from his espresso to the apex of Parabolica

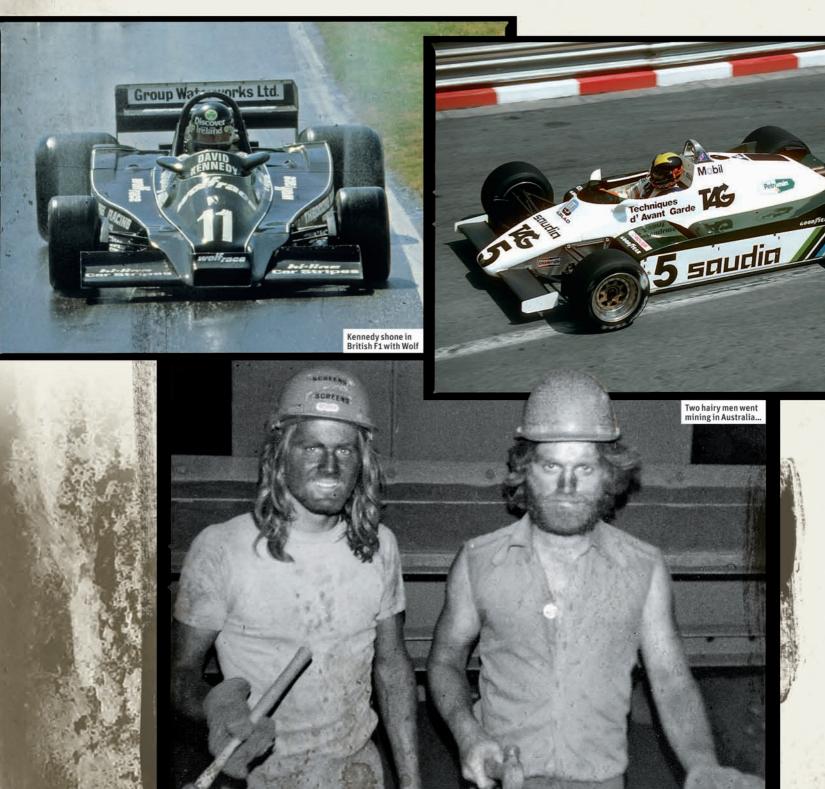


Charles Coates

The world's tallest photographer was on hand when Fernando Alonso crashed his Ferrari in free practice at Monaco's Massenet bend – a shunt that cost the title?



SHOCK AND ON THE ROAD TO F1



(IRON) ORE

Low on budget? Don't just mope around in the gym until dad strikes lucky. Derek Daly and David Kennedy didn't... By MARK HUGHES

n the car park adjacent to
Dundrum mental asylum on
the outskirts of Dublin, two
desperate characters sat and
discussed whether it was to
be Alaska or Australia. The
ginger one didn't want to go
to Australia, the fair-haired
one didn't fancy the cold of Alaska.
But that they were going — somewhere
had been cast-iron established.

There was nothing to keep two would-be racing drivers in the Republic of Ireland in the winter of 1974-75: a three-day week, a place with no racing pedigree; they may as well have been trying to get to the moon.

But sometimes knowing how long the odds are just slows you down. After all, they were already further along the path than when they'd started a couple of years ago. "Derek didn't have a race car, but he had a road car," says David Kennedy of his friend Derek Daly, "whereas I had a race car but no road car. Between us we bought a rope." The early days had seen Daly's Ford Anglia towing Kennedy's Formula Ford to the recently opened Mondello Park track from their homes about 40 minutes away.

"Yeah, sometimes we couldn't decide between us if we were going to stop at the traffic lights — and the Anglia's brake lights didn't always work," says Kennedy with his magical Irish storyteller's way, sharpened by almost four decades in the business as a shrewd operator. He embellishes

beautifully: "As the rope got shorter, so my reactions got sharper — and I became the best slipstreamer ever!"

Daly retains a wide-eyed wonder at where he was deposited, the life he was given, by the rocketship of circumstance, graft and sheer bloody desperate nerve they were unwittingly about to sit astride. "David was very slow," he recalls. "So he gave me a go — and I was equally slow. We had no idea what we were doing."

Kennedy traded in the Lotus 51 for a Royale RP3, which in turn made way for a Merlyn Mk11A. "By that time there was no rope left," says Kennedy. "Only a knot! With about eight inches between my face and a rusty rear bumper my facial expression was frozen to one of concentration and fear. Even today I still blink one eye at a time!"

Then Daly had bought his own car — from a teller with the Ulster Bank in Dublin, a guy called Eddie Jordan who Kennedy had actually introduced to the sport: "I had about a hundred jobs a week and one of them was at this bank and I got EJ into it. We thought he was way too old and way too ugly ever to amount to anything in racing." Daly had bought Jordan's Lotus 51.

"I gave Eddie the Anglia and £400," says Derek. "It was supposed to come with an engine — which I'm waiting for still. To run it, my dad took out a loan on the pretence of starting a used-car business. The bank manager didn't need to know that the used car was a

Formula Ford Lotus." Daly's dad ran a grocer's shop. Derek had been walking back there after a day at school as a 12-year-old in the mid-1960s when he saw a van parked in the street with 'Sid Taylor Racing' writ upon the sides. Intrigued, he mentioned it to dad, who informed him that it belonged to the brother of the lady from across the street who did her shopping there — and that if Derek was interested Sid would show him the racing car inside.

"Inside was this beautiful white Brabham BT8 F3 car, with a green stripe and a shamrock. That was the beginning of my destiny. He was racing at Dunboyne and we went along to watch. Also competing in the Libre race that day was Mo Nunn. Both these guys would later figure in my career, almost like it had been fate."

"I gave Eddie Jordan the Anglia and £400. The FFord was supposed to have an engine – which I'm waiting for still" Derek Daly

So on a shoestring and a rope, the two racers had acquired a bit of experience. But they needed better equipment and something to run it with. Which is where the bright idea of the mines came from. "There was an oil pipeline being laid in Alaska and the money was good there," says Daly, "but they took £1000 out of your money to provide you with the extreme cold-weather clothing — whereas in Australia all you needed was a T-shirt and a pair of shorts. That was the clincher. Ten days after making the decision we were flying out there."

Kennedy: "Ah well now, yes, but not without a snag or two." Obviously. "Derek held the tickets and we headed for the airport to get to London for a 9pm flight, the first leg of our journey. Turned out the flight had left at 9am. So we missed all our links and went out a week later via Poland, where they wouldn't let us get on the plane





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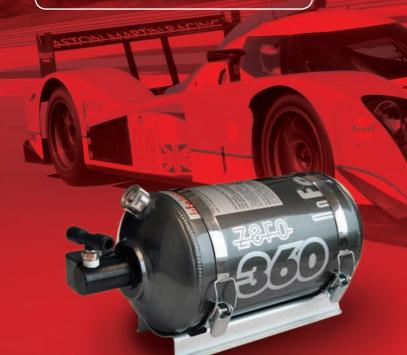
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◀ because Derek had packed his passport in his suitcase - which was checked in. At that point I decided I was taking control of my own destiny. We hadn't been tested in our domestic idyll. Funny how your life can be informed by early stuff like that.

"As a digression, just a few weeks ago Derek's son Conor was testing for our Status GP3 team at Jerez. Derek was there but then left and headed for the airport. Then I get a call, 'David, can you come to the airport, I've taken Conor's passport instead of mine!' I got there and there was exactly the same look of bewilderment and shock on Derek's face as in Poland 30,000 years ago!"

Daly: "We arrived in Perth, then took a light aircraft out to the bush in the north-west to a place called Cliffs Robe River, literally dropped into the middle of the bush."

Kennedy: "It was an iron-ore mine, open cast. Set in an industrial area around a port that covered several miles, mountains of it. You could pick iron ore up off the ground there. There would be a line of Japanese ships almost to the horizon, lining up to be loaded in the port, then weighed down and heading back out to feed the



DAVID KENNEDY

BORN: January 15 1953, Sligo **CAREER:** After Formula Ford and a stint in European F3, Kennedy was a star of the Aurora British F1 series in 1979 (taking three wins to add to his debut victory in '78) before moving into F1 proper with Shadow in 1980. That was a disaster, but Kennedy refocused and enjoyed a long career as a sportscar professional in Europe, Japan and the US. He then headed up the Mazda operation and chose the driver line-up that won Le Mans 1991. He is now a team principal of Status GP, which took A1GP Ireland glory with Adam Carroll and now competes in the GP3 Series.

mother country, enabling it to make millions of Datsun Sunnys.'

Daly: "We were labourers. We had shovels and had to go around the plant shovelling up the ore that had fallen off the belt. There were crushers and a belt leading to a machine that ground it down, then it went to the ship. The belts would always be stopping and the ore would fall off. It was the devil's mission. It was the hardest, dirtiest, hottest, most enjoyable time of my life! Every two weeks we'd go to the mess hall where we'd receive our pay cheques. It was almost a game to see how many hours you could clock. There were no limits, only your own endurance. For a standard eight-hour shift you were paid a standard rate, for the next eight hours you'd get double and if you could do a third, you'd get triple. You did as much as you physically could. It was a rough old place. There was the sound of gunshot the first time we arrived at the mess hall. It was common for guns to settle arguments. A lot of tough-looking guys with tattoos, a few drug addicts. That was my first encounter with drugs. I walked into the lodging room and the guy there was concocting something with a Bunsen burner and a spoon -I thought he was heating up some Bovril, that's how naive I was."

Kennedy: "The majority of people there were vagrants, on the run or vagabonds of some sort, but there were a few with genuine ambition. There were a lot of drug addicts there, some dangerous individuals. They'd be interested in getting you to give them money for drugs but as I didn't smoke or drink, and still don't, that stuff wasn't even on my radar. A whole other group saw life through a bottle. The odd student would show up and they were welcome relief. I'd say I spent more time on the end of a shovel than Derek. One of the games we played





◀ on the night shift was shovel-hopping, where you'd get on the shovel and pogo. I held the record at 235. But then the blade snapped. The foreman thought we were very hard workers, always snapping shovels."

Daly: "At first we lived in wooden huts on the site, where there was enough room for a bed and your clothes. Later we moved into the single-men's quarters in town where you had the luxury of your own room. The town was called Wickham and had been built just a few years earlier specifically for the mine. There was pretty much everything there you might need."

Kennedy: "It was a tumbleweed town of clapper-board and aluminium. If it had blown away no-one would've noticed. There were a couple of bars, the lights on the 'B' of a Budweiser sign outside had gone out. The place was 99 per cent male. The agenda was cash, nothing else. You'd see a few Aborigines stagger in and out of town, a very sad sight. We had to batten down the hatches once because Typhoon Tracy was coming — it ended up taking out Darwin."

Daly: "Going to the cinema on the weekend — it was outdoors! A seat in a field. It felt normal then, sounds funny now. There was a local racetrack, Roebourne International Raceway, a dirt track. I did a couple of races there in a Holden Monaro. It was a contact sport, the cars built around a spaceframe." [The race track is now a waste-disposal site].

Kennedy: "We'd get letters from home. EJ and Bernard Devaney would keep us informed of what was happening in the racing scene. The hardest ones were letters from our parents saying, 'Don't come back, there's nothing for you in Europe.' But we had an agenda."

For six months – the space of the European racing off-season plus a bit more – the two itinerant Irishmen laboured. When they returned, bearded

"The hardest ones were letters from our parents saying, 'Don't come back, there's nothing for you in Europe" David Kennedy

and savage-looking but no longer naive boys, they were armed with cash. Daly had brought back £5000, Kennedy a little more. They each undertook a full season of Irish Formula Ford in 1975 and were very competitive, Daly in particular. "I'd bought a Crossle 25F from my friend Gary Gibson," he recalls, "and I could never quite get a win in it. But at the Irish Festival I was racing Bernard Devaney for the lead. I made a lunge down his inside at Shell and I recall actually seeing his eyeballs in his mirror as he went to block me. I couldn't stop and rode over his rear wheel, rolled and crawled out from beneath the wrecked car. That was it for me, money all used up, car wrecked. After we'd loaded the remains onto the trailer I was just shooting the breeze with my dad and my brother when a







RETROSPECTIVE MINING A SEAM

Daly shone in Formula Ford 1600 Hawke

guy walked over with a three-quarterlength green hunting jacket and said, 'If you can repair that, bring it up to the factory and we'll exchange it for a brand new Crossle 30F.' It was John Crossle! David Kennedy lent me £600 and Minister Engines helped and we did it. There were still 11 races of the season left and with that car I set pole for all 11, won nine and took the Irish championship. That was it, I was on my way. Selling a championship-winning car gave me enough to get over to England for the '76 season."

Going with him was Kennedy.

They each took an ancient old bus in which to live and transport their cars. Kennedy took with him his

girlfriend — and now wife — Fiona as chief bottle washer. She also became very adept at changing Formula Ford gearbox ratios.

"My bus was a 1953 Bedford," says Kennedy. "It cost me £50 — and that was so the farmer could build something to rehouse his chickens. Derek's was much newer — a '61 I think! My bus had once served as the changing rooms at Ardmore Studios



DEREK DALY

BORN: March 11 1953, Dundrum CAREER: Daly won a British F3 crown in 1977, then took European F2 wins for Ardmore Racing and Ron Dennis's Project 4 squad in 1978 and '79. He combined this with F1, and would make his name with several large accidents for Tyrrell and points finishes with Williams. He was a European pioneer in Indycars, but suffered bad leg injuries in a crash at Michigan in '84. After recovering he raced again in Indycars, then had much success in IMSA sportscars with Nissan. Latterly he is better known as a TV commentator on F1 in the US.

and Elizabeth Taylor had used it there."

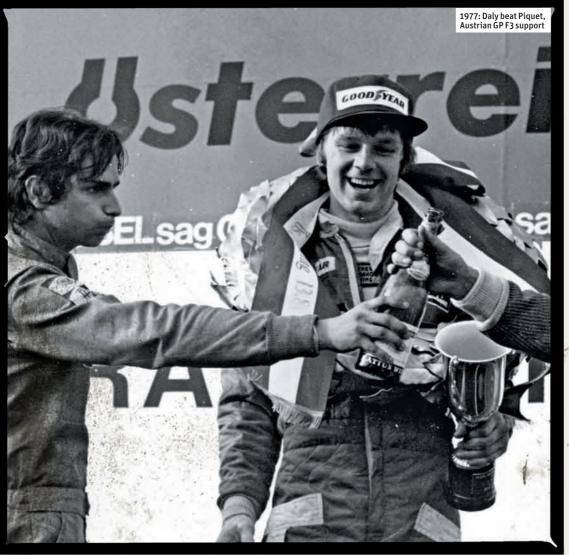
These two guys with fire in their bellies, hardened now to the ways of racing and knowing what ambition and confidence could do, were the stars of British Formula Ford 1976, Kennedy won both the RAC and Townsend Thoresen championships against a stellar field, Daly took the prestigious Festival. The kudos and links this brought them had them in F3 the following year - Daly winning a British title, Kennedy having a more difficult time in European F3 with a team that collapsed when one of its principals got involved in a drugs deal. But they were each on their way to F1 - something that would have looked like a hopeless fantasy for those two guys sitting in the car park arguing the toss.

Daly: "I was sitting on pole for the F3 support race to the Austrian Grand Prix in '77, Nelson Piquet alongside me. A guy with a limp walked over and said to my benefactor Derek MacMahon, 'If he wins this one, I'll put him in an F1 car before the end of the year.' It was Sid Taylor! He was at that time building the F1 Theodore, which I tested that November at Goodwood."

A few months later Daly would be leading on his F1 debut - in a Hesketh at the very wet International Trophy at Silverstone. Only a problem with his visor denied him a victory, this ironically paving the way for a win by fellow new boy Keke Rosberg - in the Theodore! Later Daly would star with Mo Nunn's underfinanced Ensign. His F1 career lasted five seasons and culminated in a Williams seat, but his early promise was not fulfilled, the result, he now feels, of lack of selfknowledge. A couple of years ago he wrote a fascinating book, Race to Win, on the subject of achieving your potential. His son Conor has starred in American junior racing and is set for a season of GP3 in 2011.

Kennedy won on his F1 debut - but it was in the Aurora series, the British championship for F1 cars. This was at the end of 1978, the prelude to a full season in Teddy Yip Racing Wolfs in '79, when he was championship runner-up. The team was run by ... Sid Taylor. This was Kennedy's launchpad into F1-proper with Shadow in 1980, but with a hopelessly underfinanced team and underengineered car. He never again raced in the top category but parlayed his F1 status into a lucrative and successful sportscar career - he took three consecutive Le Mans class wins and was the brains behind the Mazda programme that triumphed in the 24 Hours in '91. His Status GP3 team is co-owned by Teddy Yip Jr, the late team owner's son.

All from a length of rope and a discussion in a dark, wet car park. Well, that's how they would tell it, anyhow.



LEYTON OR

With Red Bull, Adrian Newey took a 'little' team to technical domination. But he'd

hen first-time technical director Adrian Newey strode through the door of the resurrected March Formula 1 team's Bicester base in the summer of 1987, he met his destiny. What followed in the next three years was a revolution in turquoise that changed grand prix car design forever, triggering a causal chain that brought glory to Williams, McLaren and, this year, Red Bull.

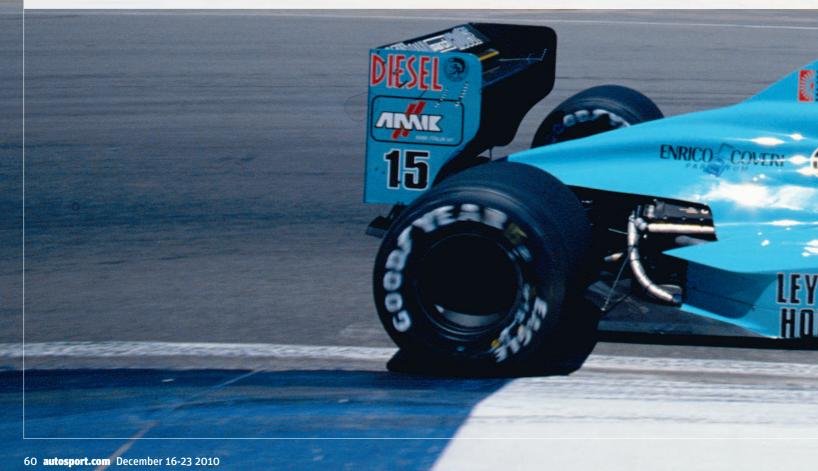
Newey describes what metamorphosed into Leyton House Racing as "the breeding ground" for the championships that followed over the next two decades, and the success of Red Bull in 2010 as completing the "unfinished business" that started all those years ago. On paper, the team claimed a scant four podium finishes, but its impact on the sport is far greater than the mark

it made in the record books.

While the revived March team, under the direction of former AUTOSPORT editor Ian Phillips, plodded on with the 871 – little more than a cut-and-shut Formula 3000 design – during the second half of 1987, Newey turned his attention to designing the March-Judd 881. It was an epoch-making car – far more so than the all-conquering McLaren-Honda MP4/4 that it raced against in 1988 – and the thin end of the wedge as far as aerodynamics being the key to F1 car performance.

"The turbocharged cars had far more power, so the philosophy was to concentrate on aerodynamics as the prime design principle, with the mechanical side fitted in around that," says Newey of what remains one of his most beloved designs. "Then, the cars were usually drawn mechanically and the aerodynamicists had to fit something around that. It was aggressive, with features that had not





IENTATION

plotted the course at Leyton House two decades earlier. By $EDD\ STRAW$

ADRIAN NEWEY



Adrian Newey started to dabble in CFD in 1989-90: "We got into bed with Bristol University and a certain Geoff Willis came in and did some consulting work with us." Another current F1 technical director, Virgin's Nick Wirth, also worked for the team as an aerodynamicist in 1987-88.

been seen before in F1. It was the first raised-nose car, the first with properly-sculpted front and rear-wing endplates, and the diffuser was quite advanced. It's fair to say that it changed the design direction of F1. I hate to say it, but it set a trend. It was certainly more aerodynamically efficient than anything else around."

It also set the template for Newey pushing the bounds of physical reality with his packaging, something that left March drivers Ivan Capelli and Mauricio Gugelmin struggling.

"It was small," says Capelli, now a TV commentator for Italy's Rai Uno. "The steering wheel was just 25 centimetres across and the whole bulkhead that you had to put your legs through was 25cm. With three pedals, it was so tight that there was no foot-rest, which was a real problem in some corners. The first time I drove, I couldn't reach the gear lever because it was too far back.

Adrian said 'wait there', took the gear

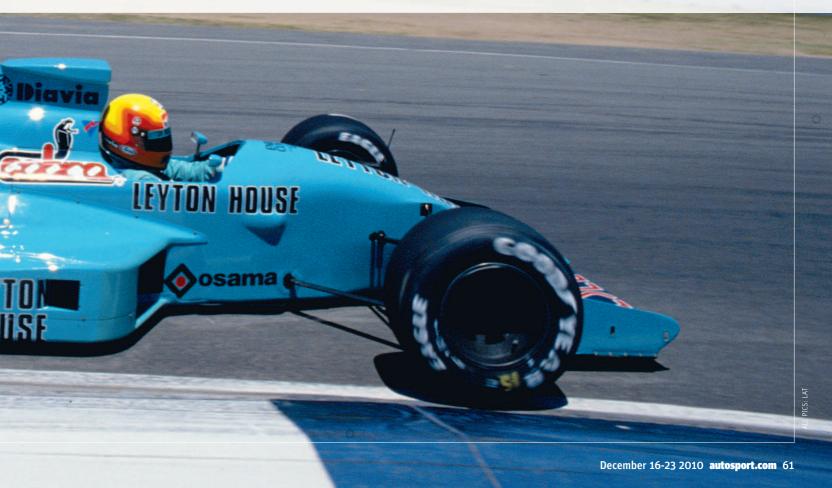
lever out, and I could hear hammering at the back of the garage. He came back with the lever bent forward!"

Capelli recalls Newey going for a seven-lap run in the 881 at Vallelunga in testing after the end of the season and accepting that the car was too cramped — although Newey himself claims only to have driven a Leyton House-liveried F3000 car on the day in question. Ultimately, comfort was secondary and Capelli was happy to be behind the wheel of so rapid a car.

"If you say to a driver that he will be uncomfortable, but half a second quicker, it's an easy choice," adds Capelli. "And I realised on the first lap in winter testing at Silverstone that the car was very good. At Copse, I was arriving flat-out, banging it down a gear and then through. Then, in Brazil, Carlos Reutemann came to our garage and wanted to know who was driving the cars because we were so much quicker through the first corner!"

It was at the British Grand Prix that the March 881 really started tongues wagging, not least among McLaren drivers Ayrton Senna and Alain Prost, who were blown away by the car's speed through Copse. The Marches locked out the third row and Gugelmin finished fourth – Capelli feels that winning might not have been out of the question such was the car's pace. From then on the team scored consistently Capelli was a close second to Prost at Estoril and briefly took the lead from the Frenchman at Suzuka. This earned March sixth in the constructors' championship, a remarkable return for such a young team.

"Adrian arrived with a car in his head that blew everyone away because it was near enough half the size of anything else," says Phillips. "The March 881 was years ahead of its time and I regret that the team wasn't good enough to deliver Adrian a win. Every time I see a Newey car winning, it hurts me more."



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NEWEY'S NURSERYI FYTON HOUSE

■ Newey agrees that, in the right circumstances, the March would have won, but he does not hold that against the team.

"If Williams had been running the 881 with Nigel Mansell driving it, it would have won races," he says. "But that's not where we were at the time as a team. We came close a couple of times — in Portugal we were quick enough to win on race pace but by the time Ivan had got past Senna, Prost was too far up the road. Then there was Japan in the wet, where Ivan briefly got into the lead and then the ECU failed [while running second — although Phillips suspects that Capelli may have accidentally thrown the engine kill switch]."

This was a team on the up, but the March CG891 was not a worthy successor to the 1988 car, which had its last hurrah in the '89 season opener in Rio, where Gugelmin finished third. It might have been even better than that.

"Mauricio was in third place and had one look at passing Prost," recalls Phillips. "He closed the door and he didn't try again, sitting behind him for 20 laps in a car that was several seconds a lap faster. That was a certain second place and he might even have been able to win — he just wasn't good enough."

The March CG891 struggled badly and failed to score a point in 1989. A natural progression from its predecessor, and built around a more-compact version of the Judd powerplant, it performed well in the wind-tunnel but was uncompetitive on track.

"The 891 was troublesome to start with and that was mainly aerodynamically," says Newey. "We had some gearbox problems at first, but once we had sorted those [through the work of Gustav Brunner], the car wasn't as stable as the 881 had been. It wasn't until the first part of 1990 that we looked at the wind-tunnel itself and realised that the floor had bowed over a period of time and was giving completely false readings,

"If Williams had been running the March 881 with Nigel Mansell driving it, it would have won races"

Adrian Newey sending us in the wrong direction."

The problem with the Southampton wind-tunnel made 1989 and the first part of '90 a write-off. The '90 car was called a Leyton House CG901 in deference to Akira Akagi, boss of the Japanese backer, taking full control of the team and separating it from March Engineering, but the season started off just as badly. In Mexico, both drivers failed to qualify at the bumpy Autodromo Hermanos Rodriguez, but the introduction of a new floor/diffuser package transformed it into the car that almost won the French Grand Prix at Paul Ricard. Only a fuel-pressure warning on the penultimate lap forced Capelli to back off, letting Prost's Ferrari past, but the Italian came home second in what remains the team's finest hour. Sadly, what might have







FROM AUTOSPORT EDITOR TO TEAM PRINCIPAL: IAN PHILLIPS
ON HIS TIME AS MARCH TEAM BOSS



"I WAS FLITTING backwards and forwards from Japan in 1986 working for Marlboro, and at the end of the year Ivan Capelli went over to drive the Leyton House car in Japanese F3000 in two races. As he was a Marlboro driver I was looking after him. Akira Akagi [Leyton House boss] asked Ivan what he wanted to do next year, and Ivan said F1. Akagi asked how much it would take, I said about \$1.5 million and he agreed.

"The money came through Ivan's manager, Cesare Gariboldi. Robin Herd wanted to bring March back into F1 so we went to him. After six weeks, Robin called me and asked if I wanted to run the team and that there was a factory equipped and ready to go. I said yes and we went on the adventure! I'd spent the previous 18 years slagging people off for not running teams properly and suddenly I had to prove that I knew better – which, of course, I didn't!

"I wouldn't say that Akagi was putting in

infinite money over the years. In the first year it was \$1.5 million, then in the second \$3-3.5 million. The most that we got up to – around 1990 – was \$10 million but that included investment in the facilities.

"We should have won races with the 1988 car and then we had trouble with the wind-tunnel in '89. In '90 I got meningitis and was on another planet for a few months. Adrian [Newey] was in the process of fixing the problems and I'd like to think had I been around I could have explained to Akagi what was going on. The problem was, he had lots of hangers-on who had put themselves into key positions. The original people that Akagi spoke to – me and Cesare, who'd been killed in a road accident - were gone. The whole thing was a mess, that was clear when I came back for the final five or six races of '90. It was obvious where the team was going so I went to work for Eddie Jordan at the end of the season."



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Examples in 2010 included: Lola Mk5A Formula Junior – James Murray For over two years we have struggled with power oversteer and poor traction, which meant that our Lola was unpleasant to drive - and was not the front runner we thought it should be. GSD RaceDyn conducted a full computer based engineering analysis in early 2010, supplying a detailed 7 page report and recommendations, for £985. We implemented all GSD's recommendations and GSD attended a test day at Cadwell Park in April. Traction and handling balance were vastly improved. The car lapped 3.7 secs faster than we had previously achieved. Business pressures limited our 2010 programme, but the car has been a consistent frontrunner in both FJHRA and Lurani Trophy events.



1982 Arrows A4 Formula One — Steve Hartley We race a pair of ground effect Arrows A4 F1 cars in the Grand Prix Masters and FIA Historic F1 series. Competition is becoming increasingly stiff and we the Grand PRX Masters and FIA Historic FT series. Compension is becoming increasingly still and we felt that we weren't extracting all the potential from the cars. Nigel Rees (GSD RaceDyn) undertook a full engineering analysis and ran simple, low cost - but effective - aerodynamic tests on an airfield. GSD gave detailed recommendations. The cars are now substantially faster and much nicer to drive. The improvement in high speed corners is awesome. Against heavyweight competition, our 2010 results included an outright win at the Silverstone Classic, pole at Donington and podiums at Spa and Nurburgring. GSD also run simulations for us before every race, which means that wing settings, suspension settings and ratios are optimised in advance - very important because we are generally unable to test.





■ been the turning point, when the team regained the momentum it had in 1988, was instead a last hurrah.

"The 1990 car was basically the '89 car, because there was no point in building a new one if we didn't understand what was wrong with it," says Newey. "Then, by the time we understood what was wrong with the car, several other things were happening. Akagi, it transpired, was getting himself into debt and had to keep the team running to show the banks that he was fine. He was doing it on a shoestring.

"Ian went down with meningitis, so he wasn't in the factory for what must have been six months and an accountant, Simon Keeble, was appointed by Akagi to be his eyes and ears, run the company and basically keep the budget down. If there is one person who should never, ever be allowed to run an F1 team, it's an accountant!"

Newey had also made himself a marked man in Akagi's eyes by scuppering a Porsche engine deal.

"He wanted us to take the Porsche

"If there is one person who should never, ever be allowed to run an F1 team, it's an accountant"

Adrian Newey engine so that he had the kudos of the name. I looked at the engine, which was basically two old TAG turbo engines nailed together, and realised that there was no way it was going to be competitive - it was the engine that ended up in the Arrows. But the Judd engine wasn't going that well, so I commissioned my old friend Mario Illien to build an Ilmor engine. It was the right decision technically, but it upset Akagi a lot because of the political side of it, which he hadn't explained to use. That made me rather unpopular with him."

After consulting Phillips, who was recovering from his illness but still not on active duty, Newey decided to leave and turned down the better-paid job of becoming Arrows technical director in favour of becoming chief designer at Williams. In fact, Newey hadn't even been at Paul Ricard to enjoy Capelli's near-win as he had left the team days before — but that race stands as a fitting epilogue to his Leyton House adventure.

"What was good about Leyton House was that had I gone straight in with an established team, big or small, I would have been trying to establish myself within an existing design group," Newey points out. "It was great to be able to do things in an inexperienced group with no preconceptions. We relied on our instincts, judgment and the results of the wind-tunnel.

"It was very sad to see the team decline. If the money had stayed in and Ian had been there to run it, we could really have got somewhere. My decision to join Red Bull was partly motivated by that sense of unfinished business from Leyton House. It had the ingredients to be a player. I'm not saying that we would have won championship, but we would have been fighting for wins."

There were no wins for Leyton House, the little team that could have been one of the major players of the 1990s. But the fact there were only flashes of brilliance and a few glimpses of the future perhaps makes the story that bit more compelling.



DECLINE, FALL AND THE LEYTON HOUSE 'FW14'

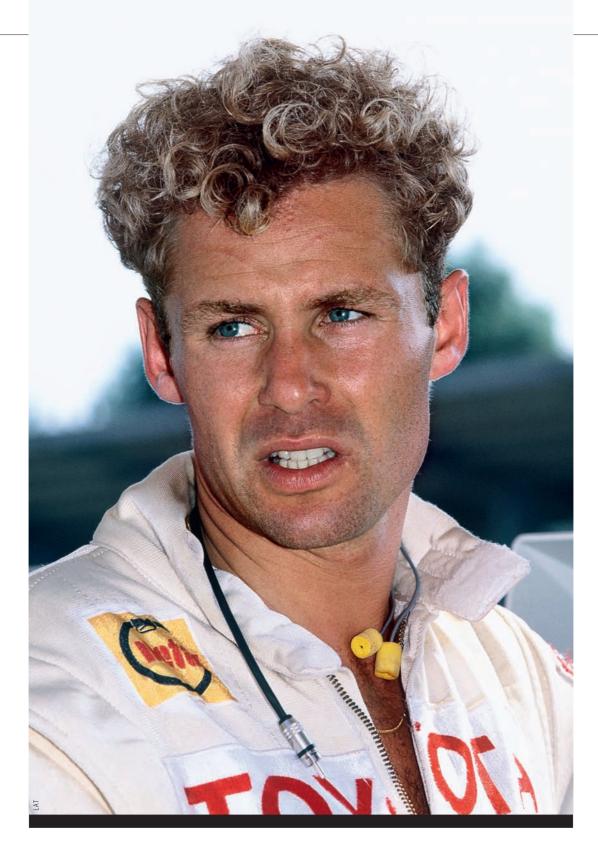
LEGEND HAS IT that Adrian Newey's successor at Leyton House, Chris Murphy, turned up at the end of the 1990 season, saw the design of the '91 car – effectively the Williams FW14 – tore it up and drew up his own machine. It's a compelling tale, but Murphy laughs at the suggestion that he binned one of the great F1 cars.

"There was no design for the 1991 car," says Murphy, now technical director at the Addax GP2 team. "I wasn't stupid enough to neglect the work that Adrian had done. The Leyton House CG901 that Adrian left behind was a nice car – a landmark car in many ways – but aerodynamically it was massively ride-height sensitive and had to be run very stiff to limit its movement. We did a good analysis of what existed and tried to extract the good things from that and put them into the new car."

With Ian Phillips following Newey out of the door at the end of the year and the team

wracked by politics, Leyton House managed only one point in 1991. The new Ilmor engine and an all-new gearbox made the CG911 unreliable early in the season. The wind-tunnel, now a March-built set-up in Brackley, was also unstable. And it emerged that team owner Akira Akagi was in serious trouble. In September 1991 he was arrested for his part in the Fuji Bank scandal over non-existent collateral. The team was doomed and, even with the mythical 'Leyton House FW14', that year would likely have been one of little success.

Using a barely-updated version of the '91 car, the team, now renamed March, limped through '92. In Canada, it resorted to offering stickers on the car in lieu of paying restaurant and hotel bills, and Karl Wendlinger rewarded their support with a remarkable fourth place. But that was the last hurrah for a little team that would slide into oblivion shortly before the '93 season.



THE BEST DRIVER NEVER TO RACE IN F1?

There'll be folks at Williams, Michelin, Audi and Toyota who agree – and that's just for starters. But Tom Kristensen is happy with his lot. $By\ CHARLES\ BRADLEY$

ince a late call-up to drive a TWR-Porsche in 1997,
Tom Kristensen's name has become synonymous with the Le Mans 24 Hours: eight times a winner, six times consecutively. Away from sportscars he's also won races in Formula 3000 (International and Japanese), the DTM, Japanese Touring Cars, Super Touring (Britain and Germany) and Formula 3 (Germany and Japan).

You can argue that the main reason his CV gleams so brightly is that he never started a grand prix. Instead of toiling year after year with minnow outfits, attempting to prove himself worthy of a race-winning situation in F1, he simply got on with his life, plying his considerable skills elsewhere.

Yet if the straight-talking Dane had made it right to the top in F1, his prime years would have put him head-to-head with goliath talents Michael Schumacher and Mika Hakkinen. We'll never know if he was in their league; neither will he.

"I'm okay with that, because I have always been with great teams and winning races outside F1," reflects Kristensen. "I started out dreaming of racing and winning in F1, but I have no problem that I didn't make it. Money is always the main thing, and I had no-one with the right amount supporting me. I'm just very thankful that I always had opportunities, as well as my F1 aspirations, that allowed me to keep racing in other categories.

"Sure, F1 was my goal, but so was to have similar success at Le Mans. And with the way my career happened, I'm much more happy with that today in a way. I'm definitely proud of it, but my Le Mans success wouldn't have happened without me having that goal of making it to F1."

What we do know, however, is that he would have been well-prepared for an F1 drive. Kristensen, along with Jorg Muller (another who got away), ran a full season of F1 tyre testing for Michelin in 2000 (see panel, right). He'd previously tested for Minardi, Tyrrell and Williams too.

"I was due to test in 2000 with BMW Williams," says Kristensen, "but as I then signed with Audi they naturally didn't like me doing that. Then in the middle of the year that changed to Michelin, first with a Jaguar chassis, then a Williams — that was the year where I got the most miles. I did almost 10,000km."

But the race-seat opportunity never did come: "I thought Williams might be a good chance. I'd worked well with them on the BMW Le Mans car, but around that time they had Jenson



And then the engine went bang...

TYRE TESTING FOR MICHELIN



coupled to his excellent mechanical sympathy – a prerequisite for a Le Mans 24 Hours legend – Tom Kristensen must surely hold another record: the most F1 engine failures by someone who's never even started a grand prix!

Let's quickly clarify this (or, trust me, he'll be on the phone). When he was test pilot for Michelin's comeback to F1 for 2001, Kristensen got through no less than a quarter of a century of motors, but only because they'd seen far better days.

He recounts: "I got a call from Frank [Williams] in '99 to test the red [Winfield] car with the Mecachrome engine at Magny-Cours – they knew me from the BMW Le Mans car. It was great working with them, and that's what led to the Michelin testdriver role in 2000.

"During the testing they tended to use the last mileage of the engines, so it was difficult to get long runs, say 15 laps each on five different compounds. If the engine miles went over, and it was tricky to get clearance, sometimes it was okay and sometimes... buffffft! The engine would fail.

"Mix the Jaguar and Williams together and it was just short of 10,000km. I got to use 25 engines! Let's say we didn't have a wide spectrum of engines with much extra life on them. Our mechanics had to work hard, because they were always changing engines in the evening and at lunch breaks."

Button, Bruno Junqueira, Alex Zanardi, Juan Pablo Montoya and Ralf Schumacher in the frame – great talent to chose from." Just like he'd missed the

boat with Minardi and the
BAR-owned Tyrrell in the late
1990s, TK was left wistfully
gazing out to sea, as the likes of Shinji

gazing out to sea, as the likes of Shinji Nakano, Esteban Tuero and Ricardo Rosset waved back at him from the good ship F1. The word 'travesty' springs to mind...

"The first chance I had to start a grand prix was with Minardi [for 1998]," Kristensen recalls. "The race-seat offer was there, but I would have to promise that I'd pay some money after half the season, and I didn't want to do that. Anyway, I had already signed for Honda in STW [German Super Touring].

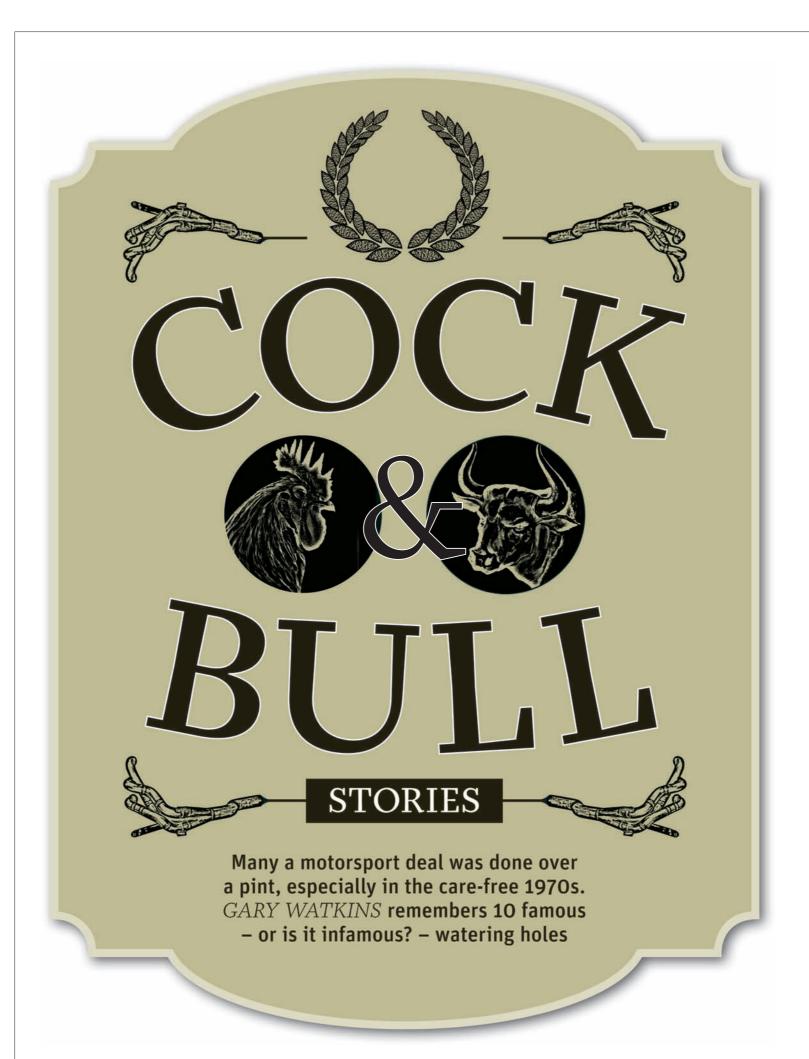
"The next chance was with BAR-Tyrrell [later that year]. There was a seat [he won't say, but rest assured it's Rosset's], and I genuinely thought for a while that I would make my debut with them. But then I realised that they had sort of been using me to get more money from their existing driver."

He didn't know it then, but his F1 dream would remain just that. So when did he realise he'd never start a grand prix?

"[A long pause]... It's difficult to say. Actually, more opportunities, well, let's say questions about me came after I signed my second Audi contract [in 2001]. But I was definitely 100 per cent committed to that deal. There were possibilities, but I was always going to stay loyal to Audi and I'm so happy with what we achieved together and the spirit we shared.

"So, you want to know when it was finally over? I last drove an F1 car over 10 years ago, and things change fast. But when you see big changes in the rules, not the last one but the times before, you always think, 'Hey, that could be the opportunity!' But I guess the best answer I can give you was since 2001."

And that was F1's loss.



1 The Old Clubhouse and the Kentagon, Brands Hatch, Kent

All the best ideas are thought up in the pub. Anyone who doubts that should look back at the history of Brands Hatch in the 1960s, '70s and '80s. Think F5000, FFord (the 1600 and 2000 varieties), a domestic F1 championship, Sports 2000, FFirst and more. Brian Iones, one of the lynchpins of the Brands scene throughout that period, has no doubt that each and every one of them was conceived in the Kentish venue's Old Clubhouse or its successor, the Kentagon.

"I'm convinced that all the good ideas that came out of Brands in the old days, and there were a lot, were conceived in a bar somewhere," explains





Jones, who was much more than just the commentator during his years at the track. "An idea would be suggested over a drink, get kicked around and slowly honed. Alcohol played a big part in all those formulas."

John Webb, who ruled Brands with an iron rod, played a central role in the conception and execution of the ideas.

"Webbie would go to the bar, whether the Old Clubhouse or later the Kentagon, at about 1230 and hold

court, with a little clique around him, membership of which tended to be by invitation," says Jones. "It was a group of motor racing people talking motor racing; it was inevitable that good things would come out of that."

The drinking culture at Brands disappeared with Webb 20 years ago. Could it happen today? It's doubtful, but who's coming up with the great ideas to keep our sport, right down to the grassroots, in the public eye?

2 The Black Bull, Launton, Oxfordshire

This was the motor racing pub for the motor racing fraternity based in Bicester back in the 1970s and '80s. It was a regular haunt for the mechanics and engineers who worked at March, ATS and RAM back in the day because, says former RAM boss John Macdonald, "the pubs in Bicester itself were crap". Johnny Mac was a regular and remembers "Robin Herd [March founder], popping in too". And what about Gunther Schmidt, the fiery boss of the ATS team? "I don't ever remember seeing him in there!"





3 The Windsor Castle, Kensington

It seems strange to think that the centre of the motor racing universe was once in London. That's how some people remember it when the Windsor Castle was the AUTOSPORT watering hole of choice back in the 1970s when the magazine was

based just up the road and the likes of editor Ian Phillips and staffer Chris Witty gathered around them a coterie of the great and the good of our sport.

Young F1 wannabe Danny Sullivan admits that when he came to England in the mid-1970s, he heard about the Windsor Castle — or Ye Olde Windsor Castle as he quaintly refers to it - and decided it was the place to be seen and heard.

"We used to go to that tavern every Wednesday night," recalls Sullivan. "You gained a lot of knowledge and became part of the scene."

The idea that those drivers who bought the most drinks got the most coverage in AUTOSPORT should be discounted, of course.▶

4 The Star, Leatherhead, Surrey

Was Brabham's Pirelli

Head north off the M25 at junction 9 and you'll pass a pub called The Star, distinguished only by the size of its car park. Yet it may well be the most important pub in motor racing history. For almost 20 years, it was the haunt of one Bernie Ecclestone. Whenever he was at Brabham HO in Chessington, F1's ringmaster lunched there. At the same time and table.

Bernie's table was perpetually reserved, something that caused consternation at busy lunchtimes, says former Brabham driver Martin Brundle. The place would often be "heaving but there was always a table in the middle with 'reserved' scribbled on it", he explains.

Who knows what deals were done around that table? One former

Brabham man reckons that the tie-up with Pirelli to supply tyres for 1985 was done in The Star.

Wonder what the Italians made of that old British pubgrub staple, lasagne and chips.







5 The Green Man, **Brackley Hatch**

The Green Man was and still is the "Silverstone pub", a place to eat, drink and stay, though the significance of priority has probably changed over the years. "Back in the 1970s," remembers 1981 British Grand Prix winner John Watson. "The food was excellent and you were always very well looked after." These days the Green Man is part of a chain and there's a belt-and-braces Premier Inn out the back. Enough said.



6 Morton House, Castle **Donington, Derbyshire**

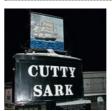
Not a pub, but still a drinking den for that most riotous of breed, the early 1990s racing instructor. Morton House was both home and boozer for a line of future stars earning a crust at the Jim Russell school.

Dario Franchitti, Jonny Kane, Tommy Erdos and Jamie Campbell-Walter all passed through - and probably passed out - at Morton House. Maybe it was the little bar or rather the prices that kept them there.

Campbell-Walter remembers it being "pretty cheap" and that "many a night out either began or ended in the Morton House bar, or both".



7 The Cutty Sark, Greenwich



This must be the only pub to have a racing-car marque named after it, one that has won the Formula Ford Festival to boot. The Cutty Sark in Greenwich leant its name to late 1970s and early '80s FF2000 and FF1600

constructor Sark. And don't believe what you may have read elsewhere: the racers were badged after the riverside drinking establishment and not the famous tea clipper in a dry berth up the road or the oddly car-less Channel Island.

Historic racer Richard Piper should know, because he and partner Chris Parsons, then accountant at the Hesketh Formula 1 team, came up with the name. In the Cutty Sark, of course.

Mini specialist Piper was in the process of moving over to single-seaters when he saw the unraced Starfire FF2000, designed by a young Patrick Head, up for sale. He bought the car and the rights to the design in early 1976 and "almost by accident" became a constructor.

He didn't like the name Starfire, so hit upon Sark one evening in the pub.

"The Cutty Sark was our local, just down the road from our workshops," explains Piper. "We hit upon the name Sark because it was short and sharp, a bit March-esque I guess."

The name was retained when the MacLeod brothers bought the company, and Donald went on to give the name its big win at the Festival at Brands in 1979.





8 The Stag, Attleborough, Norfolk

The Stag at the Breckland Lodge is probably the second closest pub to Snetterton, and a place to rub shoulders with racing folk when there's something on at the track. Few know that The Stag's forerunner was a sponsor, of sorts, of the Van Diemen works team 30 years ago.

Before the pub and the hotel were built, there was a greasy spoon on the site and it was known as Ed's Cafe. And you can see those two words on the side of a few Van Diemens over the years, most notably in big letters down the side of Bjorn Langrekken's FF1600 in the early 1980s.

Ed's Cafe was the first business venture of Ed Devlin, father of sportscar regular Ben, on his arrival in Norfolk from Liverpool, and his establishment soon attracted the Van Diemen gang and some unusual sponsorship deals.

"If you did well you got a steak," explains Ben Devlin, "and if you didn't you'd be lucky to get a fried breakfast."



9 Bell Inn, Thetford, Norfolk

Thetford's Bell Inn used to be the only decent hotel near Snetterton in the dark days of the 1970s. That made it a bit of motor racing pub back then, but it also has another claim to fame. The cast of Dad's Army, the seminal sitcom of a bygone era, used to stay in said same hotel when filming on location in Thetford Forest. Trevor Foster, a future Jordan team

manager then mechanicing for **Bob Gerard Racing in Formula** 5000 and FAtlantic, remembers "rubbing shoulders with John Le Mesurier and Ian Lavender' in the Bell back in the early '70s.



10 Pub Lotus, Primrose Hill, London

Colin Chapman was ready to turn his hand, or rather mind, to anything. Boats, planes and US businessmen intent on taking money off the British taxpayer all distracted him from F1 success and building great sportscars over the years. There was even a public house carrying the name of the once great team, though the design genius's input in Pub Lotus remains unclear.

It's doubtful that it was Chunky's idea, but he was on hand to pull the first pints on the opening night of the Lotus-themed watering hole in London in December 1970. The great and the good of the motor racing world were on hand for the launch. Stirling Moss, Peter Warr and James Hunt were all there, along with England football captain Bobby Moore.

Despite the hype and gimmickry, such as Elan gear-lever pump handles and Europa seats, Pub Lotus wasn't a success and AUTOSPORT's approval - "well worth a visit" - couldn't prevent this Charrington house reverting to its former name, the Chalk Farm Tavern, after a few short months.





Prancing Horse is back in the junior-scheme business. By MARK GLENDENNING

ormula 1 history shows us that getting Italians into Ferraris has never been a massive problem. It's finding a quick one that has proven tricky. Of the 24 Italians to have competed for Ferrari in the world championship, eight have rewarded the Scuderia's faith with a victory. So far, so good. But all but one of those winners competed in the 1950s and '60s. Michele Alboreto broke an 18-year drought with his Belgian win in 1984, took another victory in Canada the following season, and then triggered another drought following his German success the same year. That now stands at 25 years and, with a Spaniard and a Brazilian in the cars next year, the streak will continue for some time yet. But Maranello has the beginning of a solution, and its name is the Ferrari Driver Academy.

Junior development programmes have shot up in prominence in recent



years. Red Bull, McLaren and Renault all have them (Renault has two if you take its links with Gravity into account), while the likes of Kamui Kobayashi and Kazuki Nakajima benefited from Toyota's programme. Ferrari getting on board seems like a natural addition.

In fact, Ferrari has been plugging away at nurturing youth for some time. Felipe Massa's development through Sauber sowed the seeds for the FDA as it is today, but the team's works Formula 2 programme in the late 1960s served a loose system for identifying talent worthy of strapping into an F1 car. Derek Bell was one of the 'graduates' of the original programme, contesting the Oulton Park Gold Cup and the Italian and US Grands Prix in 1968 for Ferrari on the back of his good performances in F2, but he says that F1 opportunities were not part of the negotiations when he signed his deal.

"I was almost told, 'Don't anticipate that there will be Formula 1 at the end of this,' rather than the other way around," says Bell. "Jonathan Williams didn't do F1 if I remember correctly, but he did F2. And I don't remember whether Brian Redman did F1, but he certainly did F2 with them [Williams raced once with Ferrari in F1 — Mexico in 1967 — but Redman never did].

"I had an offer from Cooper and an offer from Ferrari in the same week. Cooper was for Formula 1, and Ferrari was for Formula 2, but I obviously felt quite strongly that a Formula 1 chance could develop if I was good enough."

Nowadays things are a little more structured, although how many of the current roster replicate Bell's achievement of actually racing for the team in F1 remains to be seen. Former Ferrari race team manager Luca Baldisserri heads up the programme. "For the first time, Ferrari is concentrating on looking for new talent," Baldisserri said at the FDA's launch in January. "[The aim is] to find new talents and let them grow to be a part of Formula 1 with Ferrari one day."

For now, the 'Italian' part is less of a priority. The first driver signed was Frenchman Jules Bianchi (although he does have Italian ancestry) in 2009, while Sergio Perez, Mirko Bortolotti, Nicola Costa, Daniel Zampieri, Brandon Maisano, Raffaele Marciello and Lance Stroll all joined the roster this year. Of those, Bortolotti, Zampieri and Marciello are Italian, and none are quite on F1's doorstep yet.

The programme does tap into Italian racers at a junior level though. It runs in cooperation with Italian motorsport authority ACI-CSAI, and recently announced a tie-in with the 2011 Formula Abarth European Series that will lead to the series champion, highest-placed rookie and 'best overall driver' (determined by an FDA-devised



ranking system) being rewarded with special tuition and testing. This follows an existing relationship with the Massa-supported Formula Future Fiat in Brazil, which offers a full-time FDA spot for 2011 for the series champion.

One thing that sets FDA apart from similar programmes is Ferrari's ability to offer F1 seat time, which is made possible through its F1 Clienti division. Track sessions are interspersed with physical and psychological training, and Ferrari F1 third driver Giancarlo Fisichella and test driver Andrea Bertolini are sometimes on hand to provide feedback. According to GP2 frontrunner Bianchi, it is this handson philosophy of FDA that makes it so useful to driver development.

"We work a lot with the Ferrari engineers, so Luca Baldisserri helps us to improve our technical activities, and then we also drive the Formula 1 car, the 2008 car," Bianchi explains. "This was really good for us. And we are in the simulator quite a lot."

Perez, who is retracing Massa's footsteps in exploiting Ferrari's links with Sauber to graduate to F1, is yet to enjoy the full benefits of being on the FDA roster, having only been signed up shortly after finalising his Sauber deal for 2011. But the Mexican reckons that it will help him adjust to F1.

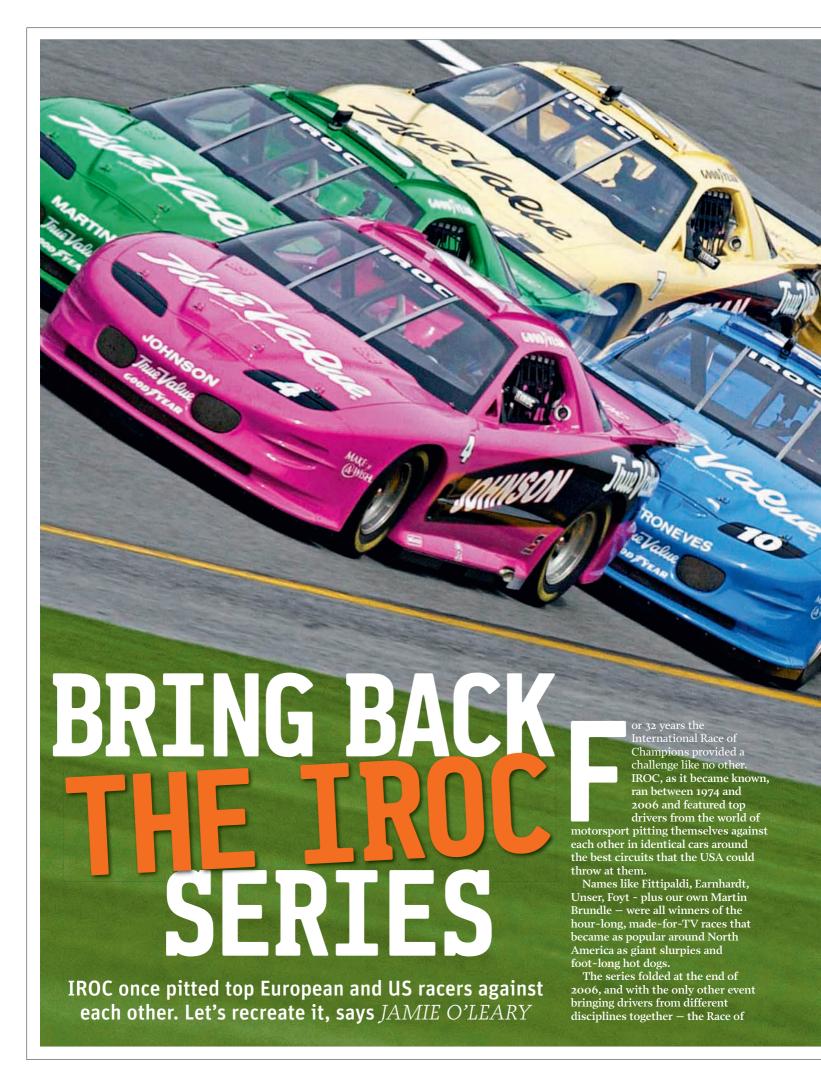
"I had an offer from Cooper and an offer from Ferrari in the same week. Cooper was for F1, and Ferrari for F2" Derek Bell, ex-Ferrari F1 racer



"I haven't been in the simulator yet, but I will soon," he says. "We have the Ferrari engine at Sauber, so it's kind of a link to them. It's a nice opportunity from [Ferrari team principal] Stefano Domenicali, who gave it to me, and I'm looking forward to big things."

Some of the fine details surrounding the programme, particularly regarding the selection process and the question of whether a driver can earn a spot in the Academy with funding as well as (or instead of) results, are hazy, and requests for clarification from Ferrari were unanswered as this issue went to press. What is clear is that drivers are signed on a year-by-year basis, and that the Academy has an anticipated lifespan of around five or six years.

It might not seem like much, but it will be more than long enough for even 12-year-old Stroll, a Canadian karter who is currently the Academy's youngest member, to prove his potential. And by then, Bianchi could already be closing in on his 100th grand prix. M









"We shouldn't be too reliant on champion drivers. It's just as important to have high-profile and popular drivers" IROC'S JAY SIGNORE

◀ when we had guys from overseas like Graham Hill, Jody Scheckter and Ronnie Peterson against Richard Petty and Bobby Unser," he says. "Those guys were awesome all racing together.

"Nowadays, I think you shouldn't be too reliant on champion drivers though. It's just as important to have high-profile and popular drivers."

Sorry Jay, but Schumacher and Earnhardt Jr will have to race their way into our IROC roster next year.

WHERE WILL THEY RACE?

The four-round calendars of the past were effective as they did not impinge too much on the hefty schedules of the largely NASCAR-based contingent. But these were — for the last 15 years of IROC's life anyway — ovals only.

"Just ovals wouldn't be my cup of tea," says IndyCar champ Franchitti. "I was asked to do IROC back in the day, but I said no because it was just NASCAR tracks, so it was too stacked in favour of the NASCAR drivers.

"If we could have some road courses as well as ovals, then that would really spice things up. I like Road America and Mid-Ohio especially, and maybe even a short dirt oval."

Those two road courses would definitely be on the schedule if it were US-based, but this is our championship and our ideal world, and we say let's go international.

Daytona, one of the mainstays of IROC, has to be the starting point of a six-race calendar. A race on the morning of February's 500 would stir up the crowd before the big race got underway and would warm the drivers up for round two at Indianapolis.

In an ideal world, back-to-back races on ovals wouldn't happen, but with the premise being to run on the support bill at racing's biggest events, it has to happen.

The Indy 500 support race would be held on pole day after qualifying has come to an end, giving the fans an extra reason to flock to The Brickyard and ensure that the cars can be flown to Europe for the next round a week later at Monaco.

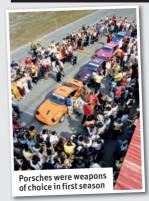
A real baptism of fire for the oval races in the pack, the Armco-lined streets of the principality would host the first IROC road-course race since 1991. Although, given their propensity for going around left-handers quickly, Massenet and Tabac should be a piece of cake.

Staying in Europe, it's off to Le Mans for round four at the 24 Hours, a recipe for a slipstreaming classic, while a trip back to the USA in August would bring the crews to a very different kind of oval to those previously used during the year.

The half-mile Bristol Motor

IROC AND ROLL

TV-FRIENDLY RACING



IROC ALREADY HAS a place in US motorsport history – and rightly so. No other series has made such a concerted attempt to bring together so many top names with the direct aim of getting a mass TV audience watching in the sport.

Four races, each of an hour's duration, at some of the country's most popular venues, meant that for 32 years the onemake series was beamed into the homes of millions of Americans.

Conceived by Roger Penske,

Les Richter and Jay Signore, the inaugural IROC event was held at Riverside on October 27, 1973 with the field in brightlycoloured Porsche Carrera RSRs.

Mark Donohue won that day and took two of the three remaining races as well to lift the first title, while over the coming years the likes of AJ Foyt, Mario Andretti and Dale Earnhardt would also add their names to the champions' register. None would match the success of Mark Martin though, who won 13 races and five titles between 1994 and 2005.

By the turn of the century, the series was in decline, having gone through Chevrolet, Dodge and Pontiac machinery. With its main sponsors keen on the exposure generated at NASCAR events, IROC stopped running elsewhere. The loss of its title sponsor just as the motor industry was going through a bad patch was all it took for this once great series to fade into nothing. Massive shame.



Speedway, home to the Irwin Tools Night Race, is the perfect setting for the final oval race of the year. An evening-into-night race like the Abu Dhabi Grand Prix may end up a bit of a crashfest, but we can't let the drivers get away without being tested, can we?

To keep up the 'international' element of the competition, the finale will be held in Australia, and at the sensational Mount Panorama circuit on Bathurst 1000 weekend.

The walls around the spectacular 'dipper' are just as close to the circuit boundaries as those at Bristol, and the challenge posed by the undulating 3.9-mile venue is sure to provide a popular setting for the title decider.

WHAT WILL THEY DRIVE?

"I'd like to do some races in a singleseater, an Indy Lights kind of car, and then the rest in a stock car. That would shake it up," says Franchitti.

Sorry Dario, we're limited to one car for logistical reasons and the need to race on the Daytona oval means that, with safety in mind, it has to be a stock car. One with a powerful five-litre, V8 engine and a locked rear differential would be just the ticket.

It has to look mega too, and a bit outrageous. The early 1970s is the perfect place to look for inspiration, Superspeedways of the era (see below).

Of course, it will be badged simply as an 'IROC' to avoid any commercial problems. To avoid potential sponsor clashes, each car's livery will carry the branding of a non-profit organisation, be it an armed force, emergency service, foundation or charity.

HOW WILL THEY DO IT?

IROC is all about the spectacle. So mixing up the field is a must, but reversed grids seem a bit contrived. Instead, how about drawing lots to decide start positions, but handing out bonus points.

The grid for each race will be drawn out of a hat, but with a bonus point

(dollars always sound cooler than pounds) prize fund of which \$2million goes to the winner.

Employing such a system will inevitably leave somebody at the back at Monaco, but such is racing.

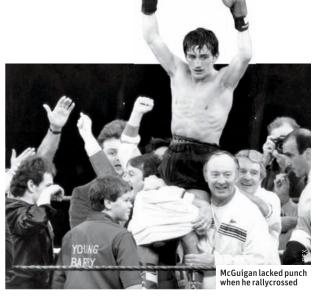
Of course, this is the real world and the kind of commercial interests and international schedules that now exist within motorsport would prevent such an idealistic notion from ever coming to fruition.

"When you have drivers from so many different championships, and still racing in those series at the same time, the logistics become a bit of a nightmare," says Signore.

"Getting the F1 guys back to their races, especially with their expanded calendar, would just be too difficult."







SWAPPING SPORTING CODES

Can mainstream sports stars become decent drivers? Not very often, discovers CHARLES BRADLEY

rue sporting versatility is from a bygone era. Alfred Lyttelton, who played test-match cricket and international football for England, lived in a different age from today's multimillion-pound earners – he even found time to be a government minister! Yet that hasn't stopped many, in more recent times, taking on the challenge of the circuits or stages once their primary sporting careers have ended.

Let's acknowledge a few motorsport stars who cut their competitive teeth in other disciplines. From the rally world, there's four-time Alsatian (that's someone from the Alsace region, not the big dog) gymnastic champion Sebastien Loeb and fellow royalty of



the stages Carlos Sainz - a national squash champion at the age of 16.

From Formula 1, sometime Red Bull racer Robert Doornbos was a semiprofessional tennis player in Holland before being so wowed at the 1997 Belgian Grand Prix that "the tennis racket went into the wall". Alex Wurz was a pre-teen world BMX champion before racing in F1 and winning Le Mans; Takuma Sato was a high-school cycling champion.

But what we're looking for are true mainstream sportsmen who made their names at the very top level, then risked their necks - and reputations - behind the wheel. And we'll dismiss bikers here, with a doff of the cap to John Surtees, Mike Hailwood and Valentino Rossi – that's another story.



Britain's best-ever decathlete, Daley Thompson, was a fine case in point. A two-time Olympic champion, with World and European titles, he also put his name to one of the best-ever video games on the Commodore 64. Sebastian Coe once said: "It's not enough for him to win; he has to mentally destroy his opponent."

It seemed Thompson transferred this mental approach to the physical demolition of his Peugeot 106 in the 1993 National Saloon Car Cup. The team even fitted casters to its roof, as he spent more time upside-down than right-way-up.

Then-Peugeot UK motorsport supremo Mick Linford says: "He was a big celebrity at the time, so it was quite a coup, and he was so desperate to do it that I didn't actually pay him... but in the end it cost me a fair amount of money! My biggest memory was at Silverstone, when he rolled it at the end of the warm-up lap. He ended upsidedown in the pitlane, got out and bowed to the crowd. Everyone cheered, but I was absolutely incensed!"

Thompson's off-track behaviour also left something to be desired: "He was quite a character, but if he wasn't in a good mood he was a right pain in the arse. I was stood near him at Mallory Park, and a kiddie came up and asked for his autograph, and he just said, 'No, clear off' and walked away! He was great in the right mood, just not the best driver in the world. He had aggression, but no finesse or feel for the car."

Fellow decathlete Bruce Jenner from the US, another Olympic gold winner, was much more successful on his transition to four wheels — he scored a class win with Scott Pruett in the Sebring 12 Hours in 1986, driving a Jack Roush-run Mustang.

In the wake of Thompson, another English sporting star to have featured prominently on the pages of the tabloids tried his hand in the VW Racing Cup last year. Before his first race, snooker's 'Rocket' Ronnie O'Sullivan declared: "I'll be happy not to come last." He didn't even manage to complete the first lap at Silverstone!

In race two at least he saw the finish... in last place. His analysis? "The trickiest thing was keeping it on the track through the corners." Best stick to the baize, Ronnie.

World featherweight boxing champion Barry McGuigan had a memorable rallycross campaign in the early 1990s — also for the wrong reasons. The 'Clones Cyclone' rolled his Vauxhall Nova at Mondello Park and then Croft, immortalised on YouTube (search for: 'Barry McGuigan Rallycross roll'). Stick with it: his distressed, yet hilarious, wailing begins at 1m38s.

Another big name to come a cropper was multiple National Hunt champion

jockey Richard Dunwoody (a distant cousin of Peter Gethin), whose couple of seasons in Formula First in the mid-1990s included a massive roll at Pembrey. He quipped: "I went higher than I ever did on a horse!"

Skiers have a natural affinity with speed, so it's logical that so many have made the switch from the slopes to the racetracks. The most famous was Franz Klammer, whose planned race debut in a Helmut Marko-run Alfa GTV6 at the Nurburgring was snowed off!

The most successful convert is Luc Alphand: the 1997 World Cup overall ski champion won the 2006 Dakar Rally, runs his own team in sportscar racing, and has been a Le Mans regular during the past decade. A true winner across multi-disciplines.

Italy's most-successful downhiller, Kristian Ghedina, raced in Italian F3000 and competes today in the Superstars tin-top series. "The emotions before a start in a downhill were stronger

"Daley rolled on the warm-up lap, ended up in the pitlane, and bowed to the crowd. I was incensed!" Peugeot UK's Mick Linford

than before a motor race," he says. "In downhill, you simply couldn't make even a small mistake, because in 90 per cent of crashes you got hurt."

Plenty of Olympic gold winners have made the switch from skiing. Crosscountry hero Gunde Svan enjoyed a successful career in rallycross in the mid-90s. Jean-Claude Killy, who took a clean sweep of three gold medals in 1968, contested the Paris-Dakar and Targa Florio. American Mahre twins Phil (a two-time Olympic gold medallist) and Steve (a world champion) raced together in Grand-Am.

The saddest case is Henri Oreiller: The downhill Olympic gold medallist in 1948, he took up racing after retiring from skiing aged 26. He was killed in a crash at Montlhery in 1962 in a Ferrari 250 GTO; the first corner at Nogaro is named in his memory.

On a lighter note, sportswomen also weren't afraid to cross the divide. Most famously, British women's Olympic ski team captain Divina Galica raced British Formula 1 and Thundersports, but failed to qualify for British GP. Showjumper Ann Moore (but not her horse, Psalm) dabbled on the British club racing scene in the late '70s.

But the all-time greatest sportsmanturned-racer has to be 'Bentley Boy' Woolf Barnato. Not only did he win the Le Mans 24 Hours on three consecutive occasions in the late 1920s, he also played first-class cricket as wicket-keeper for Surrey.

Howzat for versatility? 🕷

AN HEIR TO JACKIE STEWART... CLAY-PIGEON STAR



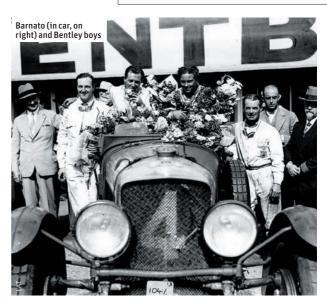
Moving into motor racing after your first sporting career is over – or waning – is one thing. Balancing two sports concurrently at international level in this day and age is quite another.

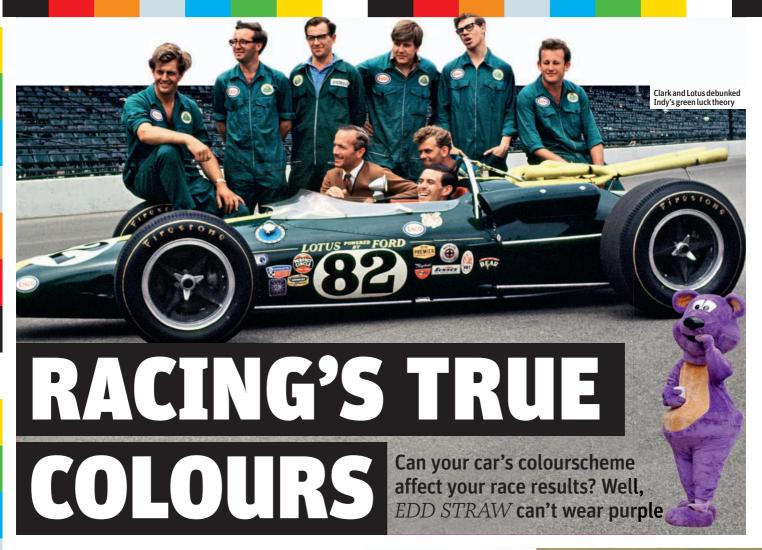
Step forward Nasser Al-Attiyah. The six-time Middle-Eastern rally champion and 2010 Dakar runner-up is an Olympic standard clay pigeon (skeet) shooter, and just missed out on a medal in the 2004 games.

"The shooting is good for the focus for rallying, but the rallying is bad for the shooting – I need a week to recover physically after an event," says the Qatari. "I always find a shooting range to practice during a rally, and will go shooting maybe two or three times. I now concentrate on the major events, like the Asian games and world championships, and plan my rallies around them."

Talking about his future targets, Al-Attiyah says: "The two things missing from my trophy cabinet are an Olympic medal and the Dakar. Even in Olympic year, for London 2012, I will still be rallying too."







few years ago, I was given a grave warning by former Macau Grand Prix winner and sometime Andrea Moda grand prix hopeful Enrico Bertaggia. By then Ferrari UK's motorsport president, Bertaggia had entrusted me with one of his fleet of Ferrari 360 racers to drive at Monza in the Ferrari Challenge. The amiable Italian's tone grew serious, his voice dropped and he issued his cautionary note in hushed tones. This was clearly serious. And what did he tell me? That if I wore any purple clothing to the track, I would not be allowed to drive. He was serious, too!

Further research revealed that purple is considered unlucky in Italy, probably because it is a mourning colour — the implication being that wearing a spot of the hue would guarantee certain death. Then again, purple is not always a harbinger of imminent doom, for a fast sector or fastest lap on a Formula 1 timing screen is now known as 'going purple'. That even applies at Monza.

For so scientific a sport, motor racing can be bafflingly superstitious. The way that light is reflected and refracted from an object and interpreted by the brain can have no tangible effect on a car's speed — save for the weight of the paint or vinyl wrap. And with that point we stumble upon the greatest paint and performance tale of all — when Mercedes famously scraped all of the

white paint from its trio of W25s on the eve of the 1934 Eifelrennen to hit the 750kg maximum weight.

Like so many such legends, the evidence indicates that this almost certainly never happened, despite portly team manager Alfred Neubauer claiming in his autobiography that it did and it was his idea. Compelling as the legend is, the Mercs were already decked in silver, just like the Auto Unions, largely because it looked cutting-edge and, since the Eifelrennen ran to Formula Libre regulations there was no weight limit in force. Yet this story is so resonant that Mercedes itself continues to peddle the myth and as everyone knows, the world was black and white back then anyway!

Colour, it seems, means a lot in racing. Did you know, for example, that driving a green car at Indy ensures certain death? Not even Jim Clark's visit to Victory Lane in 1965 could debunk that one. AJ Foyt's hatred of the colour is legendary, so much so that bulls talk about "a green rag to a Foyt" as a metaphor for triggering anger. He's not the only one. In NASCAR, green is

Motor racing can be a bafflingly superstitious sport



HUE ARE YOU? COLOUR CODED

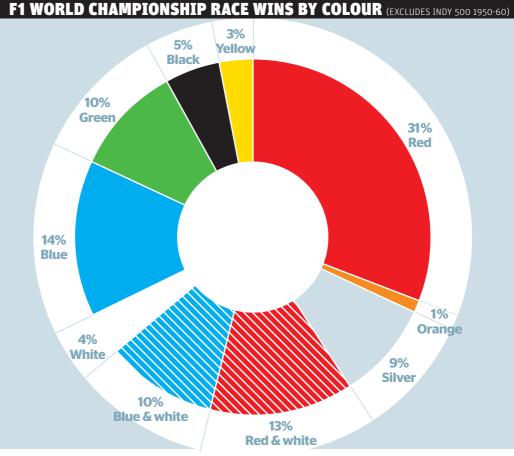
generally frowned upon to this day, despite corporate reality making it a necessary evil.

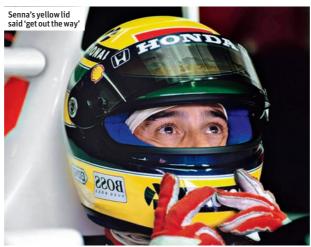
So, we've established that colour can certainly hasten the demise of a racing driver, but can it guarantee success? If you're a Formula 1 team, red appears to be the triumphant hue of choice. Inevitable, really, given that it's the national racing colour of Italy and now indelibly linked to Ferrari. You have to feel sorry for orange, which would have been far more successful had McLaren not dispensed with the team's founding colour in the early days.

As for the worst way to go for F1 cars, blue is pretty poor. Sure, there were plenty of wins for the likes of Tyrrell, Ligier and Williams while sporting the colour, but in the early days of the world championship France's national racing colour became indelibly associated with the poorly organised and underfinanced Gordini equipe. Had Jean Behra been driving a red machine, he would surely have won a world championship.

Colour can also have a discernible impact on the track, not least as a vital psychological tool. The yellow of Ayrton Senna's helmet, when glanced in a wing mirror, meant 'get out of the way' to the extent that the subdued blue and white of Alain Prost's lid









never did. Michael Schumacher achieved a similar benefit when he ditched his original German flag colours for a bright red number. Today, with drivers cocooned in the car, helmets are ever-harder to see, and many drivers now tinker with their liveries on an infuriating basis. FIA take note: now is the time for a register of helmet designs that cannot be changed without paying a huge fine.

Colour is also an integral part of the beauty of a car. The Jordan 191 was a simple and effective car, but compared with the state-of-the-art Williams FW14 and McLaren MP4/7 that it raced against, it was modest. It's fondly remembered largely because of its deep green colour. The following year's Jordan 192 wasn't much different, but its blue and red livery failed to stir the soul —perhaps that's why it only managed to score one point all year.

Therein lies an essential truth. To enthusiasts, motorsport is an aesthetic sport as much as it is a technical one. Perhaps now is the time for all series to include a clause that allows scrutineers to decide whether a paint job or livery is exciting enough. After all, as one livery specialist once told me: "It's not so much fun anymore — everything has to be so bland and corporate."

Turns out that going fast is important, but going fast while looking good will always gain you that little extra respect.



Audi sportscar ace Allan McNish is used to long stints – but not in anything like this huge Scania. MARK GLENDENNING brought the Yorkies

t's early on a Tuesday morning just off the M1, and Audi's Allan McNish is not in his comfort zone. For starters, it's below freezing.

The thermometer on the dashboard in front of the Scot is indicating an outside temperature of a brisk minus six. And secondly, the steep, twisting, alpine-style road that he is currently negotiating appears to be narrower than the truck he's doing it in, and there are blind spots everywhere.

"You're blind in quite a few areas," the two-time Le Mans winner notes. "This must be what it's like to drive a closed car like the Peugeot."

All around, and stretching a third of the length of an Olympic swimming pool behind us, is the piece of kit that brought us out to the Millbrook proving ground in the middle of winter in the first place — the Scania R730.

This is the pride of the Scania fleet, and with good reason. Its 16.4-litre V8 engine kicks out 730 horsepower, making it the most powerful production truck in the world, and it produces a trifling 2580lb ft of torque.

"I should take a photo of this and



send it to [Audi's head of engine development Ulrich] Baretzky," quips McNish. "Show him that we *can* get 730 horsepower out of a diesel."

The fuel tank has a capacity of 710 litres, which McNish calculates is 10 times the capacity of his usual Audi R15 TDI. "We'd probably two-stop Le Mans," he decides, "although the tyres would be destroyed."

This particular truck also happens to be the only R730 in the UK and possibly Europe, and is still a month away from being formally road-registered. This perhaps explains why owner Gary Wright, who runs a family-owned haulage business in Welshpool, is looking on slightly nervously as McNish is taken through the basics.

The plan for the day is for McNish to put the truck through its paces on two different test roads; one being a high-speed bowl, the other a twisting, hilly mountain route. Later, your AUTOSPORT correspondent will also climb behind the wheel on the same



◀ tracks to get an additional sense of what the R730 is about. As tiny icicles form on the truck's enormous radiator - they will still be there at the end of the day - McNish receives his final briefing, slides across into the driver's seat, and gingerly presses the throttle. We're away.

Whenever you channel-surf your way onto Dave, you probably see the hosts of Top Gear struggling with big rigs on these very same roads. That segment began with a lot of confusion regarding the gearbox (how can a vehicle have half a gear?) and ended, true to form, with Jeremy Clarkson's truck being engulfed in flames. It's not the sort of thing to inspire confidence, but our experience with the Scania goes far more smoothly, partly because McNish is a better driver than James May, but also because Top Gear's trucks were frankly more stupid than the R730.

The inclusion of an automatic clutch

means that you only have a throttle and brake pedal to worry about, and gear selection is a simple matter of flicking a rotary switch like the one that controls the windscreen wiper in your road car. No need to actually think about what gear you need to be inthe R730's onboard sensors figure out what angle the truck is parked at, how much weight it has on the back, and sorts the gear our for you. Push the handbrake, ease onto the throttle, and hey presto, you're driving a truck.

The rev counter shows a maximum of 2400rpm, but the sweet spot in terms of power, torque and fuel efficiency lies between 1000 and

"We're in 10th gear," McNish chirps as we circle around the bowl. "We're in 11th gear now and we're doing 45mph!"

1500. Despite not having to actively mess with the gears yourself, having 14 forward gears still takes some getting used to.

"We're in 10th!" McNish chirps as we circle around the bowl. "We're in 11th gear now and we're doing 45mph!"

Even more disconcerting is the effect that the truck has on your spatial perception. The gigantic windscreen creates an illusion that the lane markers are passing between your wheels rather than the other way around – in other words, the truck seems wider than the lane. And once you're moving, you quickly come to appreciate the proliferation of mirrors mounted on either side of the cabin.

"I didn't initially feel the need for the mirrors, because I could see [out of the front]," McNish admits. "But when I started to drive I could see why the mirrors were all over it. Even though you're sitting right there with your





nose on the windscreen and the windscreen is the whole front of the cab, there are a few blind spots that you can't see. I can see a heck of a lot more in my racing car, in a lot of ways.

Learning to drive again

"The length of the trailer and not being able to see the back corners of it was something else I had to get my brain acclimatised to. I wasn't naturally ready for that; working out where I was in relation to the white line and the centre of the road, and where the back end of the trailer — which was a bloody long way away — was. But once I got that tuned in a little bit I was better.

"I've been on the roads where I've seen truck drivers take really wide entrances [into corners] and thought, 'That's a dreadful line; you can go much quicker if you turn in earlier my boy — you'll get better front grip and everything.' But when you drive it you suddenly realise that there is a lot of trailer behind that dictates where you actually go. And once you drive you see that the natural line actually is a very, very late turn-in and cutting back, and things like that."

Contrary to expectations, it was on the alpine road that the R730 really came into its own. Going up the hill allows the Scania's overblown torque figures to take centre stage, while the steep drops give it a chance to show off another side to its all-round cleverness: its retardation system. Essentially, what this does is remember what speed the truck is travelling at when you dab the brakes on a downhill section, and then hold it there until you touch the throttle or brake again. It gets bonus points for automatically changing to another gear while maintaining the same speed if it thinks it would be more efficient. At the beginning, it takes a minor leap of faith to take both feet off the pedals while you're in a 42-tonne vehicle going down a steep drop towards a sharp bend on an icy day, especially when you know how hard the truck was working to get up the hill in the first place.

"I had the same thought myself, funnily enough," McNish says. "I actually trusted it. I suppose I'm ready to trust technology because we have a lot of technology on the racing cars.

"But I really liked it where you press the brake pedal to a certain pressure and speed, and then if you release the pedal it would automatically retard the engine to pull it back to that speed. So you can just concentrate on steering or going where you needed to go. I thought that was a really bloomin' clever little tool."

The inside of the cab is just as





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Torque pulls McNish

impressive as what's under the hood. On long trips this R730 will be Wright's home as well as his office, and it's fitted out accordingly. The interior is big enough to stand in, and its features include two single beds, a fridge/freezer, a microwave, a coffee machine, an ipod port and a fold-out table with power for a laptop. A flatscreen TV will be added shortly.

"Just knowing what we're doing at Le Mans, it's a lot easier if we make things as calm and comfortable as possible," McNish says. "Okay, I'm not saying we should put a flatscreen into the R18. But if you're driving a car that's right on the edge and it's on the point of oversteer at every corner entry and every corner exit, your physical and mental tiredness at the end of a three-hour stint are quire different to when it's a nice and comfortable car. That's where Audi have been very good at Le Mans; getting a very comfortable and consistent car."

The test finishes with McNish making neat work of reversing the truck and trailer into its parking spot. "Dumfries and Galloway is full of farmers," he points out. "Small tractors, long trailers, you know, with the hay in July and August. I had to do quite a bit of that when I was younger, so I was kind of a wee bit prepared."

That done, it's time for reflection. "The first thing that surprised me was how big they are when you're trying to get into one," McNish says. "I'm 1.65 metres tall. It was like

"I'm 1.65 metres tall. It was like climbing up the north face of the Eiger for me just to get into the cab"

climbing up the north face of the Eiger for me just to get into the cab.

"Once you're in there, what surprised me was how little you can actually see. Then when you start off, it was how easy it is to drive. And then the other part was... I'll be honest about it, I didn't think it would be as sophisticated as it was.

"The technology is there, and that shocked me. First of all I was quite surprised about the torque figure. It's called the 730, and it has 730 horsepower emblazoned along the side of it, so you know how much power it has. But 3500Nm of torque... that's not messing around. And that was also quite a revelation to me; that you could get 3500Nm of torque out of a V8, and 730 horsepower.

Some might say he raced a truck in F1 in 2002

"Going up this first hill, I didn't feel the torque. I just felt a constant holding of speed. But then pulling up the steeper one, then you suddenly feel the torque kicking in and pushing. But it's not aggressive torque like a racing car. It's three times what we've got in the R15 in pure torque numbers, but it's controlled in a very, very smooth manner. It was quite a bizarre feeling.

"It didn't frighten the pants off you. I think you probably appreciate the refinement and the work that has gone into the refinement rather than the raw power under the hood."

Audi's R18 and Scania's R730 represent very sophisticated



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DIESEL ADDICT McNISH IN A TRUCK

◀ solutions to very different problems: Audi's concern is minimising weight and maximising speed; Scania's is coping with extreme weights and chasing fuel efficiency - no small concern when you have an annual fuel bill of £60m, as some of Scania's clients do. But McNish believes that each can assimilate from the other.

"You can learn from the philosophy," he says. "It would be wrong to say that after this we'll change our total gearshift strategy and go to 14 gears - we're only allowed six anyway. But it's always good to see how other people do things. In motorsport we go down an avenue, because that's how we've always done it. I mean, look at diesel. It was petrol until 2006, and then diesel popped up and suddenly it was everywhere. It was like, 'Oh, there is an alternative.'

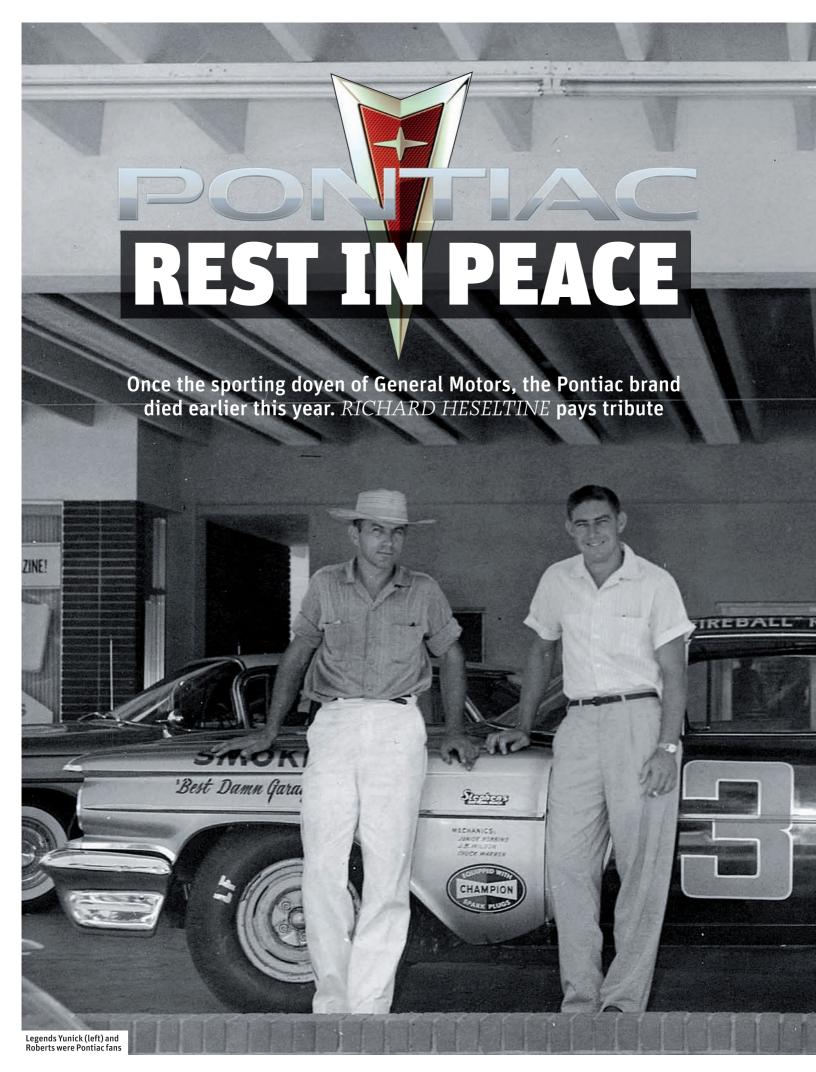
"It needs somebody to look at it in a slightly different way, and on that side of things it's always good to look outside your own industry and at how other people attack problems. They sometimes do it better than we do, just because it's sometimes a bit more in their line of focus than it is for us.

By this point, the English winter's knack of shortening the days is kicking in and the sun is sinking towards the trees, albeit with little perceptible

a second career?" he muses. "It depends how big the flatscreen is."







t was a sad day for sure. On October 31 2010 Pontiac bellyflopped into eternal slumber. It became an ex-marque, parent firm General Motors axing what had once been its performance-orientated brand. Except in recent years it had given up serving up such feasts as 7.5-litre Firebirds for the thin gruel of badgeengineered foreign grot-boxes. It had been courting death for aeons, the final proper Pontiac-powered Pontiac having been made as far back as 1981. And, just to add insult to injury, the last-ever Pontiac was assembled in South Korea...

So it's best to remember the glory years when Pontiac was top dog at the drag races with the mighty GTO; when Mickey Thompson tried to break the Land Speed Record with Pontiac power aboard Challenger 1; when 'Fireball' Roberts won the '62 Daytona 500 in his Smokey Yunick-built Catalina and when Andy Chester entertained us with his turbo Firebird in Thunder Saloons. It was fun while it lasted.

Here, AUTOSPORT pays tribute to this once great American brand by attempting to avoid all references to Burt Reynolds and instead revel in the marque's motorsport grandeur. Pontiac, we salute you...

TRANS-AM

Trans-Am bosses were clearly unhappy. They didn't want this 'used car' anywhere near the grid but rules are rules and *technically* it qualified. And besides, they needed the numbers.

Respected suspension engineer Herb Adams rocked up at the opening round of the '71 championship at a sodden Lime Rock Park armed with an 80,000-mile '64 Pontiac Tempest. Prior to becoming a racing car, it had been his wife's daily driver. Nobody expected it to feature but, come the race, 'The Gray Ghost' tore through the field from dead last. Having been unable

to qualify, a hugely determined driver, Bob Tullius, was lying second behind eventual winner Mark Donohue when the car's head gasket let go.

Powered by a de-stroked 303-cubic-inch V8 to meet Trans-Am's engine capacity limit, the Pontiac also proved a giant slayer at national level in lesser SCCA events during the early to mid-70s. Tullius excelled in the wet, the sportscar star returning to the series later that decade with great success via his own Group 44 squad in assorted Jaguars and then again in the late '80s with factory Audis. Pontiac, meanwhile, won only seven Trans-Am





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1984, but the series did lend its name to one of the most fondly remembered cars ever to wear the brand's famous Indian head badge. Adams, meanwhile, went on to head-up Team Associates that fielded a rule-baiting NASCAR Pontiac Grand Am (note the lack of hyphen) for Jerry Thompson in '73.

IMSA GTP

When Pontiac ushered in its midengined Fiero in 1984, the motoring media went into a head spin. Here was an all-American sportscar, they reasoned. One blessed with more than a few technical flourishes. And then hacks got behind the wheel, which usually resulted in a marked decline in enthusiasm. Pontiac bosses sought to rectify the Fiero's lacklustre image with a competition programme, Group C2 ace Gordon Spice being roped in to build two new sportscars powered by the firm's inline four-bangers. The Graham Humphries-penned, BS Fabrications-built 'Spice Pontiac Fieros' undeniably looked the part, and they claimed three IMSA Camel Lights wins in '86. The following season also saw privateer Pontiac-powered Spices enter the fray; manufacturer points were awarded to the engine maker rather than chassis constructor and Pontiac claimed 10 of the 16 rounds. Nonetheless, the consistent Jim Downing took the drivers' title with just one win aboard his Argo-Mazda.

Of perhaps greater significance, if only for sunlight-starved fact fans, was the Lights victory in the '87 Daytona 24 Hours for Bob Earl/Don Bell and Jeff Kline. It marked Pontiac's first class triumph in the Florida enduro since Jerry Titus and Joe Ward's win (and third place overall) in the '69 running. Pontiac claimed another makes' title in

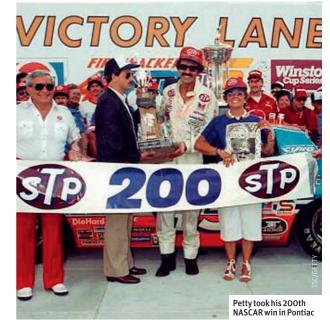
1988 despite waning factory interest, with two cars also running in the premier GTP class with stock-block V8s. Though nimble on street circuits. they lacked outright power, which prompted the Ball Brothers team to switch to Buick motors.

NASCAR

In a series in which a rear-wheeldrive Toyota Camry with a pushrod V8 is considered stock, NASCAR's premier division has undeniably moved on a long way from its roots. And Pontiac was there from almost the start. New Jersey's Dick Clothier and North Carolina's Will Albright made the 1950 season opener at the Daytona Beach and road course with near bog standard sedans: they finished 26th and 19th respectively. Fast forward to the present and Pontiac's tally stands at 154 race wins and 805 top-five finishes from 1262 starts. Oh, and two manufacturers' and four drivers' crowns.

With a self-imposed racing ban from Detroit's 'Big Three' during the late '50s, manufacturers generally tended to, er, 'assist' favoured privateers via the back door. And none more so than Everett 'Cotton' Owens, Pontiac's first superstar driver who broke the brand's duck with a speed record-setting win at Daytona in '57. The marque really came into its own the following decade after the ban was conveniently ignored: Pontiac claimed 30 wins in 1961 alone.

Trying to pick an overall highlight in marque lore is a toughie; there are too many victories to choose from. However, if push came to shove, NASCAR deity Richard Petty's emotional success in the 1984 Firecracker 400 at Daytona is about as memorable as they come. Though open-ended speculation lingers over



his Pontiac Grand Prix's legality, car number 43 was driven home to record The King's long overdue 200th-andfinal - big win. There wasn't a dry eye in the house.

GRAND-AM

First came the Pontiac Grand Am coupe, then several decades later came the race series for Daytona Prototypes of the same name, only with the addition of a hyphen. While the cars might look like they belong in a Castle Combe clubbie, there's no denying the resilience of the France family's sportscar concept. And Pontiac was right there in the mix from the get-go, the marque taking more than 30 wins as an engine provider to the end of '09. However the actual Pontiac tag is a misnomer as the powerplant belongs to GM's LS family of motors.

But, regardless of this, Pontiac claimed manufacturer honours in 2005. This being the same year that the firm's PR gonks talked up winning the 'Triple Crown', this glittering prize consisting of the Grand-Am title for Max Angelelli and Wayne Taylor, Rhys Millen's Formula D drifting crown (no, we had no idea, either...) and NHRA Pro Stock drag racing makes' honours. Of perhaps greater significance, all things being relative, was the Pontiacpowered victory for Angelelli/Taylor/ Emmanuel Collard in the Rolex 24 Hours of Daytona at the start of the season. A year earlier Forest Barber, Terry Borcheller, Christian Fittipaldi and Andy Pilgrim had claimed victory in this classic enduro aboard their Doran-Pontiac. Jon Fogarty and Alex Gurney, meanwhile, clocked up 2007 and '09 drivers' titles for Bob Stallings Racing to lend at least some dignity to the once proud Pontiac as it stared down death. M



BRITISH RACING GREENS

A bit different to the Hockenheim paddock

Mercedes DTM stars can't keep away from the tracks on weekends off. But the glitz of white-trousered F1 punditry is not for Jamie Green. Instead, he gets his hands dirty on the ovals with racing brother Nigel. By GLENN FREEMAN

That do DTM drivers do on their 'off' weekends? Some go to every grand prix, either as a third driver for one of the teams (step forward, Paul di Resta) or as a TV pundit (take a bow, David Coulthard). Others dabble with a bit of sportscar racing (we salute you, Le Mans winner Mike Rockenfeller). But for Mercedes ace Jamie Green, a weekend off usually means travelling to a short oval somewhere in the UK to help brother Nigel as his status rises in the BriSCA F2 stock car scene.

It's a return to his roots for the DTM race winner, who first came into contact with motorsport through his dad's exploits in Formula 1 stock cars. Green then took his first steps behind

the wheel as a 10-year-old in the Ministox category, before moving on to be very successful in karting. Back then he would never have imagined that the oval racing scene would become a part of his life again.

With other family and friends mucking in, it's rare that Jamie has to get his hands particularly dirty on the stock car. But he does admit to the odd mid-week visit to his brother's house to "put on some overalls and get the angle grinder out" when required.

angle grinder out" when required.

"Nigel did a bit of karting when
I was in F3, but it was a bloody
expensive hobby," says Green.

"Then he just went to a stock car
race at Birmingham one evening and
decided he'd fancy a go at it. The next



DTM(ISH) GREENS GO OVAL

thing I knew he'd bought a car!

"I went along with him when he did a test at the end of 2007, and just got dragged into it from there. Well, I dragged myself into it really. The competitive spirit took over and we ended up stripping the thing down over the winter before he'd even done a race."

Since that moment the Greens have worked closely as Nigel has climbed the F2 ladder to become one of the fastest drivers in the country. And he credits that rapid rise through the ranks to the input of his DTM-racing brother.

"Jamie's mad for it," says Nigel. "The other DTM drivers tell me that when they're away at races all he talks about is my stock car. It's good to have someone with his level of experience on board and so keen to help. He's the main reason that we've got on top of the car so quickly, because he's got such a good understanding of the technical aspects."

It's an interesting role reversal for the brothers. Through the formative years of Jamie's career, Nigel was often by his side, offering support in whatever way he could. Now the boot is on the other foot.

"It's nice seeing that my brother's got a racing talent as well, and I enjoy

helping him," says Jamie. "I guess it's a bond you have when you're a close family. When he has a big race, I'm more nervous than I am about my own racing, and I think the emotional side is a big part of the attraction. When he wins it means a lot to me."

Jamie's nervous energy is visible: he spends most of the races bouncing up and down on his tiptoes, and makes observations nearly every lap, either on the car's behaviour or something he's noticed about Nigel's driving. He then raises those observations with Nigel after the race, and for the most part they're well received.

"When you're racing 35 other cars on a short track you don't have a lot of time to think about what the car's doing," says Nigel. "I tend to just drive around any problems and not concentrate on how we can make the car better, so it's good to have a second

"I can be quite critical of him.
There are times when he just
wants to tell me where to go!"
Jamie Green, anxious brother





opinion that I know I can trust."

Jamie adds: "We try to remember it's just a hobby, so we don't really fall out. But I get frustrated when I see him doing something wrong, and sometimes you're so keen to win that you get a little more wound up than you should. I can be quite critical of him sometimes, and I know there are times when he just wants to tell me where to go!"

But the input of a professional driver doesn't always work out for the Greens and their stock car project. As Nigel points out, perhaps the DTM method of testing wasn't a great idea to adopt. "The first time we went testing Jamie was telling me how they'd try things at Mercedes," he says. "It seemed to involve doing three different runs just to try one change! We ended up doing so many laps that we blew up an engine at our first test, so we had to alter that approach.

"But that's Jamie, he's so particular. Sometimes we disagree on things, but more often than not he's right."

It would seem so. Nigel's successes in his first three years of stock car racing, including victory in the prestigious BriSCA F2 50th anniversary final in Birmingham when AUTOSPORT paid a visit last month, suggest that this partnership works rather well. M

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Which driver most recently added his name to the list of Indy Lights-winning Brits?



Who was the only Brit to

win a race in the North American Touring Car Championship?



Who was the first Brit to win the European Rallycross championship?



What was the best finish for a Brit in the two seasons of the BMW M1 Procar championship?



Which Brit took Holden's only British Touring car

championship race win?



Who was the first British-born driver to finish on the podium of an IRL IndyCar race?



How many Brits won Can-Am races in both iterations of the series (1966-'74 and 1977-'86)?



Where and when did Dario Franchitti take his best NASCAR Sprint Cup finish?



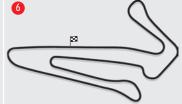






















- Where and when did Vitaly Petrov score his only Formula Renault UK Winter Series race win?
- Who was the only Irishman to win a round of the European Formula 5000 championship?
- 3 Only one marque has won just one premier-class NASCAR race. Which?
- Where and when did Alex Burgstaller take his only German Supertouring race win?
- Name the only German driver to win a British Thundersports Championship race?

- 6 Where and when did Jeep score its only International Championship of Makes rally win?
- Which is the only engine manufacturer to have won just once in the Tasman series?
- 8 Which Brazilian driver is the only one from his country to have won a race at the Goodwood Revival meeting?
- Who is the only Brit to have won a round of the Middle East Rally Championship since 1984?
- Who shared the winning car for Maserati's only Sebring 12 Hour win?























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New team to take on Clio Cup and Ginetta Juniors, **p118**



Sports



Marque boss Tomlinson announces BTCC prize drive for first G55 champion

BRITISH SPORTSCAR constructor Ginetta will offer the top runner in the G55 class of next year's inaugural GT Supercup a scholarship into the 2012 British Touring Car Championship.

The leading runner in the new G55 category of the BTCC-support series will win a part-funded drive in an NGTC-spec touring car in 2012.

The prize will not include tyres, insurance, or testing fees. The second and third-placed drivers in the G55s will earn BTCC prize tests.

Ginetta boss Lawrence Tomlinson believes the prize will forge greater links between his series and the BTCC; he said an increasing proportion of young drivers

were looking at using Ginetta's series as a springboard to a touring car career.

"When we ran the Ginetta Academy this year [which awarded a prize drive in Ginetta Juniors], I interviewed the final 12 and they didn't see F1 as the end game, they wanted to do touring cars," he said.

"They see [Jason] Plato and Matt [Neal] larging it up and see it [the BTCC] as a great way to have a career in motorsport. We listen to what our customers say and thought it would be great to offer this prize."

NGTC BTCC team will run the victor. but did reveal that Ginetta will do the deal on behalf of the scholarship winner.

Ginetta squad Rob Austin Racing

Tomlinson has yet to confirm which

Top G55 racer will race NGTC car in BTCC BTCCON Ity 4

announced this week it will run a pair of NGTC-engined Audi A4s in the 2011 BTCC (see page 20), while reigning Ginetta G50 champion Frank Wrathall is also set to graduate with his family's Dynojet team in a Toyota Avensis.

Long-time Ginetta squad Speedworks, which won the British GT G4 title with a G50 this season, will also run an NGTC Avensis in the BTCC next year, for ex-G50 racer Tony Hughes.

BTCC boss Alan Gow welcomed Ginetta's move: "We already know that last year's G50 Cup was a great platform for drivers wanting to progress to BTCC-level racing and 2010 champion Frank Wrathall is testament to that.

"The scale of this opportunity further demonstrates Ginetta's unwavering commitment to motorsport and driver development."

The new GT3-spec G55 will turn Ginetta's senior BTCC-support series into a two-tier category next season, with the GT4-spec G50 set to race alongside the new car in the renamed Ginetta GT Supercup. Tomlinson is hopeful his BTCC prize drive will encourage more drivers to race the G55, but is not concerned it will hurt numbers in the G50 class.

"I'm not worried as the G50 grid is nearly full," he added. "The G50 champion is going to get a season in the G55s, and the BTCC prize simply completes the ladder from Juniors to touring cars."

AUTOSPORT SAY KEVIN

kevin.turner @haymarket.com



RARELY A week seems to go by without us writing a Ginetta story. And just to make matters worse. we've gone and voted the G40 our car of 2010 (see page 131)!

It's hard not to respect what Lawrence Tomlinson has done with the company since he took it over five years ago. He's launched two models - the G50 and the G40 - with a third on the way, got the Junior and G50 series onto the BTCC package, and taken Ginetta to Le Mans.

He's also provided a helping hand to the careers of several drivers. This year's Formula Palmer Audi champion Nigel Moore is probably the best known, but karter Sennan Fielding is also getting his car racing chance thanks to the Ginetta Junior Scholarship. And the new BTCC prize should help drivers make the step from feeder series to main event.

Of course, there's great PR in it for Ginetta, and the various prizes will boost its grids, and therefore its income, but there's no doubt his initiatives have helped national motorsport too.

If there is a criticism of Tomlinson. it's that he sometimes does too much. Supercup teams won't have long to get a handle on the yet-toappear G55 before next season...

It's probably also fair to say the G50 - and doubtless the G55 aren't quite within the spirit of GT competition either. I've seen roadgoing Ferrari 430s, Lamborghini Gallardos and even KTM X-Bows, but I have yet to see a G50. Apart from the prototype in the factory!

Extra contact details

Ben Anderson, editorial assistant ben.anderson@haymarket.com

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EX-BRITISH TOURING Car racer Tom Ferrier and former Renault Clio Cup champion Danny Buxton are part of a new team planning to contest two TOCA support series next year.

Scuderia Vittoria is the brainchild of the two drivers and experienced A1GP and British GT team manager Piers Masarati, who will run the team at

the races and tests. The squad will field cars in the Renault Clio Cup and the Ginetta Junior Championship.

No drivers have yet been confirmed, but the team is in advanced talks with a number of racers and is expecting to run two in each series. It has also not ruled out campaigns in British GT and Formula Abarth, if the single-seater category comes to the UK.

Ferrier, who was a British GT race winner in 2010 as part of the Chad Racing Ferrari line-up, said: "We've got experience in every area and want to pass it on, with the coaching covered by the likes of Tom Onslow-Cole and Paul O'Neill to make it a real drivers' team.

"We will hand-pick engineers with experience in each of the championships we run in and will also provide a stepping stone for any drivers we take on."

Buxton believes Scuderia Vittoria will be able to compete with the top Clio and Ginetta teams. "It's a dream of all of ours to be in control of a team and we are in this for the long haul," he said.

"You don't beat teams who are established overnight, but we have the ingredients to produce a very strong team in 2011 and beyond."

British GT

Ashburn to defend GT title

BRITISH GT champion David Ashburn will defend his title next season with his Trackspeed Porsche squad.

Ashburn took four wins on his way to the 2010 title with one of his team's 997 GT3Rs, sharing chiefly with Glynn Geddie.

Team manager Riki Martino confirmed Ashburn and Trackspeed would be back in 2011. He hopes the team will run a two-car attack, which it did sporadically this year.

'We're looking at two cars and David will be one of the drivers for sure," said Martino, who could not confirm any of the other drivers.

"We're looking forward to it.

There are some new models coming [including the Mercedes SLS and Ferrari 458] and it should be good."

Series frontrunners Allan Simonsen and Hector Lester are also likely to return. They have won five races together since joining the series in 2007, and are set to continue campaigning the Ferrari 430 Scuderia they raced this season.



Trackspeed plans to defend GT title in 2011

Monoposto

JKS series joins Mono grid for 2011

A SINGLE-MAKE series for JKS single-seaters will join the Monoposto Racing Club in 2011.

The cars, which will use standard, sealed 1000cc Suzuki GSXR engines, will compete for their own title within Monoposto's 1000 class.

Versions of the car, with 750cc. engines, competed in the Young Guns the 1000cc class to have standalone series, which struggled to deliver fields of more than six cars in 2010.

Standard and modified versions of 1000cc-engined JKS cars already compete alongside Formula Jedis in Mono 1000. JKS boss Peter Allen is hopeful the boost in numbers from his as-vet-unnamed series will allow



grids at Monoposto meetings.

'The idea is that our cars will be racing in a category of their own but with a full grid of cars," said Allen.

'We're looking at [total] grids of 22-23. It's looking good because the costs [£35,000 plus VAT] for a full season are where they should be."

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SPEED

SPEED series leaves Britain and heads to Europe as LMS support

THE SPEED UK sportscar endurance series will become a European category in 2011 and support the Le Mans Series at each of its six rounds.

SPEED has struggled to grow since evolving out of VdeV UK in 2009. The category (for two-litre Mugen-Hondapowered CN prototype sportscars) tried unsuccessfully to launch a budget class for cost-controlled prototypes.

Series promoter Stuart McCrudden, who is targeting championship status from the FIA for 2012, is confident the move will allow SPEED to flourish.

McCrudden said: "I'm not looking



to kill VdeV [another European series for the same type of cars]; we've got a different product that will provide a stepping stone to the LMS.

"There wasn't any growth potential in the UK - it wasn't a commercially viable model. But this is; it will be part and parcel of the LMS show and will offer real progression for those looking to move up the [sportscar] ladder."

The series is recognised by Honda Motor Europe and will run to a mix of one-hour and 90-minute race formats, starting at Paul Ricard in April and including visits to Spa, Imola, Silverstone

and Portugal. A further event following the Le Mans 24 Hours in June is also in the pipeline.

AUTOSPORT understands Guy Ligier, whose company builds successful CN prototypes, endorsed the series in talks with LMS bosses.

British Rallycross

Junior drivers get rallycross series

THE NEW Suzuki Swift Junior Rallycross car has been approved by the Motor Sports Association and will join the British Rallycross Championship next season

The 1300cc car will form the basis for a one-make series for 14 to 16-year-olds and is based closely on the 1600cc Swift Sport category for adults, which joined the BRC this year.

Championship manager Sarah Watson said: "We've carried out a lot of testing with the prototype car and the MSA inspection was the final step. Now we are pressing ahead to get the first cars ready."

With a build budget of around £7000, interest in the new junior

category is strong and Watson indicated that there are four cars already in build.

The first confirmed driver is 2010 BTRDA Junior champion Paige Bellerby, who graduates from her Mini.



Caterham

Caterham set to launch new car

BRITISH MARQUE Caterham will launch a new model for club racing and track days at AUTOSPORT International next month.

Details of the new car have yet to be released, but AUTOSPORT understands it will not be based on the Lotus Seven, as with the rest of Caterham's range. It will be the first entirely new car from the British constructor since the Caterham 21 more than 15 years ago.

The new machine, which will make its world debut on Thursday, January 13 at the Birmingham event, will be powered by the next-generation Caterham Motorsport engine.

Caterham will not introduce a new race series for the car next season, but a marque spokesman confirmed it was "very reasonable to expect" a series for it in 2012.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



ith a busy season signed-off by the AUTOSPORT Awards, the 13th annual volume of Old MAWP's Almanac is hot off the presses.

Club and historic racing is what I love, and why I attended 36 events at 17 venues (from Castle Combe to Eastern Creek) this term.

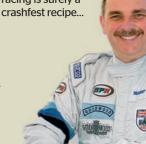
Drive of the Year: Teenager James Abbott's Radical debut indicated huge latent talent, but I'm plumping for Nick Wigley's brilliant Cooper T51 drive from 16th on the grid to win Goodwood's Gordon Trophy. Rob Walker would have approved as his fabled racing colours took another chequer.

Best Event: The New Zealand Festival opener at the impressive new Hampton Downs complex. Gripping drivers' track and indomitable Kiwi fever attracted 100-plus overseas entries for Bruce McLaren celebration (and more than 30 F5000s)! Pity promoters took a financial hit over logistics in uncharted waters.

Bonza Discovery: While Australian Scott Pye is to my knowledge unrelated, I'd be proud to claim my namesake as a distant cousin on the strength of his British Formula Ford title. And because he is a top bloke, managed by my (fleeting, but hey, they all count!) 1982 FF1600 sparring partner Perry McCarthy... Stars of Tomorrow: Like Pye, Tom 'Stig Junior' Blomqvist and Lewis Williamson (Formula Renault UK champion and McLaren AUTOSPORT BRDC Award winner

Rob Walker would have approved as his fabled racing colours took another chequer"

respectively), should have big futures. Intelligent management and ongoing funding, as much as ability, will ultimately decide. Comeback Kid: After a year in the doldrums, the return of Donington Park - with Kevin Wheatcroft at the helm, hurrah - is an inestimable bonus to national motorsport. The British GP belongs with the BRDC at Silverstone. Politics aside, it was ludicrous for anybody to believe otherwise. Ones to Watch: With single-seater equivalent F2 strengthening under the HSCC's wing, enthusiasm for two-litre sportscars of the 1970s is at a 20-year high. The club's new initiative - preview it at AUTOSPORT International - should enamour owners and spectators. The series that marks the iconic Jaguar E-type's 50th birthday - never have so many '64 lightweight clones been in-build - has 2011's highest profile, peaking at Goodwood. Hell's A-Floppin': Nothing to do with the slapstick US film of the 1960s, but single-number grids must merge or go. Of the contemporary classes, only the Radicals and Minis propped up the Great & British package and they've gone to MSVR. A switch to Formula BMWs may save the Young Guns class, but I worry about imported Formula Abarth, Aussie V8s and Utes in today's climate. Oh, and the notion of Smart car racing is surely a



National pictures of the year

Our snappers pick out their favourite photos from another classic season of club motorsport in 2010





Jeff Bloxham • Castle Combe

Guards Trophy racer Gavin Henderson clambers out after burying his Austin Healey in the notorious crop field during Combe's 60th anniversary meeting

Eric Sawyer Prescott

Winston Teague looks remarkably composed as he begins to roll this 1922 Wasp special during the Vintage Sports Car Club's Prescott Hillclimb event in August



Richard Styles > Snetterton

A packed grid of Guards Trophy sports racers and GT cars prepares for the AUTOSPORT 3 Hours at a sweltering Snetterton in early June

Mick Walker ▼ Mallory Park

Mick managed to follow Historic FF1600 racer Jon Sykes rolling at Gerard's after a coming together with a fellow competitor. Sykes fortunately walked away.







Mason/Hawkins Brands Hatch

Andy Mason captured the moment South African Formula Ford champion Robert Wolk got airborne during the Brands Hatch Festival







Eric Sawyer ▲Spa-Francorchamps

Historic racing ace Simon Hadfield hustles Leo Voyazides's Ford GT40 through the rain and darkness during this year's Spa 6 Hours

Steve Jones > Castle Combe

Dan Pitchford launches himself out of the Formula Vee race at Castle Combe in May. Note the 'Airborn' sponsor on his top panel!

Mick Walker ◀ Oulton Park

The John Bussell/Steve Radcliffe E-type gets crossed up at Cascades on the first lap of the Guards Trophy GT race at the Oulton Park Gold Cup





s the Great British economy lingered in the jaws of recession, the Historic Sports Car Club's 2010 racing season robustly bucked the trend of dwindling entries witnessed across the crowded domestic calendar, proving yet again that competitors will come out when product and camaraderie are right.

Fields in the Guards Trophy and HRSR Historic Touring Car championships were well up, the inaugural Croft Nostalgia Weekend was a success and - completing a bumper August — Oulton Park's Gold Cup brought a record number of cars to the Cheshire circuit.

The other remarkable aspect of the year was the Historic FF1600 championship, in which Darren Burke staked his claim to graduate to the BTCC-supporting Porsche Carrera Cup by winning all 13 rounds (to add to 2009's finale) in PA Motorsport's Macon-Auriga MR8. Tigerish recovery drives after spins in the wet at Croft and on Brands Hatch's Indy circuit underlined Burke's focus as Benn Simms (Alexis Mk14) and mercurial ex-F1/F5000 racer Ian Ashley (Lola T200) were left panting in his wake.

Teenager Ben Mitchell, son of '09 title winner Westie, showed just why he is widely regarded as a future champion with some fine combative

while Alistair Littlewood (Merlyn Mk2oA) took novice honours.

An unbeaten class run earned the evergreen Roger Godfrey the previously elusive tin-top title for the first time in his faithful Austin Cooper S. The Banbury builder's finest hour came at a soggy Croft, where - with fellow Mini veteran Mike Smith as sparring partner they outfoxed Dean Forward and his mighty pistachio-hued Ford Mustang for a resounding one-two.

Mark Jones (Lotus Cortina) and Roger Cope (BMW 1800) each tasted race victory, as did Rob Hartley (Mustang). The trio's hairy fight with Graeme Dodd (Jaguar Mk2) at Snetterton demonstrated the saloons' omnipresent spectator appeal.

Ending a sequence of GT success, Hereford's Clive Wilson (Elva Mk7) struck back for the Pre-'65 Sports Racers, claiming the Guards Trophy crown against an unprecedented depth of Lotus 23B opposition. Marcos 1800GT, Lotus Elan, Jaguar E-type, MGB and Porsche 911 rivals could not match Wilson's consistency, while the Chevrons of Nick Fleming (B8), Michael Schryver (B6) and Andy Newall (B8) tussled with Graeme Dodd's Ginetta-BMW G16 out front among the Pre-'69 machines, which do not race for points. Another B8,

Historic FF1600 Darren Burke (Macon MR8)

HRSR Saloons Roger Godfrey (Austin Cooper S)

Guards Trophy Clive Wilson (Elva Mk7)

Hist Road Sports Dave Randall (Ginetta G4)

70s Road Sports Peter Shaw (TVR Tuscan)

Classic F3 Benn Simms

(March 803B)

CRC

lan Gray (Brabham BT16)

Formula Junior Jon Milicevic (Cooper T59)

Derek Bell Trophy Neil Glover (Lola T330/332)

Euro F2 Katsu Kubota (March 712)

the genial John Ruston's in the hands of Gareth Burnett and Mika Hakkinen clone Alex Ames won the mid-term non-championship AUTOSPORT Three Hours at Snetterton in June.

Morgan +8s were hard to topple in both Road Sports sets, but their pilots landed neither title. Rickmansworth carpenter Dave Randall returned to the top of the Historic tree after some giant-killing performances in his Ginetta G4, while Peter Shaw and his rorty TVR Tuscan V6 overpowered defending '70s champ Julian Barter. Dean Forward (Alfa Romeo Giulia Sprint GT) ran Shaw closest, while '08 victor Ian Jacobs growled his 'new' Mercedes-Benz 450SL nearer to the front as the year progressed and the Porsche 928s hid.

Perhaps predictably, given the expense of a glamorous first sojourn to Monaco's GP Historique in May, Classic Formula 3 grids fell away. Bill Coombs was on target for another title when his Argo JM6 was wrecked as a result of another competitor's error in qualifying at 'Snett', thus previous incumbent Benn Simms (March 803B) prevailed. The battles between the pair and 'newbie' Simon Hadfield (ex-Brian Henton/Rupert Keegan March 743) were sensational. Albert Clements (ex-Harald Ertl Lotus 69) dominated the 1600cc split.







Spurred on by a close call last year, Jon Milicevic repeated his 2008 Formula Junior rout, this time in engine guru Stuart Rolt's Cooper T59. Irish stalwart Ian Gray (Brabham-Lotus t/c BT16) also made it two titles in three years in the Classic Racing Cars series, in which Mike Scott wound up his FVA-engined BT30 more often. Amazingly, Milicevic vanquished both at Cadwell Park in the 1100cc FJ car!

The Derek Bell Trophy gained championship status, but fewer F5000s and date clashes with F2 rounds will result in it reverting to a series. Neil Glover (Lola T330/332) pipped Frank Lyons (Eagle FA74) at the post, although the former's uberhot engine spec caused rumblings and will have to be reined in. More big cars are promised in 2011. Talking F2, the European championship was won deservedly by Japan's Katsu Kubota in his Colin Bennett-run March 712, latterly a clone of Ronnie Peterson's '71 European title winner.

Historic Formula Ford 2000 enjoyed a strong year, with former-Historic FF1600 ace Neil Fowler (swapping team manager's role for racesuit) topping a mega field of 40-plus cars at Silverstone in May, and will henceforth be run as a championship. Young Oliver Thorpe won most races in his Royale RP27, run by dad Colin.

DORAN AT THE DOUBLE



ntil the fifth round at Mallory Park in August, there was no clear favourite for the 2010 British Rallycross championship. A different driver had been on top in each of the first four events, and there didn't appear to be any reason to suppose that openness would change over the last half of the eight-race series.

Behind the scenes, title-holder Pat Doran had been working hard with the Autopoint team that prepares his Ford Fiesta, and engine builder Julian Godfrey. The reigning champion was lacking confidence in his car.

Mallory Park was not a good event. Tragically, the midlands venue for which rallycross has so long yearned fell short of the necessary standard. For Doran though, it marked a turning point in the year. "I haven't felt able to push the car really hard for a couple of years," he said. "We've tried all sorts of stuff but before we went there, Graham [Rodemark, Autopoint boss] changed the set-up completely and moved the roll centre of the car — it's amazing, I'm in love with the old thing again!"

His clear win at Mallory was the first of three, and while there is no doubting Doran was generally fastest in the second half of the year, he also benefitted from a relative lack of experience in the man who could have stopped him.

In his first full Supercar season, Andy Scott continued to impress – winning round two at Knockhill. He should have won at Lydden in August, the race in the bag until he smacked the kerb at the chicane, giving his Peugeot a puncture and handing Doran the win and a significant points lead. Scott rescued third place from Lydden, but slumped to fourth in the championship after running into transmission problems in the final at Pembrey.

New cars allowed Andy Grant and David Binks to display their true form and both gained their first wins. Grant (Ford Focus) emerged as the closest challenger to Doran and placed second in the series, while Binks was held back a little by technical problems, but shone when his Fiesta was good.

Weak at the start of the year, the SuperModified category rebounded as new cars were completed and drivers returned to the series. Julian Godfrey was generally best and topped the championship with five class victories. A timekeeping muddle in the final round denied him a Superfinal win, and places in the overall championship where he ended the year fifth.

As well as a revolutionary night race at Blyton, the series gained a new support series in the Suzuki Swift Sport category. Dave Bellerby underlined his versatility by winning a well-supported and competitive new one-make series, in which four different drivers won events.

In its second season, the RX150 series was closely fought, Leo Forster retaining the title after being worked hard by Joe Shrimpton late in the year. **35**• By Tim Whittington

2010 BRITISH RALLYCROSS CHAMPIONSHIP

- 1 Pat Doran (Ford Fiesta ST ERC)
- 2 Andy Grant (Ford Focus ERC)
- 3 David Binks (Ford Fiesta ST ERC) 4 Andy Scott (Peugeot 306 4x4 turbo)
- 5 Julian Godfrey (Ford Fiesta ST S1600)
- Best seven results from the eight rounds count

189pts 4 wins 170pts 1 win 156pts 2 wins 147pts 1 win 144pts 0 wins

Forza Ferrari in Britcar

MJC pair Witt Gamski and Keith Robinson dominated in 2010. By STEVE WOOD

or the second year running, the Britcar GT title was taken by Witt Gamski and Keith Robinson, in the MJC Ferrari 430. This time the combination did it in style, winning all but the last of the eight rounds. That last counter, the Brands Hatch night race, was won by Martin Short's new Mosler GT Cup car, which looks favourite for next year's inaugural British Endurance Championship.

With its car sourced only a fortnight before the first round, MJC encountered initial opposition from Sean and Michael McInerney's Eclipse-run Mosler MT900R, but they missed a large chunk of the season due to heavy accident damage incurred at Snetterton. It became clear that the Michelotto-built Ferrari 430 was a complete endurance package, coming alive in Robinson's hands as each race took shape. Often setting the pace in the early stages was Steven Brady's Ultima, but that rarely lasted the distance, as the Ferrari pounded on relentlessly.

By contrast, the JMH Ferrari 430 proved the Italian marque's fallibility. British GT racer Aaron Scott and Arwyn Williams looked set to trounce the field, Scott often proving quickest of the top machines in qualifying, but a litany of technical issues and misfortunes ruined their season.

In Class 2, the Topcats LS7-engined Marcos Mantis belied its age by taking the honours, and second overall. New driver pairing Neil Huggins and Raphael Fiorentino complemented each other well by mid-season.

Third overall, and topping Class 3, were Spaniards Javier Morcillo and Manuel Cintrano, in the Neil Garnerrun Azteca Porsche 996. Theirs was the most competitive class; the Topcats LS2-engined Marcos — piloted regularly by Owen O'Neill — claimed the



runner-up spot, while third place for the Chris Headlam/Jamie Stanley Lotus Elise barely tells their story — the nimble machine often punching above its weight.

The non-championship Britcar 24 Hours at Silverstone returned, and MJC reinforced its endurance credentials. Old Kinfaun pals John Gaw and Phil Dryburgh joined the team to take a sensational victory over the well-drilled Jetalliance team's Porsche 997, though it could have gone either way until the last half-hour. The Azteca Porsche, with the usual Spanish crew boosted by Neil Garner's talent pool,

was an impressive third, while the factory-backed Aquila dominated the early running before hitting problems.

The Production championship went down to the wire. The Bullrun SEAT Cupra of Richard Adams and David Green took the overall title and Class 2 honours. They, and every other Production contender, had their problems through the season, and they clinched the crown by a single point. Only their fastest lap at the Brands finale separated them from the Ing Sport BMW of Ian Lawson, and Mike and Anthony Wilds. Third were Dave Cox and his sons Michael and Jason, who endured a litany of issues with their ex-WRC Ford Escort Cosworth.

The two big BMWs in Class 1 disappointed. Both transferred over from Britcar GT after the first round, and while Kevin Clarke and Wayne Gibson soon ditched the recalcitrant E92 for an old E46, the Keith Gent/ Steve Clark E46 was never the same after being rebuilt following a midseason testing shunt. Ex-single-seater racer Gino Ussi picked up the pieces to claim the class title in his Geoff Steel-run BMW M3, while Peter and Mark Cunningham salvaged a poor start to the year with a solid effort in their SEAT Supercopa to finish second.



astle Combe Circuit's 60th anniversary title races will not go down as classics, but the Strawford family's recipe for racing was still very tasty across the three resident championships, as 17-year-old Formula Ford victor Marcus Allen will attest.

As in previous seasons, the ultracompetitive FF1600 action got a little too fraught, with defending champion Ben Norton (Wiltshire College Spectrum 011) and Felix Fisher (Swift SC92F) derailing their title hopes by colliding spectacularly — twice.

All power then to Allen who kept his head while his rivals traded blows – often in his Swift's mirrors. The Gloucestershire lad's new-found maturity impressed this term and his confidence soared anew with each of his three victories in the legendary Kevin Mills-tended machine, now a six-time Combe champion.

Spectrum man Norton set fastest lap in six of the nine rounds aboard the sleek Australian-built car, but three non-finishes hit him hard — and honed the college motorsport engineering

Funnell's Lotus topped eclectic Special GT field

students' repair skills in the workshop adjacent to the paddock. Although neither won a round, Andrew Jones (Ray) and Steven Jensen (Spectrum 011) moved ahead of triple-victor Norton in the final reckoning.

Swift pilots Nathan Ward (ex-Roly Hamblin SC95K) and Robert Hall (SC10), who scored his maiden win in the finale, completed the top six as no fewer than 56 drivers scored points. Jones topped the division for modern cars, Allen beat Ward and the everimproving Adam Higgins (quadruple champ Bob's lad in a Van Diemen RF90) in the 1990-1995 split, and Kyle Tilley (RF87) dominated the Pre-'90 class.

Following the four-wheel-drive cars' defection to the new AAA series and/or Combe's Special GT flag-bearer, only 72-year-old Brian Cox's Mitsubishi Evo remained in the Saloon series. Amid the usual tough racing, the biggest

shunt in its history — an eight-car whopper in August — took its toll.

Once Interceptor Racing had sorted Kevin Bird's SEAT turbocar, the claret rocket started winning, but team-mate Mark Wyatt's four-race head start in the Vauxhall Astra could not be pegged back, even with five fastest lap bonuses. They finished third and fourth overall.

Nobody could topple Class C winner Nick Charles in the table. Outgoing champion Jason Cooper's uprated Ford Fiesta had the edge on pure pace, but reliability glitches played into the hands of Charles and Will Di Claudio, whose Peugeot was also highly strung.

Russell Poynter-Brown (Vauxhall Corsa) was runner-up overall, and minnow-class champ, having outscored Russell Akers (Corsa) and the fast Ford Fiesta of Will Burns. Fastest laps were shared equally over the nine rounds.

SCREENS

The Special GT competition also had a different landscape, with the crowd-pleasing larger prototypes gone — mainly to a new home in the BRSCC's Open Sports Series. Mark Funnell claimed the title in his spectacular road-going Lotus Exige, from class winners Keith Dunn (Caterham) and Andrew Shanley (Radical Prosport).

Behind Shanley, who was beaten but once in a straight fight, former FF1600 champion Josh Fisher's Mantis-Vauxhall was quick but sometimes recalcitrant. Radical SR3 man Simon Tilling won the opener, but his slow starts left him with too much to do, and a couple of scrapes left him third in class.

David Jones and Stuart Dixon shared the wins with Dunn in the Caterham-dominated Class C. W

National drivers of the year

We celebrate the best of those racers that blazed a trail in Britain's high-profile categories this season



George Murrells
Ginetta Challenge

As ever, the Ginetta Challenge (formerly Ginetta G2O) provided some good racing in 2010. Andrew Richardson and Sean Huyton pushed him hard, but the 22-year-old took the crown and has already tested a G50.



Martin Groves
British Hillclimb

After two years of giving best to young upstart Scott Moran, Groves returned to the top of the pile this season and claimed his fourth title. Surpassed Roy Lane as the most successful UK hillclimber in history.



Tim Harvey Porsche Carrera Cup GB

It took Harvey half a decade to win his first Carrera Cup title and now he's taken two in three seasons! Went back to the top in the absence of Tim Bridgman and James Sutton, and remains the category's benchmark.



Allan Simonsen
British GT

It's difficult not to say the same thing every year about Simonsen. Still the best driver in British GT, still unlikely to win the title. Great to see him against fellow class acts Richard Westbrook and Darren Turner at Silverstone.



Scott Malvern British Formula Ford

Despite a small budget, Malvern topped the British Formula Ford table for much of the season in his Cliff Dempsey Racing Ray. Only won twice, but feisty year made him a McLaren AUTOSPORT BRDC Award finalist.



Nigel Moore Formula Palmer Audi & G50 Cup

Won the final FPA title in his first season of single-seaters. Took a while to get a handle on the car, but got the job done in the Silverstone finale. Also took wins in G5Os and impressed in McLaren AUTOSPORT BRDC Award.



Dave Newsham
Renault Clio Cup

Not the strongest season for the Clio Cup, but the ex-Legends racer still trounced competitive opposition at the front to claim the crown. Won a record-breaking 12 races to become Team Pyro's third straight champion.



Scott Pye British Formula Ford

The main man in British Formula Ford this year. Pye did have access to the best equipment – a Jamun Racing Mygale – but he also had to bounce back from problems not of his making. A worthy champion with 12 wins.



Tom Blomqvist Formula Renault UK

Anglo-Kiwi-Swede won the race to be champion in the first season of the new Barazi-Epsilon Formula Renault two-litre era. Made the most of Fortec's late-season surge to edge out Manor's Lewis Williamson. Clearly a big talent.



Lewis Williamson Formula Renault UK

Mid-season qualifying woes gave him a mountain to climb, but this Highlander still won more races than anyone else and only lost the title to Fortec's Tom Blomqvist at the Brands finale. The ex-gearbox karting champ was mighty in winning the McLaren AUTOSPORT BRDC Award and had to do it all while juggling his racing with apprenticeship at sponsor Allan Dallas's engineering firm!

Club drivers of the year

Lots of drivers starred in 2010, so picking the top 10 club drivers was a tricky one. Here's the result of our in-office arguments



Rob Smith
Production BMW

There weren't many wins, and the story might have been different if ex-Clio Cup champ Ben Winrow had completed the full season, but taking a second consecutive title in one of the best club series marks a fine effort.



Jordan Skinner
National and regional FF1600

Skinner won almost 20 races this year in FF1600. The category wasn't at its strongest, but the Australian showed his worth with fine performances against Stuart Gough at Oulton and a third in the Festival at Brands Hatch.



Josh Cook Stock Hatch

Has spent the first four seasons of his career racing Citroen Saxos and has continued to improve. The Saxmax graduate was fifth in the ultra-close Stock Hatch series in 2009, but raised his game further to take the '10 title.



Lawrence Davey
Legends

Davey has long been one of the frontrunners in the hotly-contested Legends category. Showed extra maturity this season and defeated Stephen Treherne in the Brands Hatch finale to take his first Legends crown.



Darren Burke Historic FF1600

Dominated Historic FF1600, winning every race. So quick rivals questioned his Macon MR8's legality – it was checked and passed. Observers could see Burke was operating at another level and deserves to step up in 2011.



Martin Farmer
Formula Vee

After half a decade as the nearly man of Formula Vee, Farmer finally found the consistency to match his obvious speed. Steered his GAC to nine wins from 14 races and deservedly clinched his first title with a round to spare.



Trevor FowellCaterham R300 Superlight

Winning Caterham titles is never easy but Fowell has won two back-to-back. In its first year as undisputed king of the Caterham castle, the R300 series attracted full grids and the reigning Roadsport B champ topped the lot.



Rob Boston
Ma5da Racing

Tom Roche, Jonathan Greensmith and Paul Sheard have been setting the pace in Mazdas for years, but Boston beat them all – and some of the biggest grids in the country – to take the title after some great racing.



Keith Robinson *Britcar GT*

The quicker half of a fine pairing with Witt Gamski, Robinson took MJC's rapid Ferrari 430 to back-to-back titles. The duo only lost once and added success in the blue-riband Silverstone 24 Hours to cap a superb season.



Ross Kaiser Radical UK/Euro Masters

Radical UK Cup Masters champion, Radical European Masters champion, and Sunoco Daytona Challenge winner. Kaiser's season, alongside Terrence Woodward, was an exceptional one. He saw off strong challenges from a fine pack of Radical racers, including guest driver and BTCC ace Paul O'Neill, and deserves a chance to show what he can do in next month's Daytona 24 Hours.

Rivalries of the year

Mighty races, on-track clashes, and off-track controversy. The 2010 season had it all. We picked out some of the high - and low - lights



Timms v Cliffe Mono 2000

> Jeremy Timms has been the benchmark in Mono 2000 for several seasons, while Tristan Cliffe is the coming man. The Dallara drivers put on some fine duels and shared the wins, with Cliffe emerging as champ.



Inch v Pinny Mighty Minis

There was some great Mighty Mini racing, but what added to the Louise Inch/Matt Pinny fight was the off-track drama. Inch won the title at Snett, lost it for being too low, then won it back when Pinny's engine failed checks!



Allen v Caudle

They didn't go wheel-to-wheel, but the title battle between 2009 Challenge champ Luke Caudle (R56) and S-Class pacesetter Lee Allen went to the final round. The loss of a race-two win by 0.038sec cost Caudle his crown



Birley v Nissan Skylines

Rod Birley's Ford Escort has long been a dominant force in Dunlop MN Saloons, but in 2010 Darren Bly (right) and Mark Biggers pushed him. There was a Bly-Birley clash and both Nissans took wins, but Birley was champion.



Manor v Fortec 6 Formula Renault UK

> There's no love lost between these two bitter Formula Renault rivals. The two teams traded drivers and insults during the season, as well as fighting it out on-track for first blood in the new Barazi-Epsilon chassis era.



Ingram v Hill

Jake Hill was the form man, certainly in the first half of the year, and won the most races, but Tom Ingram kept himself in contention and his consistency ultimately prevailed as Hill worked to tame his wilder side



Black v Mittell v Coller

Locost was one of the successes of 2010. Tom Coller (three wins) looked set to take the title, but a failed shock absorber thwarted him at the finale, leaving Scott Mittell (three wins) and the winless David Black to jump him.



Harvey v Caine

A season of two halves for this pair of old rivals. Tim Harvey dominated the first part of the year, before Motorbase got a handle on the new Michelin tyres. Michael Caine closed Harvey down but couldn't quite do enough.



Breeze v Wrathall Ginetta G50 Cup

2009 champ Nathan Freke was busy running cars this year, allowing these two to come to the fore. The title battle got a little too close at times and penalty points cost Carl Breeze dearly. Frank Wrathall capitalised.



CDR v Mygale British Formula Ford

Cliff Dempsey Racing returned to British Formula Ford and Scott Malvern's Ray (leading, left) took the fight to the masses of Mygales. Two Ray wins to the French marque's tally of 22 could be seen as one-sided, but Malvern's 14 podiums kept him in the title hunt until the very end of the year. It even got rough at times, and the ex-Jamun Mygale mechanic sometimes felt a little picked on.

Cars of the year

The eclectic mix of machines is one of the attractions of national racing. Here are our 10 best from 2010 - new cars and old



Ford Escort Mk1 Turbo
Allcomers Saloons

"The last car that impressed me this much was the 7Up Jordan," says ex-Trackstar touring car team boss Malcolm Swetnam, who knows a thing or two about Ford saloons. The car won twice on its debut.



Cooper T59
Formula Junior

Jon Milicevic could have made the top 10 club driver list, but his T59 is also clearly a very rapid machine. Another example – that of Sam Wilson – gave Milicevic some of his hardest races during a dominant campaign.



VW Golf GTI Mk2
Golf GTI Championship

Already a legendary road car, the VW Golf GTI has carved itself a fine niche in club motorsport since the series kicked off in 2007. One of a number of categories to switch to MSVR, the Golfs provided good grids in 2010.



Chevron B6/B8
Guards Trophy

The Chevron B6/B8 line has long been acknowledged as one of the great giant-killing sportscars, but with the burgeoning Guards Trophy it now gets to take centre stage. Took five of the top seven places at Snett 3 Hours.



Alfa Romeo 156 WTCC
Alfa Romeo Championship

Neil Smith's ex-N.Technology WTCC 156 'sledgehammer' swept all before it in the Alfa Romeo Championship. Lacked competition from Tim Lewis's absent trick Alfasud Sprint, but still looked great as it set the pace.



Barazi-Epsilon FR2.0 *Formula Renault UK*

Not an easy baptism for the new era of Formula Renault. Car suffered rollhoop issue and teams found spare parts pricey and hard to find. Grids held up in a tough climate though, and exploded for the Winter Cup.



Gunn TS10/11 Sports 2000 Duratec

The latest design from Loaded Gunn Racing destroyed allcomers in Sports 2000 Duratec. Neil Burroughs won every race he contested bar one, and blew the hotly-anticipated new March Academy 09R into next week.



Porsche 997 GT3R
British GT

For one of the great GT marques, Porsche had been poor in British GT in recent years. That all changed with its latest GT3 car. It was fast, easy to drive, kind to the tyres, and reliable. Just one was enough to beat Ferrari.



Mazda MX5 Mks 1 and 3 Ma5da Racing

While the BARC's meagre MaX5 series merges with Westfields, Jonathan Blake's breakaway Ma5da category continues to thrive. Massive grids, competitive racing, and a successful new car made for a fine season.



Ginetta G40 Juniors/Challenge/Britcar

Another new car and another success story for this Yorkshire sportscar manufacturer. İts Junior championship continued to thrive as the new G40 hit the TOCA package, while uprated versions are set to take over from the G20 in the Ginetta Challenge series too. The new car also scored a dominant class victory on its endurance-race debut in the Britcar 24 Hours at SIIverstone (left).

FTNAI DRTVF LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SA

What you think of the motorsport news of the past week



Lotus jumps on the 'brandwagon'

So Lotus is back? I read Dany Bahar's comments with great interest. I supported Lotus for more than 50 years, and part of me would really like to see them back in the mix, competing with Ferrari, McLaren et al. I'll watch with interest, but I'll take some persuading!

Lotus as a force in F1 wasn't just about 'branding', it was about so much more. In its heyday Lotus was led by a brilliant engineer, not a marketing specialist. Lotus was synonymous with innovative engineering design. Right now I'd rather remember the Chapman, Clark, Hill, Rindt, Fittipaldi, Peterson, Andretti and Senna days. Alan Bell, Lincoln

EDITORIAL CONTACT mail@autosport.com

I have huge admiration for Tony Fernandes. But with the new Lotus (manufacturer) squad entering the frame, I think it's time for him to throw in the towel, take out the Lotus name from his team and do his own thing.

Fernandes has huge influence in Asia and in my opinion can do much more without all the controversy over who has the Lotus name, particularly as having two Lotus teams using Renault engines will be hugely confusing and senseless for the fans. **Duncan Sabiston**

Didcot

Are you really going to call Group Lotus the real Lotus when it has as much right to Team Lotus's heritage as Maclaren pushchairs has to the heritage of McLaren F1?

Group Lotus has no right to associate itself with F1 history. For AUTOSPORT to get this wrong is unforgiveable. Group Lotus hasn't started a team from scratch, isn't based in Norfolk and doesn't embrace the Britishness of the team.

Tony Fernandes has embraced Lotus's history and that's why Lotus fans are following his team.

Gary Dowsett By email

Does the advent of movable rear wings when another car is within 1s mean we'll see NASCARstyle drafting in F1?

Imagine Massa following within a few inches of Alonso for the duration of a race gaining a significant aero advantage for them both; fine in a 3400lb stockcar, but surely too dangerous in F1.

Given the white elephant of movable front wings, do the rule makers really see this as a solution to the now decades-old problem of overtaking in F1?

Adam Fox

Hampshire

I would like to express my sorrow at the death of Tom Walkinshaw. He had been my strong and fearless competitor both as a driver and as a team owner in the European Touring Car Championship.

At one stage I nearly became his driver for his sportscar programme.

He wrote some important pages of the 'good old days' of motor racing history, and I have always respected him a lot.

My sincere condolences to his family and close friends.

Emanuele Pirro

By email

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TOP FIVE ON OUR WEBSITE

- 1. LOTUS UNVEILS F1 **PLANS WITH RENAULT**
 - 2. TOM WALKINSHAW **PASSES AWAY**
 - 3. HORNER DISAPPOINTED **AT WEBBER SECRECY**
 - **4. FIA APPROVES RADICAL RULES SHAKE-UP**
 - **5. WEBBER RACED WITH** FRACTURED SHOULDER

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TOP STORY ONLINE

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ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage - a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel please visit www.roadangelgroup.com

Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- Martin Brundle did not finish third for Bentley in the Le Mans 24 Hours in 2001 (December 9, page 20). Brundle's Bentley retired from the race, while the third-place machine was driven by Butch Leitzinger, Eric van de Poele and Andy Wallace.
 The McLaren MP-4/4 was not based on the Brabham BT55 as stated on page 30 of the December 9 issue. It was the product of Steve Nichols and his design team.
 The caption on page 12 of last week's issue is incorrect. It should read 'Team Lotus bowed out of F1 at the end of '94'.

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

GRAN TURISMO 5 FOR PS3

<u>t31</u>

amazon.co.uk

Gran Turismo 5: we've waited years for it. Now, after two weeks of playtime on the PS3, does it live up to the hype? Absolutely.

It maintains the DNA that made previous incarnations standard-setters, but with the onset of 1080p high-definition, the graphic quality and depth of gameplay will stun you. Polyphony, and its talismanic designer Kazunori Yamauchi, have learned from the competition, so now, as well as the trusty and addictive GT Mode (despite its sometimes autonomous and easily-defeated opposition), you have Special Events. These provide a real driving challenge and a chance to sample GT5's vast range of cars, disciplines and improved physics engine. But GT was always more about driving than racing and there are more than 1000 cars to experience – 200 of which are classified Premium, which means they come in even more jaw-dropping HD detail.

The Nurburgring Nordschleife and Le Mans feature among the 20 tracks, as well as some nice fictitious layouts. Packed in among the seemingly endless features are a course designer, a NASCAR experience, classic sportscars, karting and even a digital Sebastien Loeb! For a more rewarding *racing* experience, GT5 has a proper online multiplayer system and a promise to add new content over the coming months. Top this off with vastly upgraded sound, and the Gran Turismo series easily retains its status as car nirvana for driving-game fans.



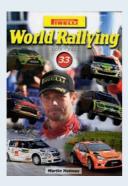


OFFICIAL F1 REVIEW £25 (978 0 85733 001 7)

haynes.co.uk

Now in its seventh year, the joint-venture between Haynes and AUTOSPORT publisher Haymarket that is the Official F1 Season Review again brings all the best bits of 2010 into a glossy hardback.

With great images, insightful team profiles, race reports and full stats, it's must-read stufffor fans.

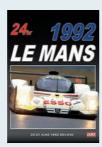


PIRELLI WORLD RALLYING £27.50 (978 0 9545433 9 6)

£27.50 (978 0 9545433 9 6) motor-racing-books.co.uk

This annual treat for rallying fans, now in its 33rd year, offers an exhaustive look back on the WRC season.

Martin Holmes cuts no corners in his detailing of the sport's top level, but it's his coverage of all the key international and national series around the world that makes this the pre-eminent rallying reference work.



LE MANS 1992 DVD

£12.99 (90 mins) dukevideo.com

The latest of Duke's retroblasts through the history of the Le Mans 24 Hours, the 1992 race is recalled in 90 minutes of slick highlights.

The Group C battle between Jaguar, Peugeot and Toyota was a classic, with the 905 screamer of Blundell, Dalmas and Warwick coming out on top.

HOT ON THE WEB THIS WEEK

YOUTUBE: STEWART TESTS 1988 LEYTON HOUSE MARCH



SEARCH FOR: Jackie Stewart drives the March Judd 881 (5:01) You've read the story of Leyton House in Formula 1 elsewhere in this issue, now watch three-time champion Jackie Stewart give the Adrian Newey-penned March 881-Judd a workout around Silverstone.

WHAT'S ON.

Your guide to the best events taking place in the UK and around the world over the holidays – plus TV and online

MALLORY PARK BARC December 26 Admission £12 on the gate, £10 online booking Tel: 01455 842931 The 37th annual Plum Pudding Handicap Yuletide Races take place on Boxing Day. There'll be motorbikes, and an eclectic mix of saloons and sportscars on show. It's a good excuse to escape another thrashing on Gran Turismo 5 by your irritating nephew, and the inane squawking of your mother-in-law. Varied saloons to fight in Leicestershire

ANDROS TROPHY Rd 3/8 Alpe d'Huez, France December 17-18 www.tropheeandros.com



MSV DRIVING DAYS

THERE ARE nine days until Christmas Day. Still stuck for a present idea? Then why not consider a driving-experience package (or, even better, ask Santa for one for yourself)?

Jonathan Palmer's **Motorsport Vision operation** is offering a new-for-2011 'ignition' voucher - a £99 taster of one of its three experiences: M3 Master, RallyMaster or MudMaster. Each voucher is valid for 12 months, and available to take at all three of its venues: **Brands Hatch, Oulton Park** and Bedford Autodrome.

Its big daddy is the £185

'adrenaline' voucher, which gives recipients the full experience. RaceMaster (Brands or Oulton) offers one-to-one tuition in a BMW M3, followed by a sequence of flying laps in a singleseater. RallyMaster (Brands or Oulton) puts you in a works-prepared rally car and includes a time trial while a co-driver reads pace notes.

MudMaster (Brands or Oulton) offers a unique 4x4 off-road course designed to challenge your driving skills in a Land Rover Defender, involving sheer drops and waist-high water passes.



PorscheMaster (Bedford only) features a track-prepared version of the iconic Porsche 911 JP3. You also get to drive a Renault Clio Cup car and a behind-the-scenes tour of JP's Autodrome facility.

A discounted version of the Adrenaline Voucher, valid just for three months, is also now available for £149.

For further details, call 0843 453 1000 or visit www.msvdrivinggifts.com.

winter months

THE WEEK IN PICTURES





BERNIE MAKES HIS POINT TO SEB

"Look sunshine, I've been pointing at people in this sport since long before you were a twinkle in your daddy's eye. I'm the master of it!"



FROM THE ARCHIVE

French Grand Prix, Paul Ricard, 1990



IT WAS THE biggest moment of his Formula 1 design career to date, and Adrian Newey missed it. While Ivan Capelli came within three laps of winning the 1990 French Grand Prix driving the Leyton House CG901, the car's designer wasn't even in the country, having opted to join Williams a matter of days before the trip to Paul Ricard.

"I was watching on television," says Newey, who was still delighted with the performance, in which Capelli conceded the lead to Alain Prost's Ferrari when he lost fuel pressure on the 78th tour of the 80-lap race. "It was very satisfying to see that. After going through the problems in 1989 and the first part of '90, which were caused by the floor of the Southampton windtunnel that we were using being bowed, we came up with a solution that worked and saw the car be genuinely competitive."

Just one race earlier, in Mexico, both Capelli and team-mate Mauricio Gugelmin had failed to qualify. $A\,new\,floor/diffuser\,package\,was\,ready\,for\,the$ French GP and transformed the Leyton House, allowing Capelli to qualify seventh.

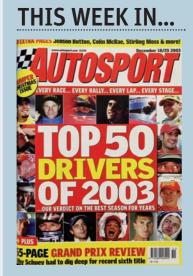
"It was a gamble," says Capelli, who led 45 laps of the

race, with Gugelmin following in second place before his Judd engine failed. "We decided not to change tyres and were careful early in the race so as not to put any extra load on the Goodyears. But once the others pitted, we pushed to the maximum to win. And we would have done, but unfortunately I had an oil-pressure warning and had to back off. Prost overtook me to take the 100th win for Ferrari, and I lost my only F1 win."

For Newey, the performance was vital in gaining the confidence of Williams co-owner Patrick Head, as it proved his aerodynamic concepts could produce a frontrunning car.

"It definitely had an effect on Patrick," reckons Newey. "He was quietly impressed by that. That performance, and the speed at the next race at Silverstone, gave Patrick a degree of confidence that I did know roughly what I was doing, so he gave me quite a free hand in the layout of the FW14.'

The FW14 of 1991 evolved into the all-conquering FW14B of the following season. Newey's car might not have won in France but, in the long run, that race was central to the success that was to come.



DECEMBER 18-25 2003

OUR CHRISTMAS double issue celebrated the top 50 drivers of 2003. Unsurprisingly, Michael Schumacher claimed the number one spot after taking his sixth F1 world title for Ferrari, the story of which was reviewed elsewhere in the same issue.

Meanwhile, Jenson Button met British racing legend Sir Stirling Moss for a special feature.

A purported deal to take world rally ace Colin McRae back to Subaru for 2004 fell through (below), after the team decided to pair reigning world champion Petter Solberg with Finnish rising star Mikko Hirvonen.

In other news, Minardi drafted in Italian rookie Gianmaria Bruni to replace Justin Wilson in its F1 team for 2004, while Heinz-Harald Frentzen turned his back on F1 to race for Opel in the DTM.





Why DTM champion is ready for F1...

PAUL DI RESTA

The man who

The man who used to beat Vettel On sale Dec 30

PLUS

Zanardi goes racing again - on a hand-bike; World GT1 and DTM reviews

TOM WALKINSHAW

■ Spa 24 Hours ■ July 25-26, 1981 ■ Mazda RX-7 ■ Choking his way to Mazda's first 24-hour victory



WE WON a lot races with the Mazda RX7. We got lots of bits from Japan, and got advice on how to tune the thing, but we built and ran the cars ourselves.

By 1981 it was a super little car, you could really throw it about. If you really grabbed it by the scruff of the neck it was amazing what it could do. If you got it balanced around Spa you could get an amazing lap time out of it.

Once the race started I didn't run things. We'd do all the preparatory work before, plan all the strategy. Once we got there the guys ran it.

The start was okay. As long as you got to the first corner first, the rain was no problem. Then it was a flat-out race with the BMWs.

The problem was that we had asked to be the TV camera car, so we had a plastic rear windscreen in it, and that didn't seal properly. On the overrun it sucked in fumes. My team-mate Pierre Dieudonne became ill, and after a while he struggled to do any driving. So they kept putting me back in the car!

The race was good fun, there's no doubt about it, but it was tough because of the fumes, and I couldn't eat because I really felt "My team-mate Pierre Dieudonne became ill from the fumes and after a while he struggled to do any driving. So they kept putting me back in the car!"

sick when I got out of the car. As the race went on I got more and more worn down because I wasn't taking on the nourishment I should have been. And it was as noisy as hell too, so you had all that going on your head!

I got on well with Pierre and we were well matched together. We knew the car well so we could keep it together. We just had to keep going, because there were only two of us. And by the end of the race we were really struggling. I think I did 14 hours or something, and I was sick as a dog by the end!

We just went flat out. It was the only way you could keep yourself concentrating. You were driving so much that you had to have something to be able to focus on to just go for it. So we did, and we drove the door handles off it for the whole race.

When I came in for the last pitstop there was Pierre in his overalls ready to get in it. There was no chance I was going to let him finish! After 14 hours driving I wasn't going to get out with 20 minutes to go, so I stayed in!

We'd won 500km races, but that was our first 24-hour victory. Later we won Spa with the Jaguar XJS before we started on the Le Mans project, and we won a lot of touring car races with the Rover also. It was good fun, very competitive — with a good bunch of guys to race against, like Hans Stuck and Gerhard Berger. Was Tom Walkinshaw spoke to Adam Cooper in 2002





SCOT TOM WALKINSHAW won a Scottish FFord title in 1969, but it was touring cars in which he really made his name – he won the European title for Jaguar in 1984. His association with Jaguar led to his TWR firm running the Big Cat's triumphant return to Le Mans. Following world sportscar success, he moved to F1 to help run Benetton during the Michael Schumacher years. Stints with Ligier and Arrows were less fruitful, although TWR enjoyed success in the BTCC with Volvo and with Holden in Australia V8 Supercars. Walkinshaw died, aged 64, on December 12.

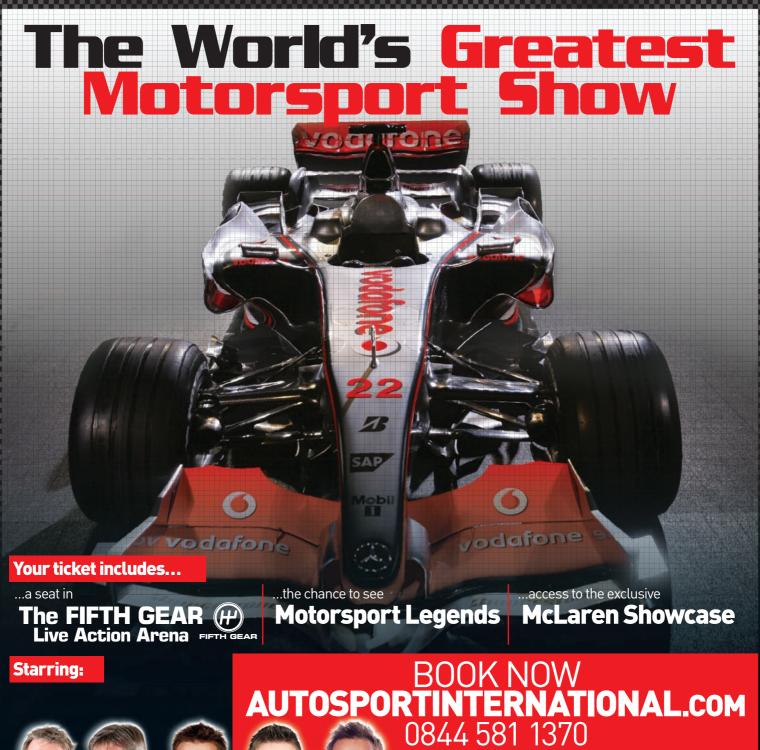




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