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# THE REAL LOTUS IS BACK

THE EXCLUSIVE STORY OF HOW LOTUS-RENAULT AIMS TO WIN AGAIN

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## McLAREN AUTOSPORT BRDC AWARD

Williamson lands prize & McLaren F1 test





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**WINNER**  
RALLY DRIVER OF THE YEAR

2008 WINNERS

2005 WINNERS

2004 WINNERS

2003 WINNERS



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# Is it Lotus or Renault? Fortunately, it's both



**YOU'VE EVERY** right to feel confused about the Lotus situation. No Formula 1 team for over a decade, now two at once!

The reason we've called the rebranded Renault F1 team 'the real Lotus' is that it has the full might of the car company behind it and not just a team name. And in this fresh guise, with a multiple world championship-winning squad running the show, and Robert Kubica behind the wheel, it gives the famous name its best chance of winning a grand prix since Ayrton Senna triumphed on the streets of Detroit in 1987.

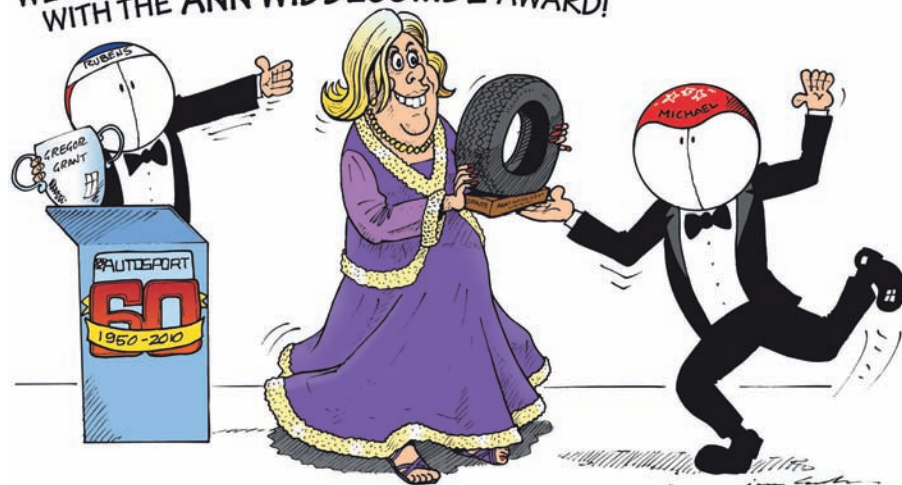
It's a truly exciting prospect for the 2011 season, topped off by that 79-style union flag on the nose. A nice touch to an evocative colourscheme; you only have to look at our 'Greatest Cars' story (page 26) to appreciate the immense legacy the team inherits.

Next year will also be a big one for new McLaren AUTOSPORT BRDC Award winner Lewis Williamson. If he's as quick on the track as he was eloquent on stage on Sunday night, then we have much to look forward to. Congratulations to all our winners after a splendid night's celebration.

Charles Bradley, deputy editor

## BAMBER'S WEEK

SLOW! PAST IT! AND FRANKLY A BIT SCARY AT TIMES- WE PROUDLY PRESENT MICHAEL SCHUMACHER WITH THE ANN WIDDECOMBE AWARD!





WORLD GT1

## Lightning strikes San Luis for GT1 sportscar finale

The curtain fell on the inaugural World GT1 championship in Argentina last weekend with two races at the spectacular Potrero de los Funes circuit around a volcanic lake. Fortunately, crews didn't have to contend with any acts of God from the sky or deep underground during the title-deciding races. Report, p70

Picture: LE MEUR/DPPI



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AUTOSPORT  
EXCLUSIVE

Team has new logo



# Lotus craves glory on its comeback

Lotus has bought into the Renault F1 team with a view to start winning as soon as possible. By EDD STRAW

**L**otus Cars insists that it is in Formula 1 to win after becoming a long-term sponsor and part-owner of the Renault F1 Team.

The renamed Lotus Renault GP outfit will run next season with a distinctive black-and-gold livery, a nod to the heritage of the John Player Special-branded Lotus-Renaults of 1983-1986, following the iconic British sportscar manufacturer's 50 per cent buy-out of the Enstone-based F1 team from owners Renault and Genii Capital.

Group Lotus CEO Dany Bahar explained that the reason the company has opted to buy into

Renault, rather than expanding its involvement with the 1 Malaysia Racing outfit that competed under licence as Lotus Racing in 2010, is the desire to win as soon as possible.

"In F1, we have tested the waters with the company that took a licence from us and they gained respect for what they did," Bahar told AUTOSPORT. "But in motor racing, it's about competing and winning, not just participating. That's why we are trying to put the best people in place.

"All of the small teams deserve respect, but for me it's too costly an exercise to build a team from scratch to win. That's why we



Last Lotus-Renault win was Detroit '86

wanted to be associated with one of the top five teams."

## LONG-TERM PLAN

The team will continue to race as Lotus Renault GP until the end of the 2012 season, but it is expected to be rebranded as a full Lotus team once the as-yet unsigned new Concorde Agreement comes into effect 2013. Renault has pledged to

supply engines to the outfit until at least the end of 2014.

That means that, for the next two years, the chassis will continue to be dubbed a Renault, with the Lotus name effectively title sponsor. However, Lotus is expected to up its stake in the team over the next three years to the point where it is likely to take full ownership from Gerard Lopez's Genii firm.



Team returns to a very famous colour scheme

**AUTOSPORT SAYS...**

**EDD STRAW**  
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**T**oleman, Benetton, Renault and now Lotus... this team has been through a few changes since Alex Hawkridge's and Ted Toleman's tiny team took 10 attempts to qualify for its first grand prix in 1981.

There have been some great successes during that time, back-to-back championships in 1994/5 and 2005/6 chief among them, but whatever the name it has never quite managed to establish itself as a perennial top team like McLaren or Ferrari. You don't expect Scuderia Enstone to be at the front by rights, but the target now is to change that perception and make the years of plenty the norm.

With stability – the kind of stability that the team rarely had during the uncertain Renault days – there's no question that the facilities and personnel are up to it. Under the direction of Eric Boullier, it has thrived in 2010 and bounced back from a disastrous campaign in '09.

But bouncing back isn't good enough. Over the past two decades, the team has averaged between third and fourth place in the constructors' championship. With stability until at least 2017, that record can be improved. And that's the challenge. If Lotus Renault GP can find consistency and force F1 to see a bad year as the exception, rather than the norm, the sport will have a new superteam in its ranks rather than just an occasional interloper.

Toleman '81: a slow start



**WHO IS DANY BAHAR?**

**DANY BAHAR** was appointed CEO of Group Lotus on October 1 2009 with a long-term brief to develop the company to become a genuine competitor to the likes of Ferrari and Porsche.

At the Paris Motor Show in October 2010, Bahar announced plans to launch five new models to revitalise Lotus's product range as part of the company's aggressive plan to boost sales worldwide.

Bahar joined Group Lotus from Ferrari, where he was senior vice president, commercial & brand from 2007. There, he developed Ferrari's marketing using both road car and Formula 1 platforms through merchandising and licensing.

Prior to joining Ferrari, Bahar was Red Bull supremo Dietrich Mateschitz's right-hand man and had a major involvement in marketing the energy drinks giant's two Formula 1 teams and its NASCAR project.

"Our way of doing things means that at the end of a project we would like to control it ourselves," said Bahar. "It's the same route – it starts somewhere and then you slowly take control. We would not be in for the long-term just to be a sponsor on the team."

The timetable for any such takeover has not been finalised, and Genii Capital remains committed to the team.

"There is no real timescale to it," Lopez told AUTOSPORT. "There is the opportunity for the partnership to evolve in the future. To discuss, even between ourselves, what the world is going to look like in five ►

**BY THE NUMBERS...**

**Toleman/Benetton/Renault**

Races	486
Wins	47
Poles	36
Fastest laps	51
Points	1820.5
Drivers' championships	4 (1994/1995, 2005/2006)
Constructors' championships	3 (1995, 2005/2006)

First F1 title came in '94



years is really difficult. I wouldn't be surprised if there were changes in the future but at this stage things are good the way they are. We are committed long-term."

### THE REAL LOTUS

With controversy surrounding the use of the British marque's name in F1, Bahar is quick to distance the Lotus Renault GP outfit from the achievements of Team Lotus.

Despite doing so, Bahar claims to be building on the heritage of Lotus's success in motorsport.

"We do not claim to be Team Lotus and we don't want to be," said Bahar. "What Team Lotus achieved in the past is exceptional and we are not trying to be them. The heritage and tradition is important for any sportscar manufacturer and there are not many brands out there that can claim a heritage of such motorsport success as Lotus.

"Whether it's Team Lotus or Lotus Cars, it doesn't matter because many years ago it was under one roof and managed by one person [Colin Chapman].

"It's about building on tradition,



Renault's last title was with Alonso in '06



Famous brands are reunited

but our team is a new team – a Lotus Cars team – and the black and gold is one of the most beautiful liveries that exists. We decided two months ago that we wanted to use it."

The legal dispute between Lotus Group parent company Proton and 1 Malaysia Racing over the use of the Lotus name in F1 is ongoing, but Bahar has no doubts that his company is on firm legal ground in coming into F1. He is confident that the arguments will be resolved.

"It's not up to me whether we see two Lotuses there or not, although from a marketing point of view I would say why not have four cars with the Lotus brand as this can only help," he said. "The driving force in managing this process is our shareholders and they are

working to solve the problem. I'm sure that there will be an amicable solution, but I don't know exactly what it is."

### STABILITY AT ENSTONE

Few changes will be made at Lotus Renault GP's Enstone headquarters as a result of the deal, with Boullier continuing as team principal and the existing workforce staying on.

Bahar will not have a day-to-day involvement in the running of the team and does not plan to attend grands prix regularly.

"Last year I think I was at one or two grands prix for a few hours – I was never a big attendee," said Bahar. "I will leave this to the operational people, but we will have a strategic involvement and

represent our stake in the team. We will put taskforces in place to identify where the team has gaps, and we are addressing them already. That's the role we are taking – we have an ambitious plan but the team is run very well under Eric Boullier and should continue as it is."

Despite some in the automotive industry questioning whether Lotus is over-stretching itself financially by trying to launch five new road cars and invest heavily in racing, Bahar has no doubts that the money is there to invest in the team and has already begun the process of recruiting further personnel.

"We would not commit without backing from shareholders, banks and investors," he said. "If we didn't, it would be foolish to come up with an ambitious plan like this."

## Q&A

### GERARD LOPEZ

#### LOTUS RENAULT GP MAJORITY OWNER

##### How did the Lotus deal come about?

There was a business discussion between Group Lotus, Proton and us that did not include F1. Group Lotus decided to end their collaboration with 1 Malaysia Racing and came to us because they wanted to be in F1 and compete at the front.

##### Did you always expect Renault to sell its stake?

It was clear that Renault would, in time, focus on engines. The changes happened quicker than we expected.

##### Will the changes be made at Enstone?

##### We've finalised the last restructuring and we're happy with the results. The people who were promoted to certain positions in the team did an amazing job. Things will continue this way.

##### How important is this deal to improve on the promise of 2010?

The team would have done okay without it, but it's the size and the fact that it's long-term. That gives you the ability to look beyond a normal development path of a car and to make good on our expectation to win.



FERRAROLI/LAT



Lotus Cars bowed out of F1 at the end of '94



Renault team was on the up in 2010

# Boullier takes long-term view

THE BUY-IN by Lotus Cars will allow the Renault team to emerge as a sustained force in grand prix racing, according to team principal Eric Boullier.

The Enstone-based outfit enjoyed an impressive season in Formula 1 this year, finishing fifth in the constructors' championship after a dismal 2009. The team hopes to

win races next year, but Boullier's priority is to achieve sustained success and avoid the slumps in form that followed its championship victories in 1994/5 and 2005/6.

"The real ambition for me is to position Renault F1 as a top team," Boullier told AUTOSPORT. "We want to win races, but much more

important and ambitious is to be considered and respected as a top team. You can plan to fight for wins and championships every year because you have the resources and the commitments to ensure that even if you do not start the year with the best car, you can still catch up and finish at the top."

Boullier believes the Lotus deal, which includes a title sponsorship agreement that runs to the end of the 2017 season, will give the workforce the solid foundations on which to achieve long-term success.

"After the resurrection of this year, the entire team has worked very hard and successfully developed the car," said Boullier.

"It's good to be rewarded with a multi-year sponsorship deal that brings stability for the future and will help us to achieve our goals."

Boullier stopped short of guaranteeing wins in 2011, although Bob Bell, who was acting team principal when the Frenchman took over, told AUTOSPORT in December 2009 that "the real target for us is to build for 2011 and a championship campaign".

Boullier said: "It would be dangerous to say that we have a major step next year. We had a strong season in 2010, but we don't know what the other teams will produce. We will see where we are at the start of the season."

## LOTUS-RENAULT: THE FIRST TIME

Races: **62**  
Wins: **5**

Poles: **19**  
Fastest laps: **4**

Points: **187**  
Podiums: **24**

Laps led: **468**  
Front row starts: **27**



### 1983

Lotus switched from Ford to Renault engines, initially with one V6 turbo-powered car for Elio de Angelis alongside a Cosworth machine for Nigel Mansell. After struggling with the Lotus 93, the hastily-created 94T made its debut at Silverstone with Renault power for both de Angelis and, for the first time, Mansell, marking an upturn in performance. Lotus-Renault took its first podium at Brands Hatch.

**8th in constructors' championship**



### 1984

The introduction of the Lotus 95T from the start of the season turned Lotus-Renault into a regular points scorer. But out of the 12 points-scoring races, there were only six podium finishes for Mansell and De Angelis. The highlight of what was the revitalised Lotus's best season since 1978 was a second place, to Nelson Piquet's Brabham, for the Italian in Detroit.

**3rd in constructors' championship**



### 1985

Team boss Peter Warr poached Ayrton Senna from Toleman, where he had spent his debut season. It didn't take the Brazilian long to have an impact, taking pole position and victory, the first for Lotus-Renault, in the second race of the season at Estoril. He ended the season with seven poles and a second win in Belgium. De Angelis also took victory at Imola.

**4th in constructors' championship**



### 1986

The Lotus-Renault continued to be blisteringly fast in qualifying, with Senna taking eight pole positions, although number-two driver Johnny Dumfries had little impact in his maiden season. Wins at Jerez and Detroit were the highlights of Senna's campaign, but with Renault pulling out of Formula 1 at the end of the season, Lotus switched to Honda powerplants for the following year.

**3rd in constructors' championship**



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February 12/13, 2011 - MMRT, Chennai (Madras)

October 29/30, 2011 - Jaypee International Race Circuit, Greater Noida, near New Delhi.

## FEATURES

- Status: Open Championship, with International participation.
- Concept: Arrive and Drive.
- Sponsor colour scheme permitted.
- Service supervised by foreign engineers.
- Grid: 15 – 20 cars.
- Deadline – Entries December 31, 2010.
- Deadline – Hospitality Package/Early bird entries: December 20, 2010.

## ORGANISATION

**Organised by :** MMSC (Madras Motor Sports Club), Chennai.

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# FERRARI PRIZE GUYS

Brazilian Cesar Ramos (below), Monegasque Stephane Richelmi and Italian Andrea Caldarelli tested a 2008 Ferrari at Vallelunga last week. The trio were given the opportunity as a prize for finishing as the top three in Italian F3 this season



From a Dallara-Fiat to a Ferrari



# Small engines are go

FIA president Jean Todt makes sure teams agree to 'green' turbos

**FORMULA 1'S SWITCH** to 1.6-litre turbocharged engines in 2013 is set to be rubber-stamped tomorrow (Friday) after FIA president Jean Todt stepped in to push through an agreement.

Concerns over costs and differences of opinion over the configuration of the engine had led the teams to the brink of agreeing to retain the existing V8 powerplants (AUTOSPORT, October 14). But AUTOSPORT understands that Todt brokered a deal in a meeting in Paris on November 23 that convinced the main doubters, believed to be Ferrari and Mercedes, to support the change. The engine package is now ready to be approved by the FIA's World Motor Sport Council.

It is the first time that Todt has



Todt used muscle for the first time

intervened in F1 since he succeeded Max Mosley as president last year. Disagreements over the rules package – including which non-performance-differentiating parts should be standardised in order to keep costs down – had led to discussions stalling.

But it is understood that the former Ferrari boss played a decisive role in convincing the teams that the new

engines, which have been conceived to achieve a 50 per cent increase in fuel efficiency and boost F1's environmental credibility, are accepted. Sources claim that Todt insisted that those not supporting the proposed rules may have to reconsider their future in F1.

Without Todt's push, it is likely that the plans for a new engine would be shelved and the V8 lifespan expanded by as much as five years.

KERS hybrid motor output will be doubled to 160kW. The allowed usage of this is yet to be finalised, although it is expected to be increased.

Turbo compounding will also be phased in to further improve efficiency, although this is likely to happen after 2013.

# Lotus naming row will continue

**TEAM BOSS** Tony Fernandes is pushing ahead with plans to run his squad in Formula 1 as Team Lotus next year, even though the Lotus car company has bought into the Renault team.

Fernandes had been under pressure to rebrand the team from the Malaysian government and was understood to be close to doing so (AUTOSPORT, November 12), but has

returned to his original plan to run under the iconic banner. On the FIA's entry list, issued last week, the squad's name was printed as Team Lotus instead of the current Lotus Racing.

This means that there could be two Lotus-Renault teams on the grid next season, although ongoing legal actions could yet force one side or the other to drop the name.



Fernandes wants to keep Lotus name

## THIS WEEK IN F1



**McLAREN** McLaren chief engineer Tim Goss has credited staffer Mike Brown with coming up with the f-duct concept. Goss revealed Brown's identity at last Sunday's AUTOSPORT Awards.



**RED BULL** Mark Webber has revealed that he suffered a fractured shoulder before the Japanese Grand Prix following a mountain-bike crash. The revelation is in his forthcoming book, *Up front: 2010 – a season to remember*.



**FERRARI** Fernando Alonso's place atop AUTOSPORT's team bosses' top 10 (AUTOSPORT, December 2) remains unchanged after Ferrari's votes were counted. Felipe Massa moved up to eighth, level with Nico Hulkenberg, in the revised ranking.



**WILLIAMS** GP2 champion Pastor Maldonado has completed several sessions in the Williams simulator ahead of his F1 debut. He has now returned to his native Venezuela.



**FORCE INDIA** Williams refugee Nico Hulkenberg, who is contention for a seat with Force India, has no doubts that he has an F1 future. "I am still sure that I will stay in F1 in 2011," said the German.



**TORO ROSSO** The team has reiterated that it will start the season with 2010 incumbents Sebastien Buemi and Jaime Alguersuari. This is despite its drivers being unnamed in the FIA entry list released last week.



**LOTUS** Heikki Kovalainen was forced to skip Sunday's AUTOSPORT Awards as he is still recovering from injuries sustained in a Race of Champions crash last month. The Finn won the LG Moment of the year for his Singapore Grand Prix conflagration – and fireman actions.



**HRT** Cosworth F1 boss Mark Gallagher has backed the Hispania team to emerge as a serious F1 contender in the future. "They deserve to progress," he said.



**SAUBER** The Swiss squad's 2011 challenger, the C30, will be unveiled at the Valencia Ricardo Tormo circuit on January 31, the day before the first pre-season test starts.



**VIRGIN** Brazilian Lucas di Grassi is still in contention to hold onto his Virgin seat for 2011. The Brazilian's chances of remaining have been boosted by the recent buy-in by supercar builder Marussia.



**PIRELLI** Veteran Pedro de la Rosa will return to the track driving Pirelli's Toyota TF109 test hack in Bahrain on December 13. He will complete four days of testing of what are hoped to be the final compounds for the 2011 season.



**AUSTRALIAN GP** Next year's Australian Grand Prix will go ahead after Australian motorsport governing body CAMS ended its dispute with race organisers. The argument was over event fees.



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Competitors entering motorsport are getting ever-younger – but are even the youngest missing out on a crucial age in physiological development to make them better still?

One of the most fascinating things about the AUTOSPORT Awards evening is seeing the different generations of drivers all together. From the kids picking up their national karting championship awards, through the top up-and-coming junior car racers such as McLaren AUTOSPORT BRDC Award winner Lewis Williamson, to the youngest world champion Sebastian Vettel, F1's elder statesman Rubens Barrichello, retired stars of the '80s like Derek Warwick, '60s/'70s icons Jackie Stewart and John Surtees, right the way back to two legends of the '50s, Stirling

team boss Christian Horner, in a repeat of Lewis Hamilton's 1996 strategy with McLaren's Ron Dennis at the same event.

Tony Brooks's wife Pina was struck by how much in the racing world has changed since the informal days when she first met her future husband, at Reims in 1956. One fundamental change is how much younger the participants are when they enter the sport. Brooks was quite an early starter by the standards of his day, aged 20 when he first took to the tracks in his club racing Healey. Three years later he was winning a non-championship F1 race on his debut in the category and soon thereafter established himself as one of the most supremely gifted drivers of all time. Moss's youth made him something of a *cause celebre* when he took up Formula Junior at the tender age of 19 – he was even referred to as the 'Boy Wonder'.

To start at such an age now would make it very difficult – though not impossible – to reach F1. In recent years Takuma Sato and Robert Doornbos both made it through, despite starting about a decade later than most of their F1 contemporaries. But how much better might they have been had they started earlier? Or does a driver quickly reach the same potential regardless? Well, possibly not. A few years ago Kinetic did a study in association with Williams on how a driver senses movement in their kart or car. It was part of a wider study for military-aircraft pilot selection.

It was established that the driver senses g-force, yaw and rotation largely from sensors in the body between the coccyx and the third vertebra. Attuned to the driver's inner ear, these form the system that essentially determines how accurately the driver is feeling the car – the raw fundamentals of what makes one guy quick, another not (it would be fascinating to know what human evolutionary factor has driven this skill – camel riding perhaps?). It was further found that these inputs are processed by the sub-conscious with almost none of the time delay of the conscious mind. The sensitivity of the sensors in the lower back was found to be greater in the control group that had started karting as eight-year-olds than in the group of those who had taken up the sport at a later age. When the physiological reasons for what might be behind this were investigated, it seemed that these sensors were more malleable to 'learning' when stimulated at an earlier age.

It was even suggested that the peak age of training these sensors would be between the ages of one and three! Which would put a whole new spin on the idea of a 'karting dad' – in that they could be stimulating the sensors of a kid not even old enough to know what a kart is, trying to establish a competitive advantage before he's even aware he's going to be competing in the future! Gyroscopic baby bouncers anyone?

As ever, knowledge is neutral; it's how people choose to apply it that can lead to trouble. ☒

The cream of Britain's karters at the AUTOSPORT Awards



Moss and Tony Brooks. It's like a geologist's trench cut through the sport's history. All the generations united by a common passion.

In an illustration of how what has gone before informs the present, one of the karters made a point of introducing himself to Red Bull

**“When Moss took up F Junior at 19, he was called ‘Boy Wonder’”**



Carlin: kings of British F3

Nasr was quick with Double R in 2010

## BRITISH F3

# Nasr switches to Carlin

Quick Brazilian turns his back on Double R for 2011 British F3 title bid with powerhouse team

**B**ritish Formula 3 frontrunner Felipe Nasr will switch from Double R to Carlin for a return to the British series in 2011.

The 18-year-old Brazilian, a British F3 race winner in 2010, is managed by David and Steve Robertson. Along with 2007 Formula 1 world champion Kimi Raikkonen, the Robertsons recently sold their stake in Double R to team principal Anthony 'Boyo' Hieatt.

Although Hieatt had hoped to retain the 2009 Formula BMW Europe champion, the Robertsons have placed him with Carlin's

six-car, VW-powered line-up.

"I am very excited to be racing in British F3 again, especially with Carlin who are clearly the team to beat," said Nasr, who finished fifth in the championship as a rookie this year. "I learnt a lot this season and I want to build on that."

Team chief Trevor Carlin, whose squad has won the past three British F3 titles, said: "We've watched Felipe with a lot of interest and have been very impressed with his raw talent in his first year of F3."

"We're very pleased to have him in our team and look forward to

seeing what he can achieve."

The capture of Nasr, who will test for his new team at Valencia later this month, means that five of Carlin's six British F3 seats are confirmed. As well as Nasr's former Double R team-mate Carlos Huertas and FBMW graduate Jack Harvey, the squad has attracted German F3 Cup race winner Kevin Magnussen, son of 1994 British champion Jan, and retains Briton Rupert Svendsen-Cook.

"We've been in touch with Kevin for a couple of years and been very impressed with his progression up

the motorsport ladder," added Carlin. "We've been very pleased with his pace in testing and I'm sure we'll see another Magnussen on the podium in Britain again very soon."

Talking about Svendsen-Cook, a podium finisher in 2010, Carlin said: "The step up from Formula BMW to F3 is much greater than from Formula Renault, and this year was very much a steep learning curve for Rupert. He did a fantastic job in his first season and we see great potential in him for the future."

Carlin is expected to complete its 2011 line-up in the coming weeks.

## INDYCAR

## IndyCar chief aims for 22 races – or more

**INDYCAR BOSS** Randy Bernard has targeted at least 22 races per season as part of his plans to expand the series over the next five years.

This year's schedule featured 17 races, but Bernard is hoping to expand that number significantly over the next few years. He added that there is likely to be a handful of races outside of the US.

"It is our goal to have at the minimum two more races internationally," said Bernard, who then added that the target

for the 2015 schedule would be "22 to 24 races". He also touched on his hopes for growth on the competition side of the sport, targeting "five [different] engines and a minimum of five chassis [aero kits]".

"This sport is poised for success," added Bernard. "Look where it was in 1995 and where it was in 2009. Very quickly I was sold on this sport, and there's no reason why it can't grow beyond our expectations."

Bernard added that the Indianapolis Motor Speedway and IndyCar owning

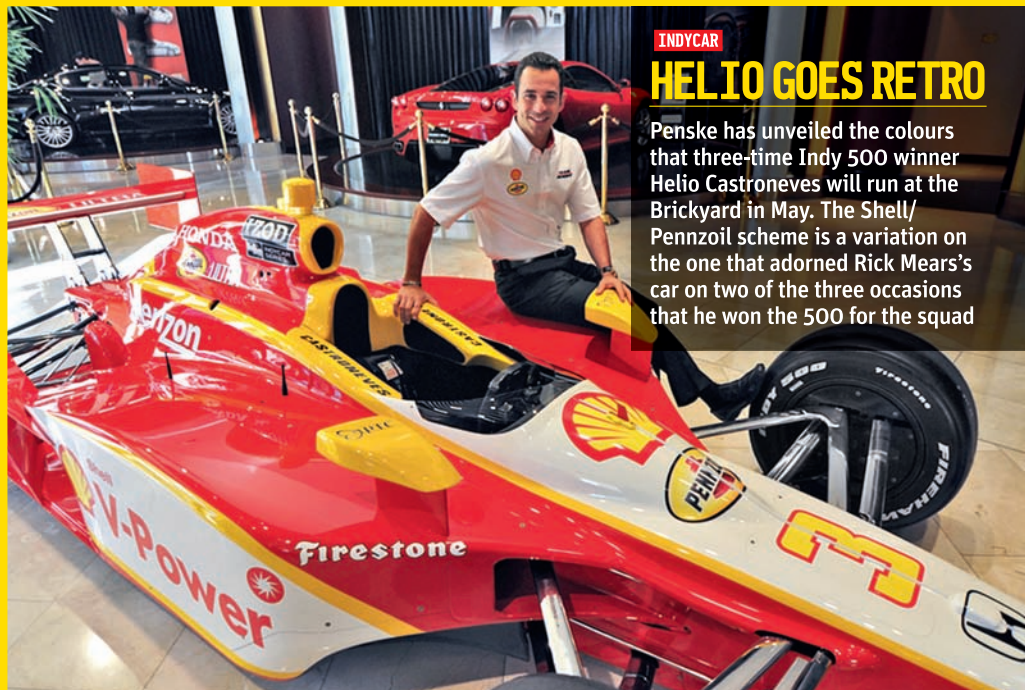
Hulman-George family, which has provided considerable financial backing to keep the series afloat in recent years, is committed in the long term.

"We won't make money this year, that wasn't a realistic goal," said Bernard. "But we had certain parameters to hit, and we exceeded them by 30 per cent. The numbers look promising for 2011."

"This is a privately-held company that has spent millions upon millions of dollars. The family won't take short cuts. They are in this for the long haul."



IndyCar is on the up



INDYCAR

## HELIO GOES RETRO

Penske has unveiled the colours that three-time Indy 500 winner Helio Castroneves will run at the Brickyard in May. The Shell/Pennzoil scheme is a variation on the one that adorned Rick Mears's car on two of the three occasions that he won the 500 for the squad

## IN BRIEF

### AFS, ANDRETTI SPLIT

AFS Racing is hoping to run an independent IndyCar programme after splitting with Andretti Autosport. The teams formed a collaboration three years ago primarily for Indy Lights, although AFS also fielded both Franck Montagny and Adam Carroll in occasional IndyCar races.

### NO CHANGE AT PENSKE

Team Penske is expected to continue with its existing three-car IndyCar line-up for 2011 after putting together a sponsorship package that will allow it to retain 2010 series runner-up Will Power, Helio Castroneves and Ryan Briscoe.

### INDYCAR CUTS HANDOUTS

IndyCar has confirmed that it will limit its TEAM funding to the top 22 next year instead of the top 24. The series said that the cuts to the programme, which offers additional funding to full-time entrants, were aimed at boosting the quality of the field.

### SERVIA BACK IN SADDLE

Catalan US open-wheel veteran Oriol Servia will test with his former team Newman/Haas Racing at Sebring later this month. Servia, who had two short stints with the team in 2005 and '09, will be joined at the test by Indy Lights frontrunner James Hinchcliffe.

### DA COSTA TRIES F2

F3 Euro Series race-winner Antonio Felix da Costa made his F2 test debut at the Algarve circuit last week and was sixth on the one day he drove. Series regular Benjamin Lariche topped the times with a lap late on the second day to pip category returnee Alex Brundle by 0.103s.

### TRUMMER JOINS MW ARDEN

Swiss driver Simon Trummer will switch from Jenzer to MW Arden for his second season of GP3. The 21-year-old managed a best result of sixth at Barcelona in his rookie year.

### NEW TEAMS FOR AUTOGP

Ex-F1 racer and GP2 team boss Adrian Campos will enter his Campos Racing team in Auto GP next season. Italian squad TP Formula has also committed.

### EARLY WIN FOR PROST

Alain Prost won the opening round of the 2010/2011 Andros Trophy at Val Thorens last weekend. Jacques Villeneuve (below) finished 10th on his debut in the ice-racing series.



INDY 500

## Penske eyes Indy plan for Hornish

**PENSKE RACING** has opened the door for former IndyCar champion Sam Hornish Jr to return to the Indianapolis 500 next year.

The 31-year-old American, who won the 500 for Penske on the way to his second IndyCar title in 2006, is currently without a full-time drive in NASCAR for 2011.

Team boss Roger Penske confirmed last week that Hornish, who made a full-time switch from IndyCar to NASCAR in 2008, will contest the Daytona 500 in February, but he admitted that his driver "could be available to run the Indy 500".

Penske is downsizing his NASCAR squad over the winter due to the doubts over funding for a third Sprint Cup car for Hornish. And Tim Cindric, president of Penske Racing, added that the team would make the Indy programme happen if required.

"I'd love to see Sam run Indy if he wants to," said Cindric. "We don't have any plans for that yet, but if he wants to run the Indy 500 we'll figure out a way - he's that good."



Hornish could return to Indy

BOYD/LAT

## AUTOSPORT SAYS...

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**F**elipe Nasr is hot property in junior motorsport circles. Not many drivers have sparked a management tug of war in their first season of car racing, but Nasr did.

The Brazilian's 2009 Formula BMW title-winning campaign was so impressive that Red Bull and David and Steve Robertson (who also manage Kimi Raikkonen) began fighting over his signature. The Robertsons won that battle, so it was no surprise to see their new charge graduate to British F3 with Double R in 2010 - a team they had invested in heavily.

Many anticipated this marriage might also bring down the mighty Carlin juggernaut, which had taken the previous two titles with Red Bull Junior drivers.

It didn't happen. Double R went the wrong way developing dampers on its Dallara-Mercedes, while Nasr made too many costly rookie errors. The best-laid plans and all that.

But he sorted out his more experienced team-mates, scored Double R's only win of the year at Rockingham, and by the final round was just about the fastest man in the field.

Double R knew it had a potential title winner on its hands and will be gutted he has slipped through its fingers.

Now that Nasr has joined Carlin, only a brave man would bet against him delivering Carlin's fourth successive title in 2011. Then again, a certain young Dane may have something to say about that...

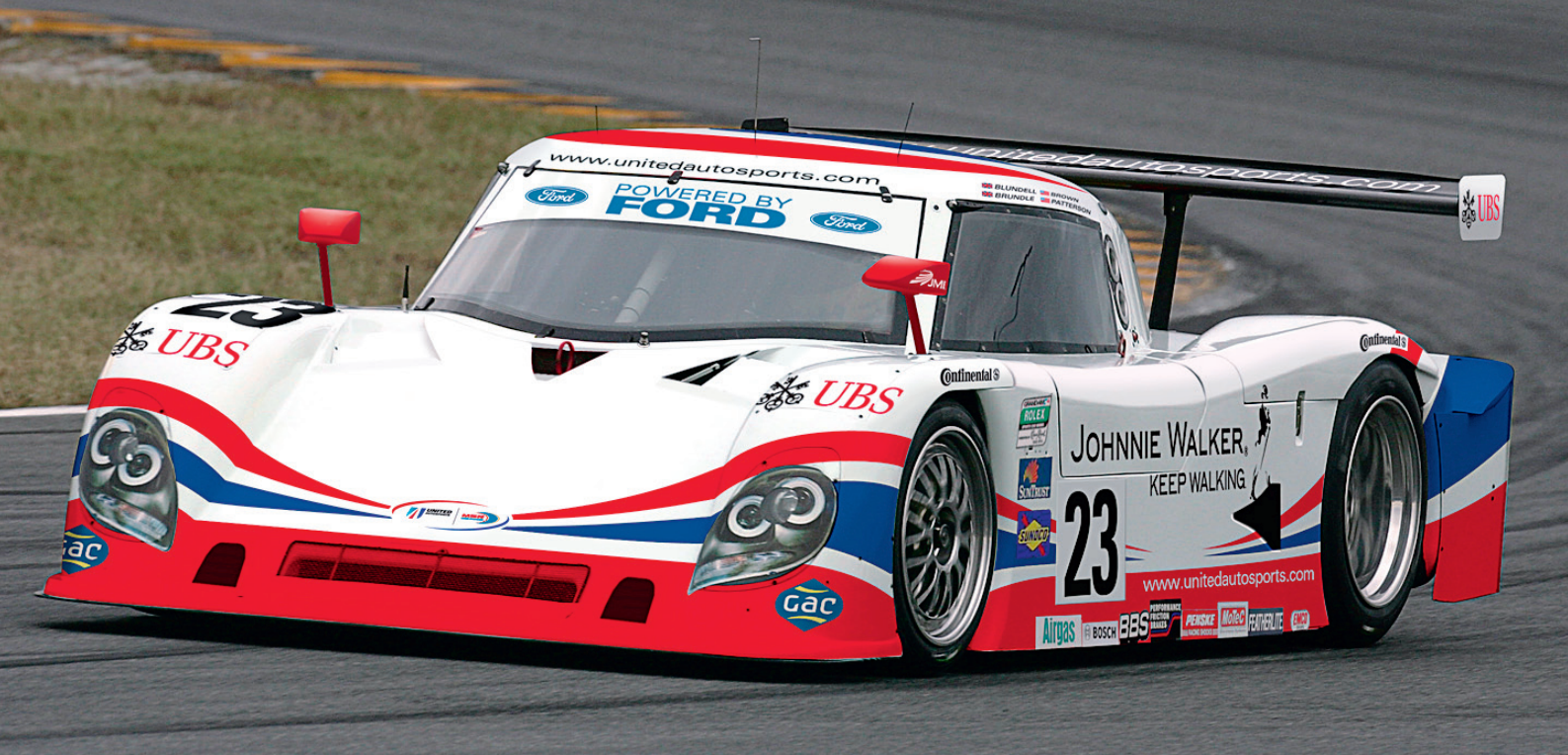
Nasr is a talent on the rise



## REMEMBER WHEN...



...the last time Brundle and Blundell were team-mates? When the pair team up for the Daytona 24 Hours, it will reunite them 17 years after they raced for Ligier in F1. They were also paired at Brabham in 1991.



Brundle will race Daytona Prototype

GRAND-AM

# Brundle back in the cockpit

Ex-F1 team-mates Brundle and Blundell to be reunited for Daytona sportscar classic in January

**M**artin Brundle is joining forces with former team-mate Mark Blundell for his return to international motorsport in next month's Daytona 24 Hours.

The two Brits, who drove together in the Brabham and Ligier Formula 1 teams in 1991 and 1993 respectively, are teaming up in a Michael Shank Racing Riley-Ford MkXX Daytona Prototype under the banner of Zak Brown's United Autosports team for the Grand-Am opener at the Florida venue on January 29-30. It will be

Brundle's first international race since he finished third in the Le Mans 24 Hours for Bentley in '01.

Brundle, who won at Daytona with Jaguar on his debut in the Florida enduro in 1988, has competed in a handful of races in the German one-make Volkswagen Scirocco R-Cup and the Lamborghini Super Trofeo over the past two years.

"Zak asked me if I was interested; it took about five minutes to say yes," he said. "Having cleared myself of some of my other responsibilities, I want to go back and race a bit more seriously.

"I'd be surprised if I don't end up doing one or two more sportscar races next year."

Blundell, who drove one of United Autosports' Audi R8 LMS GT3 cars

in the Spa 24 Hours, will be racing at Daytona for the first time.

The two former grand prix drivers, who racked up 219 F1 starts between them, will share their Riley-Ford with team boss Brown and DP regular Mark Patterson. Blundell, Brown and Patterson all drove the car at last week's official

Grand-Am test at Homestead, while Brundle will get his first taste of the car at the three-day Daytona test in early January.

United Autosports has joined forces with MSR after failing to get clearance to race one of its R8s in what it believed would be a competitive specification.

**"I'd be surprised if I don't end up doing more sportscar races next year"**

Martin Brundle



Brundle is looking for more seat time

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**IN BRIEF**



**INTERLAGOS GETS WTCC**

The opening round of the 2011 WTCC will switch from Curitiba (above) to Interlagos to form a shared billing with the Stock Car Brazil series. The event will retain its March 20 date. The series is also expecting its round at China's Guangdong circuit to be ratified by the FIA this week.

**RICHARDS FINDS A RIDE**

Steve Richards is tipped to replace new V8 Supercar champion James Courtney at Dick Johnson Racing next year. The two-time Bathurst winner was left without a drive after being dropped by the factory Ford team FPR to make way for Will Davison. Courtney will move to the works Holden squad HRT.

**R18 SET FOR LAUNCH**

Audi was due to launch its R18 LMP1 at Ingolstadt tomorrow (Friday). The car replaces the Le Mans winning R15 that made its competition debut last year.

**TOYOTA ENGINES CONFIRMED**

Plans for the Anglo-Swiss Rebellion Racing team to run a Super GT-based Toyota V8 in its Lola coupes next year (see AUTOSPORT, September 30) have been confirmed by the Japanese manufacturer.

**BOUCHUT'S FAUX PAX**

Former Le Mans winner Christophe Bouchut was released by the All-Inkl.com Lamborghini ahead of last weekend's FIA GT1 World Championship finale. The Frenchman ignored the chequered flag for four laps at the end of Qualifying 1 at Interlagos, resulting in the exclusion of the Lambo Murcielago he shared with Marc Basseng. Bouchut was replaced at San Luis by Ricardo Risatti.

**ZYTEK HYBRID TRACK TESTED**

Zytek's off-the-shelf hybrid system, which is available for use in LMP1, ran on the track for the first time last week. The system was fitted to Honda's HEV Super GT test car and completed 2000km over two days of running at Suzuka (below).



Matech will not return next



**WORLD GT**

**Team troubles spark World GT1 grid crisis**

**TWO OF the 12 teams competing in this year's FIA GT1 World Championship seem certain not to return.**

The Matech Racing Ford squad will definitely not race next year under its current ownership and has been put on the market. The

Hegersport Maserati squad, sister team to Vitaphone Racing, is only "30 per cent likely" to race on, according to team boss Altfried Heger.

Matech boss Martin Bartek has put the racing arm of his operation up for sale as a result of what team manager

Thomas Mutsch described as "sponsorship difficulties". Bartek intends to continue Matech Concepts, which developed the Ford GT for the world championship and is working on a version of the car built for the Le Mans GT Endurance class.

There are doubts over the future of a number of other teams racing in the series. Phoenix and the Selleslagh Racing Team, one half of Mad-Croc Racing, have admitted that they are not confident of finding the money to continue.

**NASCAR**

**Earnhardt backs team changes**



Earnhardt hopes to find his mojo

**DALE EARNHARDT Jr** is optimistic that the arrival of new crew chief Steve Letarte will provide the boost needed to turn him into a title challenger in 2011.

Letarte has been Jeff Gordon's crew chief since September 2005, but Hendrick Motorsports boss Rick Hendrick has switched him to Earnhardt's car in an effort to kick-start his fortunes.

"You look at it as a clean slate and a new chance to see if this new package and new chemistry will produce better results," said Earnhardt. "We needed this to happen. I needed this to happen. Hopefully this will get me into a good position; get me back to winning races."

Earnhardt's strongest period in Sprint Cup came between 2000 and '06, when he won 17 races. Since then he has won just once in 170 starts, but insists that he can recapture his old form.

"I know I can be that guy again," he said. "At least that good. This is a good opportunity to see if that can happen."

**WORLD GT**

**Chinese twin-event plan**



Spa will vanish from the 2011 calendar

**THE FIA GT1 World Championship** could stage back-to-back races in China next season.

Series boss Stephane Ratel is closing on a deal for a Chinese double-header at the new Ordos track in the province of Inner Mongolia and the Beijing street circuit, which were both visited by Superleague Formula this year. The Ordos race appears certain to be on the 2011 calendar when it is published tomorrow (Friday), but plans for the Beijing race remained in the balance as it lacks an FIA track licence.

Ratel said: "We will be going to China, because it is such an important market. If we cannot have the two races, we will have one and a demonstration in Beijing."

The Brazilian round is expected to move from Interlagos to the remodelled Porto Alegre circuit in the south of the country.

Zolder will replace Spa as the Belgian round because Ratel does not want the series to be regarded as a support event for the 24 Hours, which it preceded this year.

The German event will move from the Nurburgring, most likely to either Oschersleben or the Sachsenring.

The new Smolensk Ring in Russia will host a FIA GT3 European Championship round next year as a precursor to a GT1 round in 2012. ● Silverstone will host a round of Ratel's new GT Endurance Series. The four-hour race for GT3 and GT4 cars will take place on October 9.

BTCC

# Motorbase switches to Ford

## BTCC squad replaces BMWs for 2011 season

**M**otorbase Performance will make a surprise switch from BMW to Ford machinery for next year's British Touring Car Championship.

The Kent-based squad, which has fielded BMWs since 2008, has bought three Focus STs from Arena Motorsport and will run at least two of them.

"We've thoroughly enjoyed our three years with BMW," said team principal David Bartrum. "We've become a race winner with the cars and the 320si is still capable of winning. But it's time to move on.

"This is the ideal time to make a change and it gives us a chance to progress as a team and be involved in the future of the ongoing development of the Focus."

### AIRWAVES BACKING RETAINED

Motorbase, which will compete under the Airwaves Racing banner, has enlisted engine specialist

Mountune Racing to prepare NGTC-spec petrol units for the Focuses.

The cars were due to arrive at the team's Wrotham headquarters this week.

"Then we've got the job of getting them all prepped to hopefully head off somewhere warm in January to go testing," Bartrum added.

### NEW MODELS FOR ARENA

Arena will, as predicted by AUTOSPORT (November 11), switch to the latest-model Focus ST next year and is already in the process of building the first racing version of the machine.

The champion independent squad has been given the task of preparing the base-model car to Super 2000 specification, before other teams around the world are enlisted to adapt the machine to suit their own championships' regulations.

No comment was available from Mike Earle's squad on the specifics

Motorbase has bought Arena's Ford Focuses



of the partnership, but an announcement from Ford is due to be made this week.

AUTOSPORT understands that Arena's definitive BTCC machine will not fall under the championship's new NGTC rules package. Instead it will compete as a S2000 model with the Mountune-prepared NGTC petrol engine that was tested at Brands

Hatch last month. S2000 cars will retain parity with NGTC machines in the BTCC until the end of 2012.

No drivers have been named for Arena's 2011 campaign. Independents' title-winner Tom Chilton is virtually certain to stay but question marks persist over the future of Tom Onslow-Cole, who won four times this season on his way to fourth in the championship.

# THE ROAD TO INDY JUST GOT FASTER.



DARIO FRANCHITTI

FOR MORE INFORMATION:

**WTCC**

## WTCC confident despite BMW exit

**WTCC PROMOTER** Marcello Lotti believes that the series can maintain strong grid numbers in 2011 despite the departure of BMW as a works entry, although he conceded that the loss of frontrunning driver talent such as Andy Priaulx is a blow.

"It is a shame that Andy will not be involved," Lotti told AUTOSPORT. "This is not ideal for us, because he is a three-time world champion."

BMW confirmed on Saturday that it will step back from the WTCC to concentrate on preparing for its DTM entry in 2012, although it will continue to provide its 320 TC chassis with the newly developed

1.6-litre engine for customer teams.

"I had been informed about BMW's decision before the announcement, and I think it makes sense for them in terms of their plans with the DTM," Lotti said. "But, for us, nothing changes. What is important for me is to keep the grid with good brand representation in the field, so 18, 20 cars, with the new regulations. We are not really worried."

BMW's departure leaves just Chevrolet and the single-car Volvo entry offering factory representation in the WTCC, although the former works SEAT team still competes on an independent basis following the Spanish manufacturer's withdrawal a year ago.



There'll be no works BMs in WTCC in 2011

**NASCAR**

## Red Bull drops Speed

**SCOTT SPEED** is without a drive for next year's Sprint Cup after being released by Red Bull.

The 27-year-old's seat was in placed in jeopardy when the team signed Kasey Kahne to drive its second car in 2011 before he moves on to Hendrick Motorsports in 2012. Lead driver Brian Vickers is continuing to make a good recovery from the blood clots that sidelined him in May and is expected to be fit to race again in the new year.

Speed announced that his deal had been terminated via his twitter account late last week, and Red Bull confirmed it in a statement shortly afterwards.

"We exercised our right to end the relationship at the end of 2010 and wish Scott the best of luck in his career," the statement said.

The former Toro Rosso F1 driver, who has spent seven years under Red Bull's guidance, still had a year remaining on his NASCAR deal. However the contract contained a



Red Bull will not keep Speed in '11

performance clause that allowed Red Bull to drop him if he was not ranked in the top 16 in points. Speed ended the season in 30th place with only two finishes in the top 10.

The result was only a marginal improvement on his rookie season in 2009, when he finished 35th after being promoted to the top tier on the strength of his performances in the lower-level ARCA and Truck series a year earlier.



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### SCHOLARSHIP PROGRAM

**USF2000 NATIONAL CHAMPIONSHIP** presented by Cooper Tires 2011 Champion receives a scholarship for a full season in the 2012 Star Mazda Championship.

**STAR MAZDA CHAMPIONSHIP** presented by Goodyear 2011 Champion receives a scholarship for a full season in the 2012 Firestone Indy Lights.

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DAKAR

## FOR SAND READ SNOW

This time next month, the Volkswagen Race Touareg will be racing through the South American dunes at 40C. Last week, it was in the German snow at -10C for an AUTOSPORT track test. Read all about it (and its watery end!) next month...

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WRC

# Citroen: we would slow Loeb

French WRC squad admits it would ask favoured son Sebastien Loeb to support new star Sebastien Ogier if needs be



Loeb has never had to play a supporting role

**C**itroen will have no hesitation in running Sebastien Loeb in a support role if his team-mate Sebastien Ogier is faster in the new DS3 WRC next season.

Loeb has enjoyed undisputed number-one status in the team since winning his first title in 2004. Team principal Olivier Quesnel has already stated that Loeb and Ogier start next year as equal number-one and team manager Sven Smeets has backed that up.

Smeets told AUTOSPORT: "If Ogier puts himself in a good position like Sebastien Loeb did this year, then we will ask Sebastien

[Loeb] to do what we have asked his team-mates to do for him in the past. Dani Sordo's chances [of winning the drivers' title] in July and August this year were so minimal, we had to start to make choices. I hope we don't find Sebastien Loeb in that kind of position next year. If we do, it means he's had a fairly dramatic start to the season.

"Of course, if there's just 15 points between them or something like that, we're going to do nothing, but they both know how it works: they are equal at the start and then we look in the year. If we have to

ask Loeb to do it we will."

Ogier has already spoken of his desire to avoid the number-two spot in the Citroen team while Loeb says he would be surprised if the team asked him to perform a back-up role. The two were paired in the Citroen Total World Rally Team on three events in 2010, but will team up for the whole of 2011.

Citroen's desire for early-season parity was demonstrated in Portugal this year, where Ogier beat Loeb in a final-day fight. He also beat the champion in New Zealand and Finland. Loeb, however, won the last three rallies while Ogier crashed.

IRC

## Top names join Monte Carlo entry list

**PETTER SOLBERG**, Chris Atkinson and Per-Gunnar Andersson are the latest drivers to enter January's Monte Carlo Rally.

Solberg, the 2003 world champion, will make his Intercontinental Rally Challenge debut on next month's series opener in one of three factory-supported Peugeot 207 S2000s alongside Bryan Bouffier and Stephane Sarrazin.

Atkinson and Andersson will both drive for the British-based Proton team. Andersson will make his debut in the Satria Neo S2000, while Atkinson returns for a second season.

Proton has also announced an expanded IRC programme of 10 rallies along with the full FIA Asia-Pacific Rally Championship next year. Alister McRae will remain with the team for the full APRC and selected IRC rallies.

Solberg will make IRC debut in Peugeot 207



WRC

## Mini WRC on schedule

**MINI STILL** plans to launch its new car at Rally d'Italia next year, despite the Italian event not including the planned ceremonial start in Rome.

Italy's round of the WRC will now remain entirely on Sardinia, although there are plans to run a roadshow event on the mainland the week before the rally. Despite the disappointment of not being able to launch the all-new Mini Countryman WRC at a Rome ceremonial start, the event is still said to be favourite for the Mini debut.

Prodrive's David Lapworth refused to confirm a launch date for the car, and said:

"I don't think that will be confirmed until next year – there are a lot of details still to be sorted. We're still relatively early in the car's development."

Lapworth added that the team remained focus on development rather than competition.

He said: "We are a small team ramping back up and we can only take on extra workload at the rate that we can find the money and the people. If we overstretch it and we end up doing events and not the development, that's not going to do us any favours in the long-term."

# THE GREATEST CARS EVER

**EVERY MOTORSPORT FAN** has their favourite car, and so too do the designers and engineers who have dedicated their lives to producing cars at the highest level. AUTOSPORT asked some of the biggest names in racecar design to select their greatest cars, the car that they wished they had designed. Some of the choices – such as the most popular, the ground-effect Lotus 79 – are obvious. But some will surprise you...

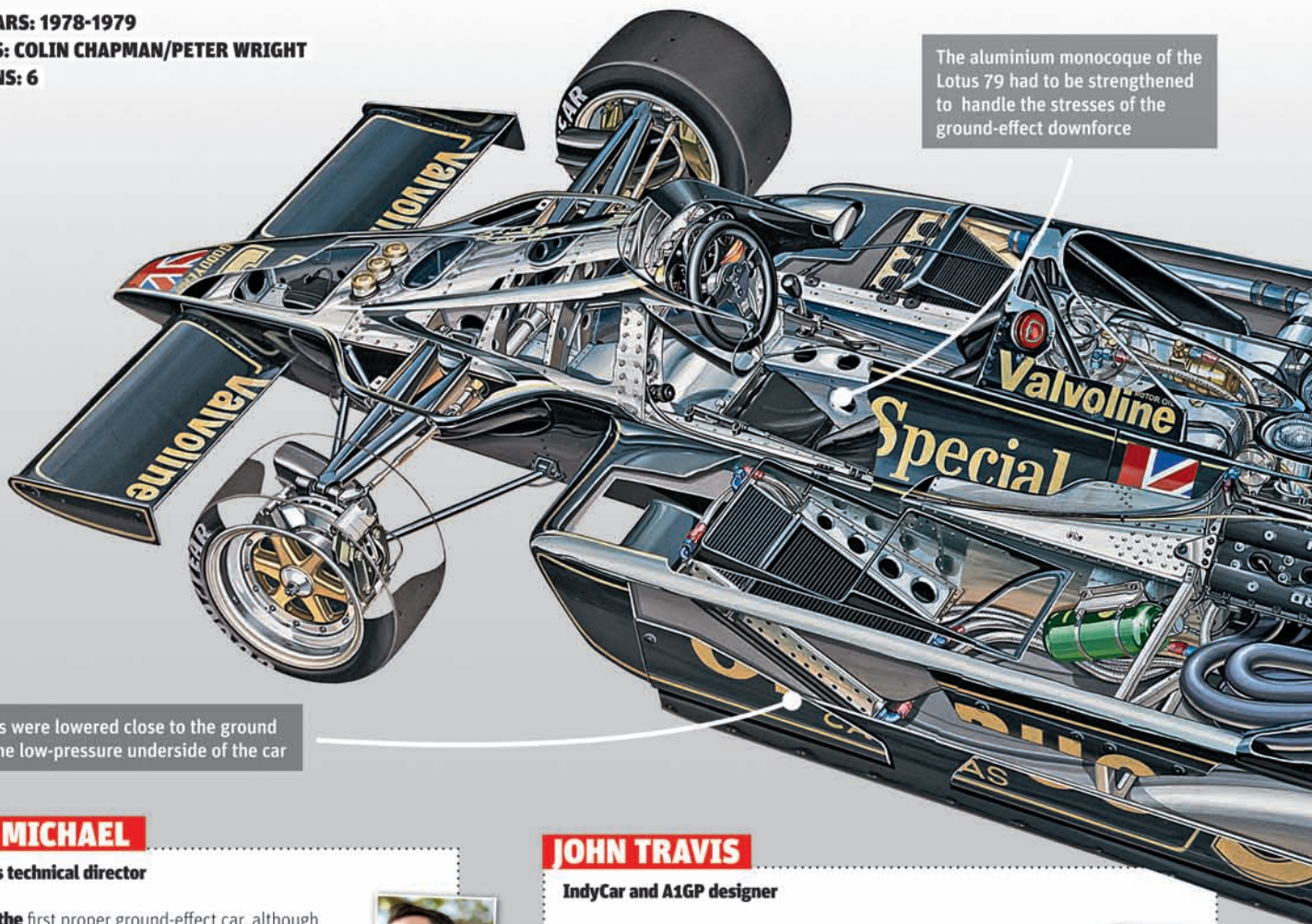
## LOTUS 79

**ACTIVE YEARS:** 1978-1979

**DESIGNERS:** COLIN CHAPMAN/PETER WRIGHT

**MAJOR WINS:** 6

The aluminium monocoque of the Lotus 79 had to be strengthened to handle the stresses of the ground-effect downforce



Side skirts were lowered close to the ground to 'seal' the low-pressure underside of the car

### SAM MICHAEL

Williams technical director

"It was the first proper ground-effect car, although they had experimented with the concept the year before, but not with the proper coke bottle. In terms of setting out what was to come in the next 35 years of grand prix racing, that was the car. It was a complete game changer.

"Although F1 at that time had inverted wings and aerofoils, it suddenly meant that downforce was F1. Before then, F1 was quite different – it was about optimising suspension geometries and roll centres and your mechanical set-ups. The car was superseded in 1979, but it won the championship and Lotus did ground-effect first.

"If you look at what Colin Chapman did in the 1960s and '70s it was very impressive stuff. The rest of the car is all pretty conventional from the mechanical point of view, which is good in a way because it was just a significant change in concepts compared to everything else. It didn't win because of the engine and gearbox, it was because of the aero."



### JOHN TRAVIS

IndyCar and A1GP designer

"The car that inspired me most, and I guess therefore the one that I wished I'd designed, was the Lotus 79. I was 23 at the time and I liked it so much I bought the Tamiya model kit of one. It was the car that was at the forefront of an aerodynamic revolution that the 78 had only just touched on.

"But it wasn't just the ground-effect; it was the way that they understood what they were doing, tailoring the monocoque at the rear to force the air to the diffuser and mounting the suspension onboard to further exploit that. I don't think people really understood what it was doing when they first saw it. A lot of people tried to copy that car, but look at something like the Shadow – that was still trying to use the upper surfaces like a wing, not understanding that it was what was going on underneath the car that made the difference.

"I think it's a great shame that ground-effect isn't really used in motor racing anymore. That was one of the reasons why racing in Champ Car was so good – 60 per cent or so of the aero grip came from ground-effect. This is hardly affected by the turbulent wake, so you can get good, close racing. All single-seaters ought to have 60 to 70 per cent of their grip come from ground-effect."



The Lotus 78 was the proto-79. It gave the team a year to work on and understand ground-effect

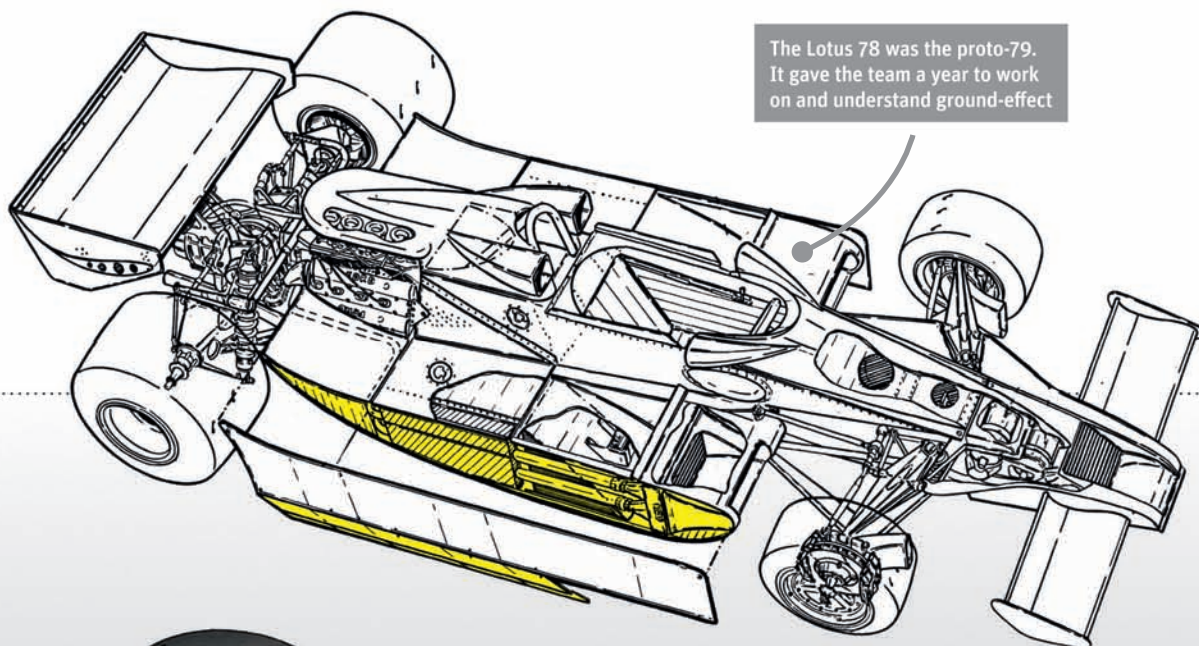
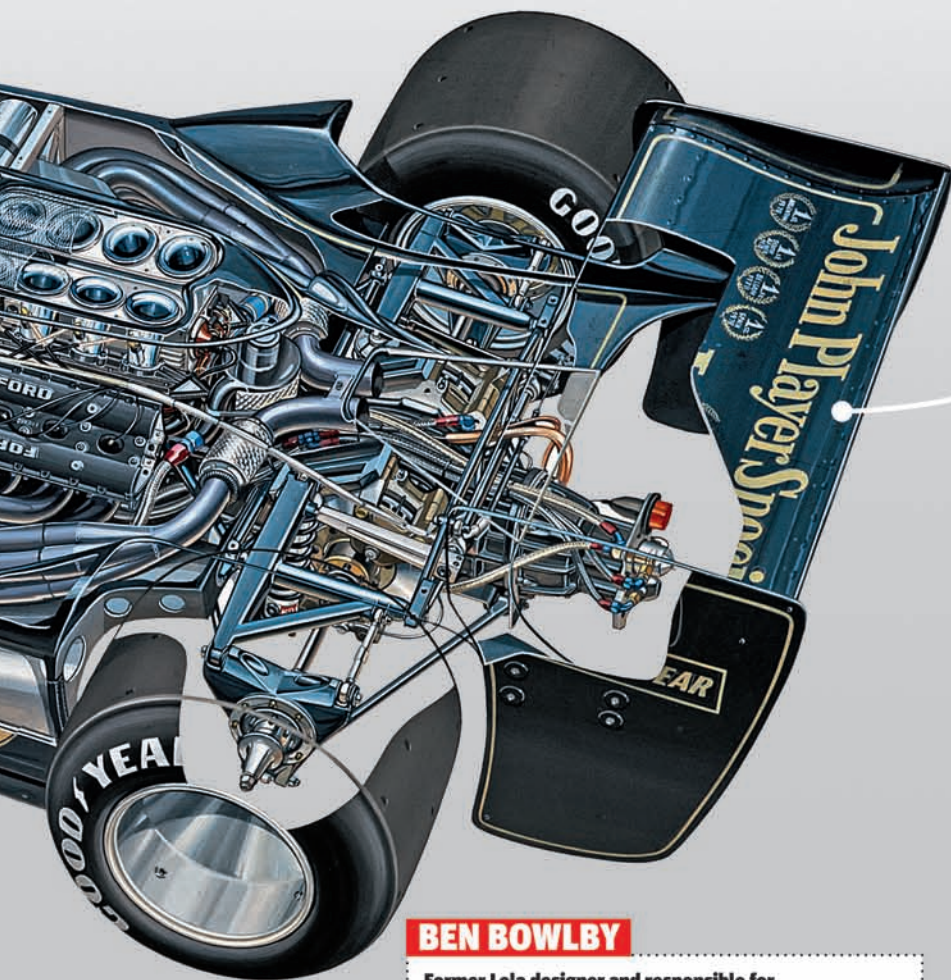


ILLUSTRATION: GIORGIO PIOLA

Aero package gave Lotus 79 a staggering estimated 300 per cent downforce edge



**GARY ANDERSON**

Former Jordan and Jaguar technical director



“The Lotus 79 was a surprise car, in a way, because nobody really cottoned on to what the 78 was doing. It wasn’t that good, but it was a ground-effect car and they had a decent year of learning. They didn’t have the tools that they have now – it was about vision and belief. This was the workhorse that created the 79.

“Compared to a conventional car, it was probably carrying three times the downforce. But nothing comes for nothing and it brought drag with it. On tracks with long straights the others had a chance.

“Ground-effect brought along lots of problems. You exploit it to its maximum and the Lotus 80, which came next, showed that they didn’t know where that maximum was with the big long body and skirts. It also highlighted other problems like chassis stiffness and distributing load around the car, so there was a whole new learning curve. But as a package, Lotus committed to it with belief and vision and it led the way for F1. Everyone tried to emulate the car – some succeeded and some didn’t.

“Aerodynamically it was a nice looking piece of kit and a tidy car. It was well conceived around the standard components, but obviously with completely different sidepods. The Lotus 79 moved the priorities from mechanical dependency to aerodynamic dependency. It set aerodynamics as the key to performance in F1.”

**BEN BOWLBY**

Former Lola designer and responsible for the innovative Delta Wing IndyCar concept



“The Lotus 79 was a car that harnessed ground-effect and inspired me as a 12-year-old model-airplane builder/flyer. I knocked up a simple skirted venturi underbody on the kitchen table one evening and reconfigured the family Hoover to ‘blow’ and felt the tremendous force generated by the air passing under the model. I built an 1/8 scale radio-controlled version of the car and I was hooked.”

## LOTUS 88

For the 1981 season, the FIA stipulated a minimum ground clearance of 60mm. The Lotus twin-chassis car allowed one chassis to be used for ground-effect, with the other more softly sprung to get around the minimum ride height. Lotus attempted to race it at Long Beach in 1981, but the car was disqualified in practice and the concept was soon banned.



**ACTIVE YEARS: 1981**  
**(NEVER RACED)**  
**DESIGNER: COLIN CHAPMAN**



### MIKE GASCOYNE

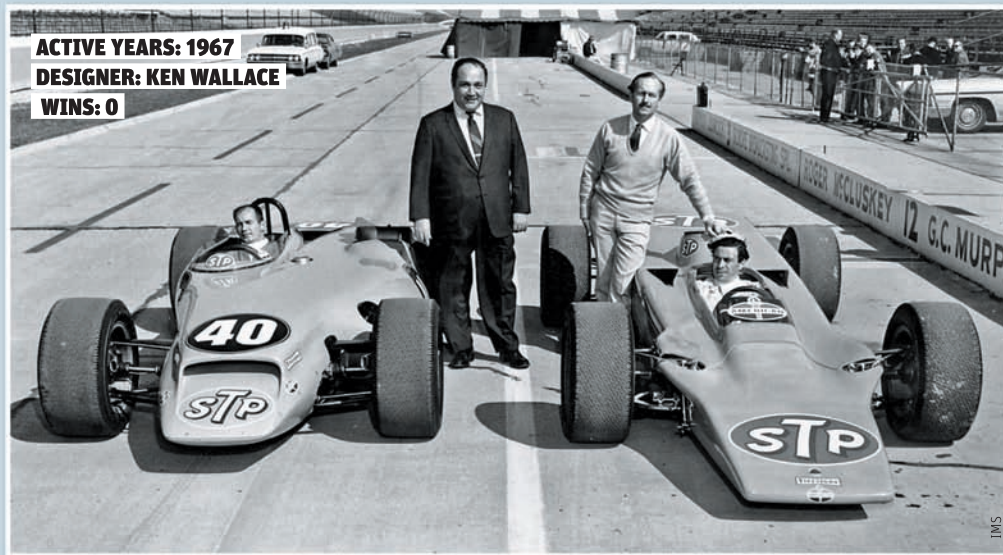
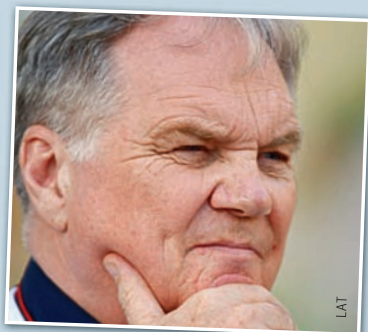
Lotus F1 Team chief technical officer

**“I really like** the twin-chassis Lotus 88. It was a really left-field piece of thinking on the aero regulations to do a ground-effect car with the chassis sprung off the suspension. It was a fantastically novel idea and the epitome of Colin Chapman. He was able to be presented with a set of rules and come up with something different. That sums up great thinking.

“We had the Lotus 88 in our workshop for a bit. In a way it was very crude, but to see it with its bodywork off, lean on it and see it go down was very clever. As an aerodynamicist and an engineer, it’s always innovation that catches my attention.”

## STP TURBINE SPECIAL ‘SILENT SAM’

The Pratt & Whitney four-wheel-drive STP Turbine Special (left of pic, right) only started one race, and would have won the 1967 Indianapolis 500, with Parnelli Jones driving, but for a bearing failure.



**ACTIVE YEARS: 1967**  
**DESIGNER: KEN WALLACE**  
**WINS: 0**

### PATRICK HEAD

Williams director of engineering

**“The STP Turbine Special** would easily have won the 1967 Indianapolis 500 had a small bearing not failed with four laps to go. It was a very unusual looking car, but it took an interesting approach to the problem of running a turbine with the engine on one side and the driver on the other of a backbone chassis. It was an original piece of engineering.

“For Indianapolis, using a turbine is probably more beneficial than at more-orthodox circuits

because of the relatively narrow speed band that you run in. It was designed by a chap called Ken Wallace and for whatever reason he judged that the wheelbase would be too long if you put the driver in the front and the engine in the middle behind it.

“The next approach was to overlap the two and then the question is, do you put the chassis around the outside or down the middle? Down the middle has limitations, but for the purposes they were designing it for, it was easily stiff enough.

“I think they tried to make the chassis out of

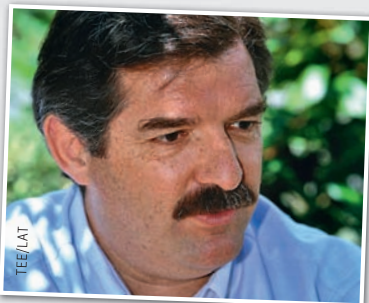
welded stainless steel, but they had distortion problems with it and they ended up with it riveted and bonded.

“For the following year, Andy Granatelli, a famous name in American motor-racing, commissioned Lotus to design a car and Colin Chapman quite rightly realised that a long wheelbase at Indianapolis wouldn’t be a problem and did a more-conventional car.

“It did very well, but the turbine was slowly inlet-restricted out of it.”

## CHAPARRAL 2C

The C evolution of the Chaparral 2 series of cars introduced a driver-adjustable hydraulic rear wing. Although the car is credited to Jim Hall, it was the result of heavy investment from Chevrolet, which despite not being officially in racing was, in fact, very active in North American competition.



TEE/LAT

### SERGIO RINLAND

The Argentinian has worked for Ralt, RAM, Williams, Brabham, Dallara, Forti Corse, Sauber and Arrows, among others.

“The Chaparral 2C was one of the first racing cars to feature a composite monocoque, even if it was



**ACTIVE YEARS: 1965**  
**DESIGNER: JIM HALL**  
**MAJOR WINS: 1**

ALLEN KUHN

fibreglass. Back then carbonfibre had not been released by NASA yet, so normal people couldn't use it. Not only that, but it also featured an automatic gearbox and just two pedals – Jim Hall was the first driver to left-foot brake!

“They also did a lot of aerodynamic research,

and that car featured ground-effect. They did a lot of work to make the floor of the car provide the downforce, but it did have a rear wing in the end. And it was gorgeous – how can someone design something so pretty! The only problem was it was not that reliable.”

## CHAPARRAL 2E

The first car to successfully make such a raised aerofoil work, the idea was soon brought into other categories such as Formula 1. The car only won one race during its short competition history, in Can-Am in 1966.



CLEMENT MARIN

### RICARDO DIVILA

Former Fittipaldi/Ligier designer and long-time Nissan sportscar engineer

“It looked gorgeous – a white car with just numbers on it – and the moveable wing was a nice step. The car was a basic chassis with conventional double-wishbone suspension front and rear. Apart from the aero it had nothing remarkable about it. The wing profile wasn't anything extraordinary, with no endplates. The main things were that the driver could feather it using a pedal and the downforce being applied straight to the rear of the car. The front of the car, knowing what we do today, wasn't very good, but it set the template for aerodynamics being the most important factor in performance of a car.”



**ACTIVE YEARS: 1966**  
**DESIGNER: JIM HALL**  
**MAJOR WINS: 1**

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## McLAREN MP4/4

### JAMES KEY

Sauber technical director

"This car was incredibly successful and put Alain Prost and Ayrton Senna together with the Honda V6 for the first time. It kept the centre of gravity low and was clearly ahead of its time – low rear bodywork is still

something that we aim for today. It's not a ground-breaking car – the Lotus 79, the first turbo car and the Brabham fan car all sprung to mind when I was thinking about this and they are certainly engineer's cars – but ultimately a great car is one that goes and wins. This one utterly dominated."



No Formula 1 car can match the MP4/4's dominance – it won 15 out of 16 races during the 1988 season. Based on the ideas that underpinned designer Gordon Murray's disastrous lowline Brabham BT55, the Honda engine allowed far better packaging and, after just one day of pre-season testing, the MP4/4 was unbeatable.

### NICK WIRTH

Virgin technical director

"It stands out in my mind because 1988 was the first full year I was involved in F1 after starting out with March towards the back of 1987. Your first car in F1 is always memorable and the car that we came out with was so different in concept to the McLaren MP4/4. It was an iconic racing car.

"I think the aerodynamic strategies that we employed on the Leyton House car were in advance of it, but the MP4/4 was such an amazing vehicle. Without the airbox, it was a very low-sitting car with the most beautiful lines, particularly with the bodywork off it was a beautiful piece of engineering. As an engineer, I really appreciated the fact that McLaren allowed Gordon Murray to stick to his guns with the low frontal area. The Honda was more suited to it than the lowline Brabham's BMW."



ACTIVE YEARS: 1988

DESIGNER: GORDON MURRAY

WINS: 15



### PADDY LOWE

McLaren engineering director

"Two cars come to mind, for very personal reasons: the McLaren MP4/4 and the Williams FW14B. The McLaren is legendary purely through its utter dominance in 1988 and the fact that it was driven by two of the greatest drivers in F1: Ayrton Senna and Alain Prost.

"That year was my first season in F1, when I joined Williams, so the team was coming off the back of a successful period into four years of

McLaren domination. So the whole early part of my career was about overcoming the dominance that started with the MP4/4. That year, we went to test at Imola at the beginning of the season. I seem to remember doing lap times that were just about breaking the 1m30s barrier. McLaren were running the interim car, the 3B, and just as we were packing up they turned up with the MP4/4 and did 1m27s straight out of the box!

"That was the start of a time when the idea of beating McLaren

was almost beyond contemplation. In 1991 we chipped away with the FW14, but in 1992 we came out with the FW14B. Sometimes you have a car where all of your toys come together at once and we had active suspension and that finally worked well after starting with it in 1988 – and we had traction control as well. And it beat McLaren."



## WILLIAMS FW14B

ACTIVE YEARS: 1992

DESIGNER: ADRIAN NEWEY

MAJOR WINS: 10

Often qualified on pole position by Nigel Mansell with an advantage of over a second compared to the rest of the teams, the FW14B is regarded as the ultimate hi-tech F1 machine. With active suspension, traction control and ABS, some joked it could drive itself. That, combined with Adrian Newey's brilliant aero concept and the work by Patrick Head on the gearbox, made it one of the most dominant cars in F1 history.



## AUDI QUATTRO

There are game-changers and then there's the Audi Quattro... When, in 1978, Ingolstadt quietly asked World Rally Championship organisers if they minded a 4x4 car coming, the answer was a bemused no. When Hannu Mikkola gave the car its first public outing as course car on the 1980 Algarve Rally it would have won by 26 minutes. The revolution had begun.

### CHRISTIAN LORIAUX

Ford WRC technical director



"The Quattro came along at the time when I was really getting into rallying, and it was the car that really changed the sport with the revolution of four-wheel drive. It was the car that made me dream.

"I didn't really like the last ones, particularly the big wings on the Quattro E2 – I thought they were ugly. The one I was interested in was the early car, just the straight Quattro. That came along when Lancia were still working on cars like the 037, which was a great car, and it just blew them away. Everybody else was looking at lightening the cars, making race-type cars with lots of power and then Audi used their technology and beat them all. From then on, anything that was going to be competitive in the sport had to have four-wheel drive.

"It didn't last for too long though. Once the other teams caught up, the Audi started to get beaten as Group B developed and people began to look at moving the engine around and shifting the weight distribution. But still, the Quattro started the revolution."



**ACTIVE YEARS: 1981-1982**  
**WRC WINS: 10**

## AUDI QUATTRO SPORT



**ACTIVE YEARS: 1984-1985**  
**WRC WINS: 2**

Once the world of rallying had caught up with Quattro, one of the criticisms of the original Audi was that it was too big. The Sport was the answer: it was 244mm shorter and 57mm wider than its predecessor. The motor was replaced with a twin-cam 20-valve unit, which hiked the power towards 500bhp.

### ROLAND GUMPERT

Audi engineer

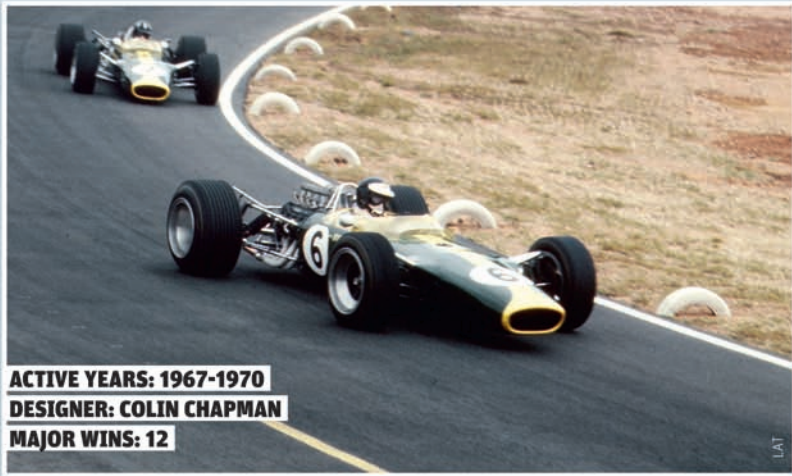
"The Audi Quattro S1 was the greatest car for me. What made the car good for me was the turbo-charged engine, which was so powerful. We had the traction from four-wheel drive and the short wheelbase in the S1, which was the evolution of the original Quattro.

"I drove this car myself, sometimes just on the highway and sometimes on rally tracks, and Michele Mouton was my favourite driver. Having said that, my best memory from the Audi was when Walter Rohrl set the best time at the Pikes Peak hillclimb track."



## LOTUS 49

Few grand prix cars have been so influential. The 49 set the trend for using the engine as a stressed member, gave the Ford DFV victory on debut, kick-started the wing era in F1 and even set the trend for tobacco sponsorship in mainstream F1. Jochen Rindt took the car's last win in its 49C guise in Monaco in 1970, three years after its debut.



**ACTIVE YEARS: 1967-1970**  
**DESIGNER: COLIN CHAPMAN**  
**MAJOR WINS: 12**

### BOB RILEY

Designer of Riley & Scotts and several of AJ Foyt's Coyotes

"Mounting the wing on the upright had been outlawed, so Colin Chapman came up with the idea of mounting the whole body on the front and rear uprights. Of course, it was outlawed straight away, but it was a clever way of getting around the rules, real clever. That's something I'd wish I'd come up with had I been in F1. The Chaparral was the first one with the wing on the upright and at the time I couldn't believe he used a wing with a symmetrical aerofoil rather than an inverted aerofoil that would have produced downforce. Of course, Chapman was a very clever person, who I admired. Over here it has always been about the intention of the regulations, but in Europe they go strictly by what it says in the rulebook."



### NORBERT SINGER

Porsche motorsport senior engineer and the architect of the 956 and 962

"The Lotus 49 was the first racing car to successfully use the engine as a stressed member. It is such a simple idea, but it changed racing car design forever."



### PAT SYMONDS

Engineering stalwart of Toleman/Benetton/Renault

"The two things that mark out a great design are innovation and integration, and it's the latter that stands out, even though it did innovate. It was the first to use the stressed engine properly – there had been others, but the Lotus 49 was the first to do this well. And you have to consider the engine as part of the car. The Ford DFV was the most influential engine in the history of F1."

"The wings were also innovative. It wasn't the first time that wings had been put on a racing car, but it was a beautiful application of the concept. What I love about the car – apart from the fact that I was a kid when it came out and therefore it had a huge influence on me – was that as a budding engineer I could appreciate the wonderful integration. The oil tank was beautifully saddled around the gearbox – details like that were impressive. The other thing that amazed me was its longevity."

"I remember reading about it winning in Holland in 1967 and it lasted until 1970 in various forms. That's a hell of a life and a tribute to how good the car was, even though cars didn't develop at the rate they do now. So it's an elegant design, with elements of innovation and a long life during which it won many races."



## MERCEDES W125

The W125 was the dominant car of 1937 and the result of Mercedes' decision to pull out of grand prix racing while struggling in '36. The W125 was quick and driveable, something that gave it the edge over the tricky-to-drive Auto Union.



**ACTIVE YEARS: 1937**  
**DESIGNERS: MAX WAGNER/RUDOLF UHLENHAUT**  
**MAJOR WINS: 6**

### FRANK DERNIE

Patrick Head's right-hand man from 1976-1989 and most recently a Toyota F1 consultant

"During the pre-war era there was serious state money being poured into grand prix racing and some amazing cars were produced. Elegant simplicity is what I like in racing cars and it's not unusual to confuse complicated with sophisticated. The Auto Union was such a car – it was far too complicated and it did not match the tyres, and a good designer starts off with the tyres."

"The Mercedes was cleverly engineered without being self-indulgent. You could say that a car with that power almost couldn't work well with the crude tyres, but they recognised that the weight distribution is a key parameter because you have to share out the work between the four contact patches. If you had equal load across all the tyres, you would overwork the rears because they have more work to do to put the power down – so you have to have a little more forward. The Mercedes did that, while the Auto Union had too much on the rears. One was conceptually right, the other was conceptually wrong."

"The front drum brakes were out in the air stream, with fins, and were as big as they could be, which shows that they were thinking about the whole package. The gearbox is at the back – transaxle – which is exactly right for the weight distribution."



## PEUGEOT 205 T16

After a fairly lengthy – and not always straightforward – gestation period, the first genuine Group B supercar arrived in 1984 and won in its first season. Peugeot took the sensible step of mid-mounting a powerful and reliable engine in a spaceframe chassis and then employing the world's best brains to develop suspension and transmission. It trounced Audi's benchmark.



### DAVID LAPWORTH

Prodrive technical director

"If you were talking about the car that got me interested in the sport, I'd probably say the [Ford] Escort, but the T16 was the one that really changed things for me. Before that car came along, you could always see that the rally car had been created out of the road car, but when the T16 arrived, it was clear



**ACTIVE YEARS: 1984-1985**  
**WRC WINS: 9**

that, from the ground up, this was an out-and-out rally car. It was a fantastic car. It didn't revolutionise the sport in the way the Audi [Quattro] did, but it did take the revolution to the next level.

"When you looked around the car, the engineering was fantastic, the attention to detail in

all of the components: the aero, the way everything worked, it was totally purpose-built. I never got to drive one, but I did some early work on the car with Jean-Claude Vaucard, and of course I got to watch it – and it was an incredible sight when it was being driven on the limit."

## ALPINE A110 1600

It had all the looks of an asphalt racer, complete with glassfibre body and 150bhp. But the independent suspension and all-round strength allied to a 1600cc engine mounted over the rear wheels meant plenty of traction and strength to cope with the rougher rallies. It won events as diverse as the Monte and Acropolis.



**ACTIVE YEARS: 1970-1973**  
**ICM/WRC WINS: 12**

### JEAN-CLAUDE VAUCARD

Chief engineer of Peugeot 205 T16 and Peugeot 905



"The greatest car has to be the 1.6-litre Alpine [A110]. When I saw it, I thought it would be impossible to drive; it was like your feet were higher than your head. But when I had driven one for just three kilometres, I could feel what a beautiful car it was – and how it worked so well as a rally car.

"The weight distribution was perfect in the car. The engine was behind you, it sat close to the rear wheels and gave very good traction. You could be very precise with this car and then you could slide it nicely for as long as you wanted. It was efficient in everything it did and that's how it won difficult rallies like Monte Carlo.

"It was a dream for me to drive this car. I never competed in one, I only tested one that belonged to a friend of mine. If you were to ask me to choose between the cars I worked on myself, it would be impossible – it's like choosing between your children!"

Night of the champions...

# AUTOSPORT Awards 2010

## Honouring the stars and cars of national and international racing and rallying

**A**rapturous ovation greeted Sebastian Vettel as he descended the stairs into the Grosvenor House's Great Hall to kick off the 2010 AUTOSPORT Awards.

The youngest world champion was there for the first time, and he was delighted to pick up the readers' vote for International Racing Driver of the Year as well as the top spot in the inaugural Castrol Rankings. It was Red

Bull's night, with the RB6 landing Racing Car of the Year, too.

AUTOSPORT was honoured that Chip Ganassi made the trip following a year of unprecedented success in America. One of Ganassi's lynchpins, Dario Franchitti, also won the British Competition Driver of the year.

The event climaxed with Lewis Williamson becoming the 22nd McLaren AUTOSPORT BRDC Award winner. We wish him the very best for 2011 and beyond.



Rider and John Surtees look back on 1964



Colourful front covers: a 60-year snapshot



International Racing Driver of the Year

# Sebastian Vettel



GRIFFITHS/LAT

Vettel got to point the finger again

## International Racing Driver Roll of Honour

- 1982 Keke Rosberg
- 1983 Nelson Piquet
- 1984 Niki Lauda
- 1985 Alain Prost
- 1986 Nigel Mansell
- 1987 Nigel Mansell
- 1988 Ayrton Senna
- 1989 Jean Alesi
- 1990 Ayrton Senna
- 1991 Ayrton Senna
- 1992 Nigel Mansell
- 1993 Nigel Mansell
- 1994 Damon Hill
- 1995 Michael Schumacher
- 1996 Damon Hill
- 1997 Jacques Villeneuve
- 1998 Mika Hakkinen
- 1999 Mika Hakkinen
- 2000 Michael Schumacher
- 2001 Michael Schumacher
- 2002 Michael Schumacher
- 2003 Juan Pablo Montoya
- 2004 Jenson Button
- 2005 Kimi Raikkonen
- 2006 Fernando Alonso
- 2007 Lewis Hamilton
- 2008 Lewis Hamilton
- 2009 Jenson Button

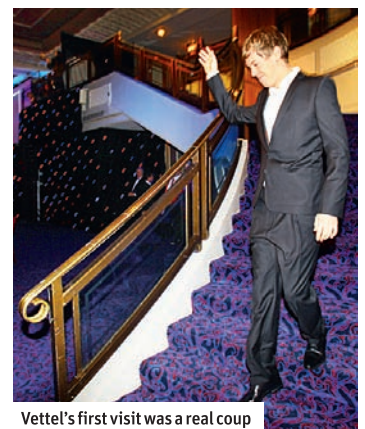
"WE ALL LOVE motor racing and the sensation of the speed and the cars, but to me it means something to get a trophy when you win a race. Some races you want to win just because of the trophy! So this award is very special because it's not just about the performance over one day, it's about the whole season.

"I first saw pictures of this trophy with guys like Ayrton Senna and that makes it very special – it will definitely have a place in my home where I can look at it every day. It means

a lot to be among those great names like Michael Schumacher, Ayrton, Alain Prost and Jackie Stewart. And it's from the British fans, so it's nice to see that in a foreign country, as a German, you can have so much respect and appreciation. Britain is the home of motor racing; it's very special to have such a great reception.

"This was a very important season to me, in many regards. Outside of the car, especially, I learned a lot about dealing with the situation of being a title contender. F1 cars are just

unbelievable and you can't describe the feeling of what it's like to drive those cars, but equally it's a big business. A lot of things this year didn't come naturally, so at the end you have to understand that we share a common passion and sometimes I wonder why don't we just enjoy it? You race hard and enjoy the competition so why off-track do we make things so difficult? You have to understand what is most important to you and your own performance, and in that regard I have learned a lot this season."



Vettel's first visit was a real coup



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Heikki Kovalainen,  
Team Driver

Congratulations on winning the LG Moment of the Year 2010.



British Competition Driver of the Year

### Dario Franchitti

"It's a great feeling to come here to receive this in front of my heroes and fellow racers. It makes it special to have Chip Ganassi and Mike Hull here as well tonight, and there's 75 people back at Indy I owe this to as well. I really enjoy driving for Chip, because his team is the best and they give me the best car. I'm ready to defend my title."



Jenson Button (below) applauds one of the big winners



Damon Hill did lots of this



### Coulthard mocks Jordan

David Coulthard was introduced on stage as "the Red Bull man who has had the most problems with his team-mate this year".

It was a reference to the white-trousered battles that took place all season between the 13-time grand prix winner and his BBC colleague Eddie Jordan – and Coulthard was happy to run with it.

"Eddie is unique – he amazes us every weekend," said the Scot. "Fortunately Jake [Humphrey] keeps him under control.

"Sometimes when we run through bits that we're going to talk about on the programme before we go on air Eddie gives his opinion on something. Then on air he says the opposite!" Coulthard even dipped into an Irish accent as he continued his affectionate ribbing.

"Sometimes I ask Eddie where he was going with a particular point before he was cut off, and he just looks back at me and says, 'I've got no fucking idea!' At least all those BBC licence fees are going to good use."



DC ribbed BBC mate Jordan



Rookie of the Year

### Kamui Kobayashi

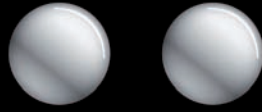
"Thanks to the fans for voting for me on what was my only chance to win rookie of the year! This season was great after a very difficult start – we scored quite a lot of points from the middle of the season and things are looking good for next year. Everyone asks me about overtaking, but for me it's nothing special – I just do my race as normal."

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National Driver of the Year/Paul Warwick Trophy

### Jason Plato

“The BTCC is not an easy championship to win, and that’s why it’s taken me nine years to win it again. You can get all your eggs in line and then get fired off... or you can fire someone off. It’s very tough. They say you’re only as good as the car you drive, though, and in the Cruze I’ve had the best – and that’s thanks to RML.”



Steve Rider again played host



Warwick (above) meets fans; Blomqvist Jr (below) arrives



McLaren F1 graced reception



Plato was deserving winner

### Touring car trickery

Jason Plato was lauded as a British Touring Car Champion for the second time when he took to the stage, but the praise didn’t last long.

Andy Priaulx dished out a few jabs in response to light-hearted suggestions that Plato could join BMW ahead of the marque’s return to the DTM in 2012.

“I’m not sure you’d be cut out for it Jason,” Priaulx said, before alluding to Plato’s reputation as a toughman in the BTCC and the fragile nature of the high-spec German racers.

“You can’t just drive into people – if you do that in a DTM car you’ll be out on the first lap!”

Plato dreams of one day racing at Le Mans. In response to that, five-time winner Derek Bell had his own put-downs for the BTCC champ.

“I dread to think what would happen,” said Bell. “I’ve seen a lot of Jason’s touring car races... and they weren’t very long ones!”



British Club Driver of the Year

### Tom Blomqvist

“It was a strong year for me and we worked really hard. We were on the back foot at the start of the year, but the team did a great job and the result was good. We were in the magazine quite a lot with the Formula Renault UK season so it was cool to get this award – I’d like to thank the readers!”

ALL PICS: GRIFFITHS, STALEY & FERRARO/LAT





GRIFFITHS/LAT

John Bolster Award

**Chip Ganassi**

"It was quite a year, and I didn't want it to end. It was a huge achievement to win all the races and championships we did, and I'm not sure anyone has done that before but I'm sure they will again - I just hope not too soon! I wish I could tell you some great story about what we did differently this year, but everything worked like it was supposed to."



WIKSHAW/GETTY

Jamie McMurray (above) celebrates Ganassi Daytona 500 win; Dario Franchitti dominated Indianapolis 500 (below)



GRAY THEN/GETTY

LG Moment of the Year

**Heikki Kovalainen**

"Winning this award means a lot to me - thanks to LG and all the fans. I'm not used to being a fireman - I was trying to find a marshal with an extinguisher. Eventually I stopped in front of the Williams boys and they threw me one. At first I didn't realise that it was such a big fire - it was certainly a memorable moment!"



FERRARO/LAT



BELLANCA/LAT

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**NEW TOOLING**



**VA11403** Vauxhall Nova 1.3 Sport Group A 1988 Lombard RAC Rally – Harry Hockly and Nicky Grist

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**VA11304** Chrysler Sunbeam WRW 29S Works development car – Bernard Unett and Terry Harryman

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**VA11200** Austin Farina Mk1 'Zoe' – 1959 Monte Carlo Rally Winner Ladies Prize, Pat Moss and Ann Wisdom

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**VA05312** Triumph Dolomite Sprint 1978 Production Saloon Car Championship – Gerry Marshall

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 **CORGI**

Gregor Grant Award

### Jackie Stewart

"I knew Gregor Grant and his wife, who were both Scots, very well and it makes this award very special. He was a great man. I've read AUTOSPORT since it first came out because my brother was racing at that time. To have been on the cover a few times was a real treat because it's the bible - everyone looks to AUTOSPORT and its website for their information."



**AUTOSPORT**  
Awards 2010



Sir Stirling and Lady Moss

### Sir Stirling back on top form

You'd expect an octogenarian who fell down an elevator shaft a few months ago to be somewhat fragile, but then Sir Stirling Moss has never been one to pay much attention to conventional expectations.

"I'm in good form," he said chirpily. "I just need a car."

In fact, he has one - a recently acquired late-1950s racing Porsche. "It's not old," Moss argued. "It's new to me."

Moss sung the praises of AUTOSPORT. As you'd expect from someone who used to top up his income by pocketing the cleaning allowance from Mercedes and washing his cars himself, he had his eye on a deal.

"I've got a wonderful feeling about AUTOSPORT, it's a good magazine. Of course, I have to subscribe to it - I don't get sent a free copy, you know!"

Linda and Anthony Hamilton



Barrichello sambas on stage



Wonder who sat there?



Murray 'the voice' Walker



Gregor Grant Award

### Rubens Barrichello

"My secret is a smile. I still believe that I can be a champion. I'm getting better all of the time and I wish that I had been like this when I was driving for Ferrari. When they treated Michael a certain way, I should have smiled more, but of course those times made me better. I'm just having such a great time in F1."

ALL PICS GRIFFITHS, STALEY & FERRARO/LAT





Racing Car of the Year

**Red Bull RB6 – Adrian Newey**

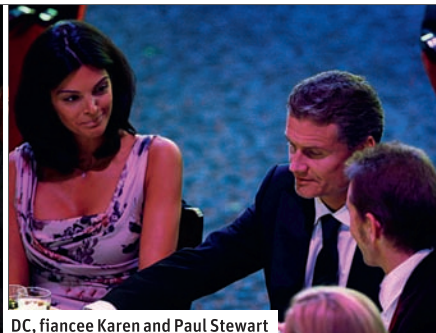
“Results are the prime thing, but for a car to be recognised as special that year by the readers is fantastic. It was a long, hard season that was marked by a lot of sniping, you can consider it flattery but when you are always getting popped at, it gets a bit annoying. As with any car, there’s no magic bullet, it’s about the whole package.”



Dario Franchitti on a meet and greet



Sir Jackie and Lady Stewart



DC, fiancée Karen and Paul Stewart



Ari Vatanen picked up Citroen's rally awards



Rally Car of the Year

**Citroen C4 – Sven Smeets**

“Winning Rally Car of the Year means a lot to Citroen, it’s been an incredible four years for us with the C4. And, of course, this has been another great season. I have to say a big thanks to the readers of AUTOSPORT, it’s really nice to be recognised for what we have done by the fans at home and on the stages.”





Horner had a year to smile about

### Horner v Jordan: the rematch

Red Bull's Christian Horner was pleased when engineers from rivals McLaren praised Red Bull's dominant RB6 while accepting their Pioneering and Innovation Award for the f-duct, although he still couldn't resist a pop at a former counterpart.

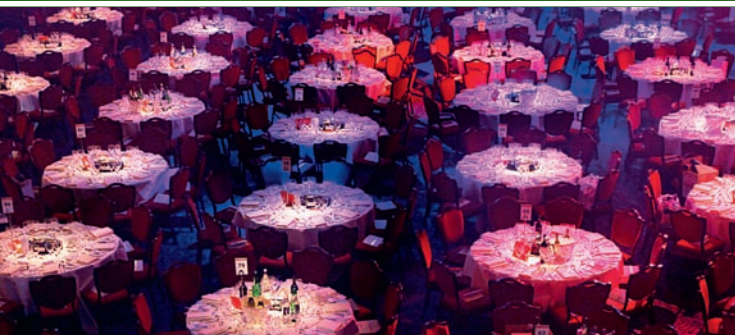
"You can tell Ron Dennis isn't here tonight," Horner remarked. "The McLaren guys are saying nice things about Red Bull."

Horner then turned his attention to Eddie Jordan while on stage with host Steve Rider.

"What was the question?" he said. "I'm used to dealing with EJ, not pros like you, Steve."

Jordan was unflustered: "Delighted to see Christian Horner here," he said. "I'm just wondering why Helmut Marko, who everyone knows is the one who makes the ultimate decisions, didn't come?"

Horner 1, Jordan 1.



Vatnen and Blomqvist



Le Mans legend Derek Bell



David Richards and Damon Hill head to dinner



Rally Driver of the Year

### Sebastien Loeb

"Sorry I couldn't be with you, but thank you to all the AUTOSPORT readers who voted for me. This is the fifth time I have won this Award, so I am really honoured that you keep giving it to me. It's been an amazing year for Citroen and me - winning the title at home is something I'll never forget. And, with AUTOSPORT reporting on it, I can't forget!"

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John Bolster Award

**Bridgestone – Hiroshi Yasukawa**

“We didn’t have any big accidents and we are very proud of producing safe tyres for the past 14 years. Speed is important, but safety is more important. At first F1 was just a dream and very far away, but everyone supported my dream and finally we achieved what we did. I have to thank the teams, the drivers and the FIA for their support.”

McLaren table centres signed by Hamilton and Button



BMW unveiled 1-series M coupe



Andy and Jo Prialux



Pedro de la Rosa



Goss (l) and Doug McKiernan



Pioneering and Innovation Award

**McLaren’s f-duct – Tim Goss**

“We had a pretty crazy idea, and to turn that into reality you need people who believe in the aerodynamicists. They will come up with an idea that sounds pretty stupid and you make a case to say that it’s legal, that it’s going to make the car quicker and that it’s going to work. It’s nice that there still is that niche for innovation in F1.”

Lewis Hamilton checks out the f-duct



Mark Webber: “How does it work, mate?”



ALL PICS GRIFFITHS, STALEY, FERRARO & TEE/JAT





*Congratulations*

**Lewis Williamson**

McLaren AUTOSPORT BRDC Award winner 2010

# McLaren AUTOSPORT BRDC Award

## Lewis Williamson



### The Finalists

Luciano Bacheta Scott Malvern  
Tom Blomqvist Nigel Moore  
Jack Harvey Lewis Williamson

Scottish racers have quite an affinity with the McLaren AUTOSPORT BRDC Award. As the 22nd recipient, Lewis Williamson joins 13-time grand prix winner David Coulthard, triple Indycar champ Dario Franchitti, Le Mans Series GT ace Andrew Kirkaldy, and newly-crowned DTM king Paul di Resta as one of five winners to hail from north of the border.

Like di Resta – the last Scot to take the prize, in 2004 – Lewis shot to prominence in Formula Renault UK, moving to top team Manor for his second season in the category and challenging for the title. He narrowly lost out to Fortec's Tom Blomqvist (son of world rally legend Stig) in that battle, but came out on top in the fight to claim junior motorsport's most prestigious prize.

The 21-year-old engineer's apprentice impressed all with his immediate and stunning pace in the shootout at Silverstone. For a driver that won his first car race (in sponsor Alan Dallas's Formula Jedi at Brands Hatch) perhaps making strong first impressions comes naturally...

After a fine karting career, which included a clean sweep of UK and Scottish ICC 125 gearbox titles, Williamson is now the fifth Award winner in the past seven seasons to come through the



GRIFFITHS/LAT

**“If you'd said to me last year that I'd end this year in this position I'd have laughed. It's incredible, it's like a dream”**  
Lewis Williamson

Manor Formula Renault machine. Like his countryman – and the first of those five – di Resta, Williamson hopes to use its prestige as a springboard to F1.

“When I saw Paul and Dario up there [on stage to present the

Award] I thought I had a chance,” said Williamson. “Manor made me a better driver and a better person. If you'd said to me last year that I'd end this year in this position I'd have laughed – it's incredible, it's like a dream.”

### CV Lewis Williamson

Age: 21  
Born: November 11, 1989  
1998-2008: Karting  
2008: 6th in Formula Renault UK Winter Series with Highland Arena  
2009: 10th in Formula Renault UK with CRS Racing  
2010: Formula Renault UK runner-up with Manor Competition (five wins)

### Five to watch

**Luciano Bacheta**  
Runner-up in his third season of Formula Renault Eurocup, he is considering GP3 and Formula 2 options for next season

**Tom Blomqvist**  
The son of Stig is looking likely to step up to Formula 2 after winning the Formula Renault UK title in his first full year in the series

**Jack Harvey**  
Runner-up in the final season of Formula BMW Europe, the RSF-backed youngster already has a Carlin deal for British F3

**Scott Malvern**  
British Formula Ford runner-up is hoping to step up to slicks-and-wings, possibly in Formula 2 or Formula Renault UK

**Nigel Moore**  
Hoping to use the £100,000 Formula 2 Scholarship in 2011, his prize for winning the Formula Palmer Audi title, or graduate to the LMS

### Roll of Honour

- 1989 David Coulthard
- 1990 Gareth Rees
- 1991 Oliver Gavin
- 1992 Dario Franchitti
- 1993 Ralph Firman
- 1994 Jamie Davies
- 1995 Jonny Kane
- 1996 Darren Turner
- 1997 Andrew Kirkaldy
- 1998 Jenson Button

- 1999 Gary Paffett
- 2000 Anthony Davidson
- 2001 Steven Kane
- 2002 Jamie Green
- 2003 Alex Lloyd
- 2004 Paul di Resta
- 2005 Oliver Jarvis
- 2006 Oliver Turvey
- 2007 Stefan Wilson
- 2008 Alexander Sims
- 2009 Dean Smith



FERRARI/LAT

Williamson, Franchitti and di Resta



# AUTOSPORT Awards 2010 Thank you





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**The McLaren AUTOSPORT BRDC Award judging panel:**

Jamie Green, Jason Plato, Marcus Pye, Kevin Turner, Ian Titchmarsh, Mark Williams.  
Chairman of the judges, Derek Warwick

On behalf of Tommy's, the baby charity, we would like to thank Jenson Button and Lewis Hamilton for signing the limited-edition table centres and BMW UK for supplying the M3 Coupe.

AUTOSPORT would like to thank Mirage Events for the production of the 2010 AUTOSPORT Awards. For further info log on to [www.mirageevents.co.uk](http://www.mirageevents.co.uk). We would also like to thank Jody Scheckter and [laverstokepark.co.uk](http://laverstokepark.co.uk), and Sequence Post production, [www.sequence-post.co.uk](http://www.sequence-post.co.uk).





**It provided the Formula 1 tyre of choice for much of the past 14 years, and had served a long apprenticeship before joining the motorsport elite. Now Bridgestone's leading lights look back with *EDD STRAW***



ften you don't notice something until it's gone. That was the case in Abu Dhabi on November 18. After two low-key days

of post-race rookie-driver testing, Bridgestone bowed out of Formula 1 without a trace and Pirelli filled the void, occupying the paddock offices that had been the Japanese tyre manufacturer's base in the desert for the past week. Gone was Bridgestone's branding on the cars: the distinctive red 'B' logo was nowhere to be seen and the once-ubiquitous trackside advertising had vanished. After 13 seasons, 22 world championships and 175 wins, it was all over.

But the journey started long before the 1997 Australian Grand Prix, when Prost driver Olivier Panis achieved Bridgestone's aim of scoring a point in its maiden season by finishing fifth in the first race. Although the company had briefly dabbled in grand prix racing

in 1976 and '77 (see panel, far right) before moving successfully into karting, the adventure really began with the nascent Bridgestone Motorsport arm's first foray into Europe in Formula 2 back in '81. For the first time, it was taking on the world in car racing.

#### CHAPTER 1: THE ROAD TO F1

Pirelli was the leading tyre supplier in F2 when Bridgestone made its debut, but it didn't take long for the Japanese company to prove its superiority. At the Nurburgring, Thierry Boutsen and his March bagged Bridgestone's first win, while the company was also making inroads in European F3.

Bridgestone motorsport boss Hiroshi Yasukawa recalls: "During the first few races, Ralt-Honda used Pirelli, but during the season they switched to our tyres and Geoff Lees became champion. Unfortunately in 1982, Michelin came in, and they beat us. A lot."

#### NAME GAME



The Bridgestone name comes from a rough translation of the surname of company founder Shojiro Ishibashi. In Japanese, 'ishi' means stone and 'bashi' translates as bridge.

In 1981 Hirohide Hamashima, now Bridgestone's head of motorsport tyre development, joined what was very much a small offshoot of its parent company, drawing motivation largely from Yasukawa's ability to convince the board of the merits of motorsport.

"In the beginning, 1981, our motorsport organisation was a baby compared to Michelin in '82," says Hamashima. "In F2 in the beginning there was only one engineer in Europe. I also fitted the tyres! We had already changed the construction from crossply to radial at the end of 1980 and our technology was very strong in Japan compared to Dunlop, Yokohama and so on. But in Europe we beat Pirelli, but not Michelin."

Over the coming years, Bridgestone grew its motorsport department, winning the inaugural F3000 title with Christian Danner. It also ran in Group C racing and later the DTM, carrying Klaus Ludwig's Mercedes to the title in



Bridgestone-shod Ferrari battles Michelin horde at Imola in 2002

ALL PICT L&T

1992 and beating Michelin. The final step was to take on Goodyear – then F1’s sole supplier – in Indycars in ’96, using the Firestone brand that Bridgestone had acquired in ’88.

But that wasn’t all that was happening. In Japan, Mugen-Honda was using a modified Reynard Formula 3000 car to develop its F1 powerplant and invited Bridgestone to participate, effectively allowing it to develop F1-style rubber. Bridgestone later moved on to working with Tyrrell machinery as it slow-burned its way to grand prix racing, a path that was not helped by the Japanese economic-growth bubble bursting at the start of the 1990s.

Then, on February 28 1996, Bridgestone announced that it would be entering F1 in ’98.

## CHAPTER 2: EARLY ARRIVAL

Bridgestone started testing using Ligier and Arrows machinery. Lap times were exceptional, allowing midfield cars to perform at front-of-the-grid levels. Soon the targets were being reassessed.

“Our testing performance was good, and if we spent another year testing we would lose the chance to compete with Goodyear. I asked the board to start in 1997,” says Yasukawa. “I took a risk and the company said yes.”

### RUBENS RUBBER



**Rubens Barrichello started 221 grands prix on Bridgestone rubber, just over 90 per cent of the company’s total races in Formula 1. Jarno Trulli has the second-highest number of races with 183.**

## BRIDGESTONE’S F1 PRELUDE MOTORSPORT DIRECTOR HIROSHI YASUKAWA



“In 1976, we had the first Japanese Formula 1 Grand Prix at Fuji. Our company’s original idea was to advertise, but some engineers and myself thought that without our product, sponsoring the race was a little strange. There were many discussions with the board and finally they accepted that we could produce some tyres. We could do this because we were involved with Japanese F2000/F2 during that period.

“Heros Racing bought a used car from Tyrrell [a 007] with Kazuyoshi Hoshino as driver and asked us to make some tyres. It rained very heavily in the race, in which Niki Lauda retired early and James Hunt

won the championship, and Hoshino fought for third position. Unfortunately, they didn’t have enough wheelrims so he did not finish.

“The next year, one of the Japanese manufacturers, Kojima, used Bridgestones [with Hoshino and Noritake Takahara driving]. We also had some discussions with Theodore Racing, owned by Teddy Yip, about the future. But unfortunately in 1977 there was a big accident [involving Gilles Villeneuve and Ronnie Peterson] and a marshal and photographer were killed. So there was no more Fuji F1 race and we stopped this project.”



Modified Tyrrell for Bridgestone came

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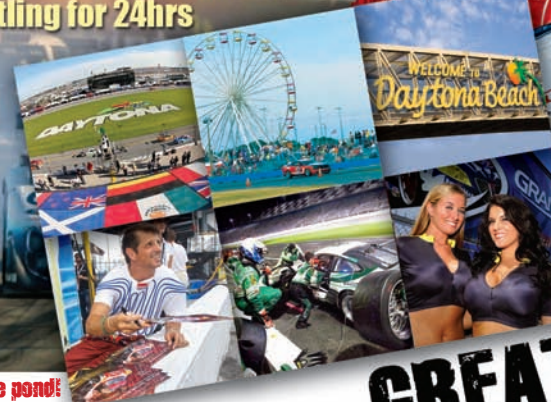
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Rarity: Hill tests a Ligier, Suzuka 1996

## END OF AN ERA BRIDGESTONE IN F1

◆ The tyres were good, but at that stage it was about all that Bridgestone had, as Hamashima points out.

“After five months, the decision changed to enter in 1997. At that time we didn’t have a base in the UK, so we had two or three very busy months,” he says. “The difficult thing wasn’t getting the tyres ready – it was putting together the infrastructure.”

Enter two of the unsung heroes of Bridgestone’s F1 era: services manager Peter Grzelinski and logistics manager James Gresham. Once Bridgestone had opened its High Wycombe base in January 1997, Grzelinski set to work.

“I phoned James and a few others that I had worked with over the years or who I knew would be interested,” says Grzelinski, who had first worked with Bridgestone in 1983. “Four or five of us started out with a telephone, a fax machine and not much else.”

Gresham adds: “In the first race in

**“Michelin had crushed Bridgestone in Formula 2 and we wanted to show we had reached adulthood. Our development speed was quicker”**

**Hirohide Hamashima**

Australia we were surprisingly ahead with what we were doing and looked half reasonable. But underneath it all was a lot of luck! We didn’t have a way of paying for anything other than through personal bank accounts! There was no doubt that the money would be there though.”

Led by Panis, the Prost team excelled early in the season, picking up Bridgestone’s first podium in Brazil thanks to tyres that had a huge durability advantage over Goodyear.

The key race for Bridgestone was Hungary, where Damon Hill’s Arrows came within a few miles of a sensational victory. Hamashima suspects that, without that race, McLaren and Benetton might not have defected from Goodyear for 1998. That they did laid the foundations for Bridgestone’s first world championships.

### CHAPTER 3 – SOLE TYRE SUPPLIER

Goodyear withdrew from F1 at the end of 1998 thanks to Bridgestone raising the bar for tyre technology. This left the Japanese firm as the sole supplier.

Grzelinski describes the testing demands of the teams as “frantic”, forcing Bridgestone to up its game again and often supply several teams at different tracks simultaneously. But with Michelin soon up and running ◆

**Jarno Trulli**

### Q&A

**The Italian drove on Bridgestones for Minardi and Prost during 1997, his maiden season in F1, and returned to them when Toyota switched from Michelin in 2006.**

**How good were the Bridgestones in the first year?**

The performance was a little bit up and down, but when they worked they were much stronger than the Goodyear. That was the case in Austria in 1997 when I led. On race pace, the tyres were flying.

**How good was that Prost?**

It was a midfield car. The chassis was okay, the stiffness was okay, the gearbox was okay and the aero was okay. It was a two or three-year-old good car because they didn’t have the funds. When we went well it was down to the tyre. On a good car, there would have been wins for Bridgestone in 1997.

**When you switched from Michelin to Bridgestone with Toyota in 2006, how big was the difference?**

The Bridgestones were more consistent tyres in terms of wear and degradation. The biggest problem with the grooved tyres was graining, and Michelin’s

mentality was to go very soft to wear them down to slicks quickly. You got one quick lap, then three or four laps of graining before they came back. The Bridgestones weren’t as soft and lasted longer. I preferred the Bridgestones, but in 2005 the Michelins were much more competitive because Bridgestone had to go so hard to last the race with no pitstops.

**What was that tyre war like?**

We used to go testing every week after the race. You just sit in the car, do between three and five fast laps and then a 15-20-lap run. It was a massive, expensive war, but it was a great challenge because you would win or lose because of tyres.

Prost was ‘okay’ car in 1997, says Trulli



ALL PICTS/LAT

Full-time entry came in 1997 Australian GP

ahead of its return in 2001, the challenge of not only supplying so many teams, but also ensuring equality, hindered its development programme.

“Development slowed down,” says Hamashima. “We had to operate in F1 and develop the 2001 tyres and, honestly speaking, we didn’t have enough resources. In the second half of the season we did run some development items in the races.”

#### CHAPTER 4 – THE TYRE WAR

Tyre wars in F1 were nothing new, but the battle between Bridgestone and Michelin from 2001-06, bolstered by the influx of manufacturer money, overshadowed everything that came before it. In the first season Bridgestone supplied leading teams McLaren and Ferrari, with Williams leading the Michelin assault, but in '02 McLaren switched to Michelin, leaving the Scuderia as Bridgestone’s leading team and development partner.

“As the tyre war increased in ferocity, virtually every week in Europe we were flying Ferrari and McLaren tyres in at the last moment,” says Grzelinski. Ferrari and McLaren could decide what tyres they wanted on Thursday night, they would be made over the weekend in Tokyo and air-freighted on Tuesday!”

With memories of Euro F2 humiliation looming large in his mind, Hamashima revelled in the battle.

“I was very happy to compete with Michelin at the top level because they gave me bad feelings from 1982,” he says. “Michelin crushed Bridgestone in F2 and we wanted to show that we had reached adulthood. We knew how strong they were, so our development speed was much quicker than previously.

“Our tyres had completely different features and the fronts, especially, were rounder. We used some of the camber thrust for cornering, while the Michelin construction just used cornering power because the tyres were very square. During the competition, the shape got closer and closer until finally, in 2006, even Bridgestone and Michelin people couldn’t see the difference!”

One major difference was in wall stiffness. The Michelin was far more compliant, offering a bigger contact patch and more grip. While Bridgestone’s compounds were regarded as superior, it eventually switched to the sidewall concept of its rival. Bridgestone started work on the concept in 2004, and even the sceptical Michael Schumacher embraced it in '06 – using it for the first time in the San Marino GP where, for the first time, he took the fight to Fernando Alonso’s Michelin-shod Renault. “If you simply transferred the

Michelin construction to Bridgestone, perhaps it wouldn’t work,” says Hamashima. “We started with the different concept in 2004 and Luca Badoer [Ferrari test driver] told me it was a bad tyre. But we’d had some comments when BAR tested the tyre that it had some good features. We kept testing them and, after saying no at first, Michael accepted the tyres.”

For the first four years of the tyre war, Bridgestone hadn’t needed to change its concept as Schumacher and Ferrari swept to four consecutive double titles. But in 2005, the rule change forcing drivers to qualify and race on a single set of tyres, widely characterised as being anti-Ferrari and Bridgestone (which had built its development programme around dividing the race into three sprints around two pitstops), was a major blow.

“Fair or unfair, the rules were the same for everyone,” says Hamashima. We had an advantage with Ferrari before, but our development speed was decided by Ferrari’s development. Once that dropped in 2005, we couldn’t test our tyres properly. They struggled and, at the start of the season, we couldn’t check our tyres.”

Again, the regulations changed for 2006, this time allowing tyre changes. This was widely characterised as a boost for Bridgestone, but there was frustration as the Japanese firm privately believed its non-stop tyre concept for 2006 to be superior to Michelin’s. But with Ferrari back on form and Michelin’s leading team, Renault, defending the title, the battle raged. Now with its Michelin-style, more-compliant sidewalls, Bridgestone ended the season with comfortably the better tyre – so much so that at Interlagos Super Aguri driver Sakon Yamamoto set seventh-fastest race lap!

By then, the war was due to end in 2008 with the advent of control tyres. But Michelin, partly thanks to the debacle at Indianapolis (see panel, right) and partly because of its dislike of one-make racing, walked away.

#### CHAPTER 5 – CONTROL TYRES

Bridgestone’s final four seasons in F1 were as the sole supplier. Technology continued to develop, with emphasis on simulation to benefit road tyres.

But with its first three-year contract to supply the whole field expiring at the end of 2010, Bridgestone announced 12 months ago that it would not be submitting a bid to continue in 2011, leaving the way clear for Pirelli.

The Italian company has a lot to live up to. ❧



Hakkinen was first Bridgestone champ, '98



Well, we already know Pirelli do this quite well



Final F1 tyre was fitted to a Lotus

Hamilton pushes spec-rubber to limit





Hill nearly won for Arrows at Hungary '97

## BRIDGESTONE F1 TEAMS

Races: **244**  
Wins: **175**  
Pole positions: **168**  
Fastest laps: **170**  
Podiums: **482**



**1976**  
*Heros Racing (Japanese GP, right)*

**1977**  
*Heros Racing, Kojima (Japanese GP)*

**1997**  
*Prost, Arrows, Stewart, Minardi, Lola*

**1998**  
*McLaren (right), Benetton, Prost, Arrows, Stewart, Minardi*

**1999-2000**  
*All teams supplied following Goodyear's withdrawal*

**2001**  
*Ferrari, BAR, Jordan, Arrows, Sauber*

**2002**  
*Ferrari, BAR (right), Jordan, Arrows, Sauber*

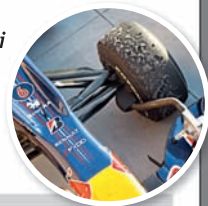
**2003**  
*Ferrari, BAR, Jordan, Sauber, Minardi*

**2004**  
*Ferrari, Jordan, Sauber, Minardi*

**2005**  
*Ferrari (right), Jordan, Minardi*

**2006**  
*Ferrari, Midland, Toyota, Williams, Super Aguri*

**2007-10**  
*All teams supplied following the withdrawal of Michelin and the control tyre regulation for 2008*



Farewell to F1 in Abu Dhabi 2010

## F1 FIASCO AT INDIANAPOLIS BRIDGESTONE'S INTEGRITY INTACT



Bridgestone was one of the few to come out of the 2005 United States Grand Prix fiasco with any credit. While Michelin's seven teams withdrew at the end of the formation lap amid fears of left-rear-tyre failures, Michael Schumacher took Ferrari's and Bridgestone's only win of the season.

Bridgestone's Hirohide Hamashima (above) believes that a real race could have happened, without resorting to Michelin's suggestion of installing a chicane in the long Turn 13 right-hander.

"Personally, I think Michelin were unfair because they had qualified already and, under the 2005 regulations, qualifying meant that the race had started," says Hamashima. "If it was before

qualifying, it might have been okay. If they had put a bit more pressure in the tyres, maybe durability would have been a problem because the failures were made by a combination of high speed and high load with low tyre pressures.

"If they had run high pressures, the performance would have been very bad to the point that McLaren would maybe have been slower than Minardi. Maybe Michelin and the top teams couldn't accept that situation..."

Bridgestone was cautious about revelling in the situation at the time because of the damage to the sport as a whole, but the bottom line



Indy '05: wherefore art thou, Michelin?

was that Michelin had got it wrong.

"According to our observations, they already had trouble with this at Indy in 2004," says Hamashima. "They didn't realise the severity and were too aggressive. We were worried about our tyre wall as well but our safety policy was correct."

# SEVEN UP (AND STILL COUNTING) FOR SEB

Is there no stopping WRC powerhouse Sebastien Loeb? The Frenchman put the records further out of reach with eight wins and a seventh title. By DAVID EVANS



**S**weden, February 14. Where were you? Had you heard the news? Sebastien Loeb had lost it. Downward spiral. No doubt. He'd come closer than ever to losing his title just two months earlier in Wales, but this was the year he was going to be toppled. No doubt. Mikko Hirvonen was the man.

France, eight months later. Might be time for a rethink. Long live Loeb.

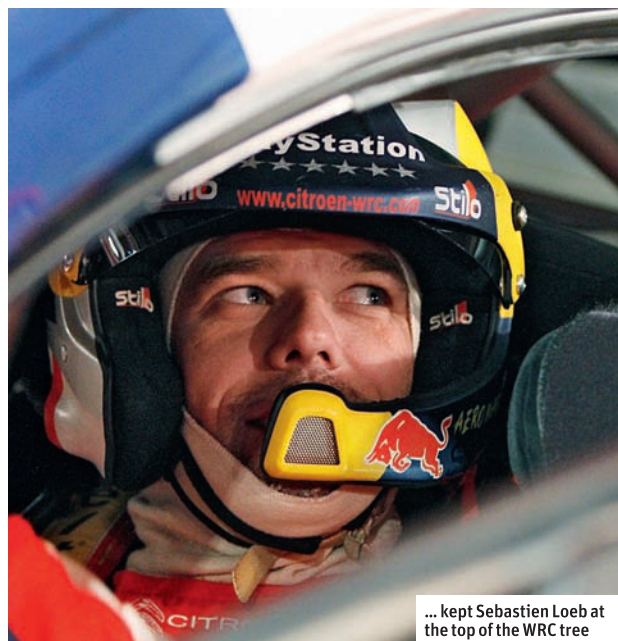
This was a classic Loeb season. Granted, he didn't win as many rallies as 2005 or score as many fastest times as 2008, but how he played us. He won his seventh title while adding to his tally of rally victories seemingly at will. And, as we saw in Haguenuau in October, a nation loved him for it.

At the start of the year, there were those ready to write off Loeb after Hirvonen's Swedish success. By mid-year, as the Ford threat moved from one Finn to another, the real

danger had moved inside the Citroen camp as Loeb was forced to deal with an entirely new phenomenon: a team-mate showing him the way home.

Sebastien Ogier's achievement in beating Loeb in equivalent machinery cannot be underestimated, not least because the list of those who had tried and failed in a straight fight contained such luminaries as Carlos Sainz and Colin McRae.

But, once again, everything was not what it seemed. Loeb was not only playing the long game, he was also playing with his team-mate. Prior to the Rally de France, Loeb was tense; a lower-order batsman who'd been in the middle all day, watching his total inch its way through the 90s. Century hit. France won. Dream delivered, Loeb went all 20-20, slogging anything that moved. Suddenly, Ogier was the vulnerable one. And, on the last three rallies, Ogier was bounced out of town,

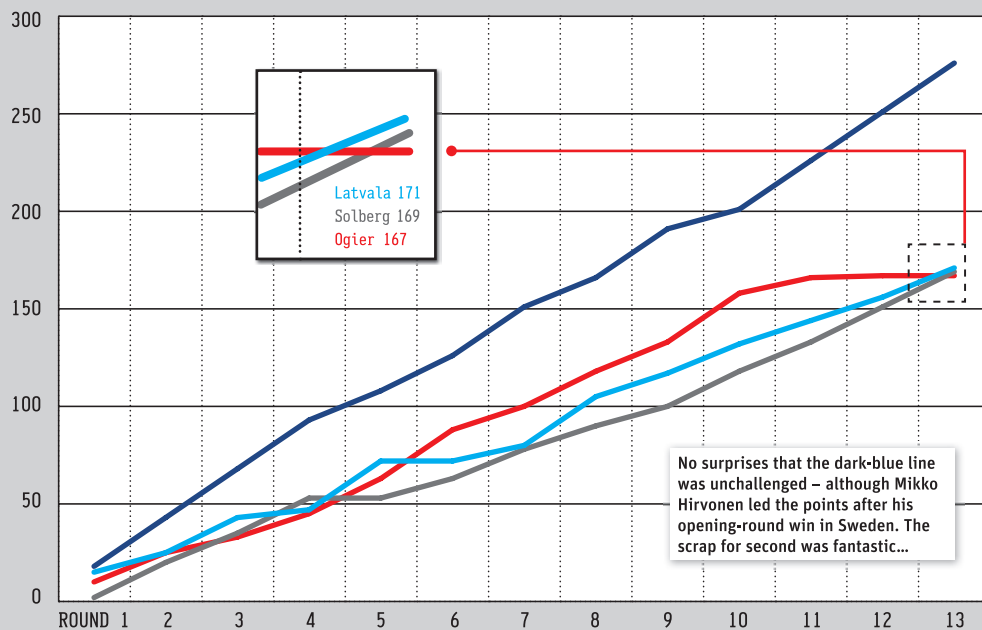


... kept Sebastien Loeb at the top of the WRC tree

## THE TUSSELE FOR THE (RUNNER-UP) TITLE

● Loeb ● Latvala ● Ogier ● Solberg

## LOEB WALKS IT AS RIVALS SCRAP FOR P2



Victory at home in France capped Loeb's season



Eight more wins and a seventh straight title...

each time sizing up a six and ending up with a long walk.

It was a mark of Loeb's brilliance this season that he only really drove 'outside of himself' once this year – on the final morning in New Zealand, when he was chasing an impossible result. Only a spin stopped Loeb from achieving the impossible. But he was forgiven, after delivering the finest single-day performance in the history of the World Rally Championship. The Auckland-based event was an unbelievable rollercoaster for the Frenchman. First was the tighter-than-expected right-hander over a bridge in Cassidy. The #1 C4 clattered it and arrived at service in Whangarei looking entirely second-hand. Winning from almost two minutes down was, Loeb assured everybody, well beyond him.

He was right, but he came insanely close to one of the greatest comebacks in sport, let alone motorsport. Stage

after stage on that Kiwi Saturday was dispatched with a fastest time. Granted he was in a preferable place on the road, but there was more to this performance than starting seventh. Unfortunately for Loeb, the entirely deserving win didn't follow as Jari-Matti Latvala usurped both of Citroën's Sebastiens to break a record and make Ford the most successful WRC manufacturer ever.

Latvala was undoubtedly the better of Ford's two Finns this season. His team-mate Mikko Hirvonen won the opening round of the series in Sweden (hot on the heels after winning the IRC opener in Monte), but then suffered from an asthmatic Focus at a high-altitude Mexico and a rare and quite odd shunt in Jordan. From then on, he lost the plot. His lowest point came on one of the stretches of roads he knows – and likes – best in the world: the Urria stage in Finland. He crashed out

of the lead of his home event in spectacular style. There was the odd glimmer later in the season, he was unfortunate to suffer hydraulic failure while fighting for the lead in Japan and then his times were improving in Wales, but there's a long way to go before he's the Mikko of 2009.

And, what's worse, he suffered the ignominy of being thoroughly outpaced by Ford number two Latvala. There were those who questioned team principal Malcolm Wilson's decision to publicly state – from the start of the year – that Latvala would play second fiddle to Hirvonen. But those tactics paid handsome dividends as Jari-Matti learned how to keep his car in the middle of the road, how to score points and how to balance his Ford on a knife-edge for more than a handful of corners. Latvala came of age in 2010, and it was thanks to the team environment Wilson built around him.

Latvala was never in a position to threaten Loeb, just like Ford was never in a realistic position to challenge Citroën – particularly once the French firm switched Dani Sordo for Ogier to score points on the loose in the second half of the year. But he richly deserved the runner-up spot across the season, not least for his magnificent wins under extreme pressure in New Zealand and, more importantly, in Finland – the one they all want to win.

Coming off the back of his second win of the year in Japan, Ogier was odds-on for that season-long second – until he only managed to add a further nine points to his tally from the last three events. He ended up ▶

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P-WRC, J-WRC, S-WRC

**BEST SUPPORTING ACTS**

**THERE'S AN ARGUMENT** to state that the fastest drivers failed to win any one of the three support championships in this year's World Rally Championship.

In fact, only Armindo Araujo could have a real gripe at that statement, but his progression towards back-to-back Production titles was hindered more than a little by rapid Pirelli Star Drivers Ott Tanak and Hayden Paddon. If the Kiwi hadn't suffered a puncture and alternator grief in France, it might have been a different story.

In the end, Araujo was the most consistent of all of them; from his six starts, the Mitsubishi driver scored three wins and was never off the podium. With scores like those, the title was only really heading in one direction: to Portugal.

In Juniors, Belgian Thierry Neuville was the quickest of the drivers. The Citroen star was fastest on more than half the stages he started in the J-WRC. But, a lack of budget and some sloppy team work, such as putting the car into parc ferme after three hours and four minutes when the limit was three hours, meant he was only left with a Rally of Bulgaria win to take from a frustrating season.

Kevin Abbring, his fellow Dutchman Hans Weijs Jr and 17-year-old Estonian Karl Kruda were also stars of the J-WRC field, but it was Aaron Burkart who took the title after what seemed like 10 years of trying. Burkart won the opener in Turkey (when Neuville dropped back from the lead after transmission troubles in his C2) and didn't win again for the rest of the year. The German's a thoroughly nice chap, but he's unlikely to worry Sebastien Loeb next season.

Xavier Pons is quicker than Burkart, he's an ex-Subaru factory driver, but he wasn't as fast as Jari Ketomaa. Ketomaa really did deserve the Super 2000 title this year. The Finn was

faster than anybody in his Fiesta and would have walked the title if a) the engine hadn't gone quiet on his Ford before the start in Jordan and b) he hadn't ripped a wheel off it in Finland.

In New Zealand, Portugal and Japan, Ketomaa was the class of the field. With nothing to lose, he gave it everything in Wales, chasing a result that had long-since slipped through his fingers in realistic terms. He was immense to watch, right up until he dropped it in Resolfen.

Pons's S-WRC season got off to a flyer as he won Mexico (Ketomaa wasn't there) and Jordan (Ketomaa's car wouldn't start) and third was good



Sebastien Ogier made several mistakes...



... but won twice to give Loeb a run for his money

◀ fourth in the championship. Was he bothered? Unlikely. He'd already said he wasn't interested in second. Ogier is undoubtedly a massive talent and a world champion in the making, but if somebody landed from Planet Zog and looked into the Citroen team at its drivers' egos, they'd swear blind Ogier was the one with seven titles...

Petter Solberg deserved more from his season. Once again, the Norwegian toiled on and off the stages to keep his C4 at the sharp end. Throughout the year, Solberg had to balance his desire to take the fight to the factory cars around him with a necessity to balance the books in order to make the next round. Had he been in a factory car, he would have won this

year — and that's a reflection of the former champion's workload, not the machinery he was sold by Citroen.

Sordo was disappointing again. Again there were flashes of brilliance, like when he led in Sweden, but he was let down by a co-driver who forgot to take out the blanking plate used to keep the cold out of the engine between stages. Sordo replaced Marc Marti with Diego Vallejo mid-year, but found himself ousted by Ogier for 2011. The Spaniard can have no complaints — not many drivers enjoy the best car and best-funded team for four years without winning.

At the time of writing, Sordo looks set to switch to Mini next year, where he will join Kris Meeke — and, no ▶



Latvala starred for Ford, and won NZ (above) and Finland

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Araujo retained P-WRC crown

enough for the Spaniard to take his first world title in Wales. Patrik Sandell was also worthy of a mention as late-season wins in Germany and France flew in the face of the rumours that he couldn't drive on asphalt and played him into the runner-up spot.

Juho Hanninen and Andreas Mikkelsen put in superb cameo appearances, winning Finland and Rally GB respectively.

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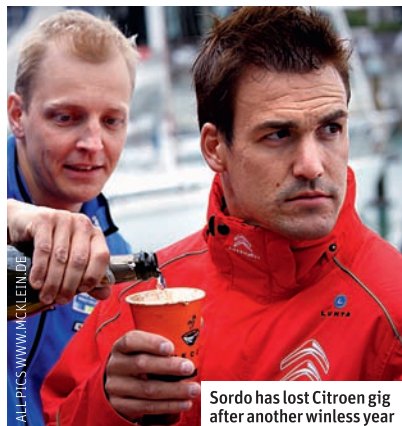
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2003 champ Solberg was mega all year in private C4

## At the top of the tree, one man remains. Loeb is still the world rally benchmark



Sordo has lost Citroen gig after another winless year

◀ doubt, find life tough developing a car from the ground up rather jumping in a proven winner week in, week out.

As usual, there's been plenty of politicking this year, with the technical regulations – and the much-discussed 'kit' of parts to make a Super 2000 (even though it's a 1.6 turbo, not a two-litre car) into a World Rally Car – only just released. After three World Council meetings, when the engine for the next WRC changed three times, it came as a big relief when the rules were finally nailed down mid-year.

As the last of the two-litre World Rally Cars were switched off in Cardiff last month, there was a sense of a new generation arriving to challenge the established order. Mini and Meeke are coming, Ogier's pushing harder and harder at Citroen and Latvala is clearly developing into a title contender.

At the top of the tree, one man remains. Sebastien Loeb is still the world rally benchmark. ☒

### TWO-LITRE ERA ENDS P64



DAVID EVANS  
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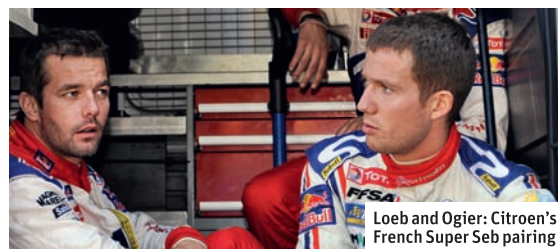
**IT'S NOT OFTEN** you see Olivier Quesnel crying. I didn't, but he told me he did. And he was crying after Citroen C4 WRCs filled four of the top five places in Portugal. Odd, you might think...

The reason Quesnel got so emotional was the strain of that final morning in Faro. Going into the final gravel stage of the event, just 9.5 seconds separated leader Sebastien Ogier from Sebastien Loeb. Everybody fully expected the pair to be switched, but Quesnel was adamant: "They can fight, but they must finish."

And they did fight. And they did finish. And Loeb was beaten by another C4 for the first time ever. The tension between the two was building all year and, in the absence of a sustained challenge

from Ford, it became the talking point of the season. Boiling point was reached when Ogier suggested Loeb's day-two New Zealand charge was born out of a favourable road position. Loeb's response was to suggest Ogier might like to drive for Ford in 2011.

Citroen's management has been quick to dispel any talk of disharmony, pointing to the two Sebastiens' night out in Tokyo as an indicator of what great mates they are. They might have shared an Asahi or two in Roppongi, but rivalry like this is going to keep us on the edge of our seats in 2011. It's head-to-head for the Sebs. But having seen a nation's response to Loeb's win in Strasbourg this year, it's going to take Ogier a while to get France behind him.



Loeb and Ogier: Citroen's French Super Seb pairing

## TOP 10 DRIVERS David Evans picks the 10 drivers who stood out in 2010



### 1. SEBASTIEN LOEB

Brilliant again. Points from every round, eight wins and a seventh title. Drove tactically in Japan to tee up his dream drive to the championship at home. Ubiquitously and predictably at the top of his game everywhere. **Defining moment:** New Zealand day two: fantastic, fastest and utterly infallible.



### 2. JARI-MATTI LATVALA

Most improved and therefore most impressive driver of the season. Showed consistency when he had to and speed when allowed to. Brilliant in New Zealand, even better in Finland and predictably to win both. **Defining moment:** Finland win or finding a style that works on asphalt. Both stand him in good stead for next season.



### 3. PETTER SOLBERG

The move to the C4 didn't deliver a win to end his five-year drought, but five second places, and podiums from in the last four rallies, show how good he was this year. Regularly scrapped and won with Ogier and Latvala, but couldn't quite edge Loeb. **Defining moment:** Beating Ogier by 1.1s in Mexico – classic Petter.



### 4. SEBASTIEN OGIER

Can this really only be his second full season? Three consecutive mistakes in the last three rallies spoiled what was otherwise an exceptional year, fully deserving of his elevation to the main team. **Defining moment:** Beating Loeb – and being allowed to beat Loeb – in a straight fight in Portugal.



### 5. DANI SORDO

Confronted by real competition for real competition for his seat this season and he's lost it. Not a great year for the likeable Spaniard. A new co-driver mid-year helped the atmosphere in his C4, but by then the horse had pretty much bolted. **Defining moment:** Terra Alta, Catalunya. Sordo's chance to break his duck. Result? Loeb fastest, Loeb wins.



### 6. JARI KETOMAA

Deserved the inaugural Super 2000 world title after some fantastic early results in his Ford Fiesta. Undoubted speed, but questions remain over ability to deal with pressure – smacked it in Finland and GB. **Defining moment:** Portugal, where he beat rival Xavier Pons in a similar car by three minutes.



### 7. MIKKO HIRVONEN

Shocking season for one of the most likeable blokes in the sport. Started brilliantly with a dominant win in Sweden, but that was the highlight in an otherwise forgettable year for the Finn who had missed the 2009 title by a single point. He missed this one by 150. **Defining moment:** Monstrous Finland shunt.



### 8. OTT TANAK

Frustrating start to the year when he threw away class wins in Turkey and Portugal on the final morning. Fortunately for him, Rally Finland ended on Saturday evening and he romped to a classy P-WRC victory. Steady approach on asphalt a bit disappointing. **Defining moment:** Rally GB P-WRC win on his first time in Wales.



### 9. MATTHEW WILSON

Another tough year, but he was generally the quickest of the second-tier drivers such as Henning Solberg, Federico Villagra, Kimi Raikkonen and Ken Block – and showed great consistency again to finish every event. **Defining moment:** Beating an F1 champ in a race through Trier in Germany.



### 10. HAYDEN PADDON

Early highlight was P-WRC win at home in New Zealand, but the real story was his speed on asphalt. Despite never having seen a genuine asphalt road in anger, he was right on the P-WRC pace in Germany and France. **Defining moment:** Second run at Moselland in Germany – his first P-WRC stage win on asphalt.

# THE CAR THAT WAS THE STAR

The era of the two-litre World Rally Car is now at an end. **DAVID EVANS** recalls its time at the top



One way to get rid of it: Hirvonen mashes Focus

**S**omewhere in a Sumatran plantation in May 1996, somebody had seen enough. They must have done. The third round of the FIA World Rally Championship finished with victory for Carlos Sainz. Nothing too untoward there, but the driver filling 10th place was a local called Bambang Hartono and he was the thick end of an hour down on El Matador.

Only two official cars finished that Rally Indonesia, but only three manufacturers were competing in the series in 1996. The absence of car makers from what had traditionally been one of the most popular formulas – and the one lending itself best to the ‘win on Sunday, sell on Monday’ policy – was Audi’s fault. When Audi launched its Quattro, it changed the rules of rallying. At a stroke, the Bavarian boffins from Ingolstadt confined any rally car with two-wheel drive to the history books.

From 1981 onwards, if you wanted to win, you needed total traction and a turbocharger. For a while, everything was perfect. Group B ruled and the manufacturers were pretty much given carte blanche to build Formula 1 cars for the forests. When that era ended, Group A arrived and, suddenly, manufacturers were only allowed to rally machinery derived from their road car range. Lancia’s Delta was a born winner and Toyota’s Celica wasn’t far behind. Ford, Subaru and Mitsubishi were in the mix too, but that was it. If a car maker didn’t have a hot road-going Escort Cosworth equivalent, there was no room at rallying’s top table.

With Bambang surely close to the forefront of their mind, the FIA sought an alternative – and that alternative was a work of genius. The World Rally Car would take over for 1997. No matter if a manufacturer didn’t have an expensive 4x4 with a big blower in the range, all they needed was a front-engined four-seater which had run to a production quantity of 25,000 per year.

The car could then be chopped about to slot a four-wheel-drive transmission



Peugeot’s 206 was PSA’s pre-Citroen dominator

in and a turbocharger bolted onto the side of a two-litre engine. Slap on some big wings, cool aero and away you go, the World Rally Car was born. And the cost to manufacturers was enormously attractive. Gone were the vast costs of developing and building at least 2500 road-going Cosworth equivalents. This opened the World Rally Championship up to the masses. And the masses came.

Well, in world rallying terms they came. In the 13 years of two-litre World Rally Cars, 10 manufacturers built World Rally Cars, but only Ford has remained with the sport from start to finish of the era.

That new era dawned with some stunning cars, none more so than the Peter Stevens-designed Subaru Impreza WRC 97. Prodrive’s iconic blue and yellow rally machine had been transformed from a vastly capable but outwardly rather dull-looking motor into a thing of beauty. Subaru team principal David Richards had talked of wanting a car which looked like it was doing 100mph while standing still. His wish was granted.

Toyota countered with a glorious Corolla WRC, a car which failed to

fulfil its apparent potential and would be gone (albeit with the manufacturers’ title in the bag) by the end of 1999. Its final year was one which defined the era of the two-litre World Rally Car.

Having entered 1997 with a rather mundane-looking Escort WRC, Ford raised the bar with the Focus WRC in 1999 – and a certain Scot called McRae driving it. The Focus was – briefly – the most advanced rally car of its time. But then came Peugeot and the 206 WRC. A nationalistic Tour de Corse debut was chosen, with echoes of the 205 T16’s launch in 1984. And like Ari Vatanen and the 205 had 15 years earlier, the 206 and Francois Delecour led the event. Neither quite pulled off the dream debut, but both went on to dominate the sport for a short while.

Early in the new century, the 206 was the dominant force in the World Rally Championship. Marcus Gronholm won two from three drivers’ titles and Peugeot was an unbeaten manufacturer from 2000-02.

Those halcyon years of World Rally Cars weren’t all about the winners. The flexibility of the regulations allowed manufacturers who had never



1997-2010

## TWO-LITRE WORLD RALLYING'S KEY MOMENTS



**Monte Carlo 1997** Piero Liatti/Fabrizia Pons (Subaru) take the first win for a World Rally Car



**Rally GB 1998** Engine trouble on the final stage robs Carlos Sainz of a third world title. Toyota departs at the end of the following year



**1999** Seven manufacturers campaign World Rally Cars for the first time. This is Skoda's Octavia WRC



**Sanremo 2001** Sebastien Loeb takes second place on his debut in a Citroen Xsara WRC



**2007** Suzuki becomes the 10th manufacturer to release a World Rally Car, with its SX4 WRC



**Rally GB 2010** Sebastien Loeb takes the final win for a two-litre World Rally Car with victory in Wales

previously had much of an association with the sport in. SEAT arrived in 1998 and departed three years later after collecting three podium finishes in the various evolutions of the Cordoba WRC, while Hyundai delivered Korea's first ever World Rally Car, the Accent.

Skoda was a company which had a rich rallying heritage, but always on a class basis. The Czech firm had never had the pockets for a big campaign, until now. The Octavia WRC competed first in Monte Carlo 1999, but it wasn't the most memorable of launches: neither car made it to the first stage.

Skoda, like SEAT, Suzuki, Mitsubishi and Hyundai, never won with a World Rally Car. One manufacturer which did win, and win big, was Citroen. Where Peugeot left off at the end of 2002, its PSA stablemate took over with first the Xsara and then the C4. These cars have been part of 13 world titles in eight years. Some of that's down to Sebastien Loeb and some to the well-funded genius of Citroen Racing.

Numerically and in terms of recent history, the two-litre era will be well remembered for the French renaissance. ☘

**TWO-LITRE ERA WINS:** Sebastien Loeb **62**; Marcus Gronholm **30**; Colin McRae **17**; Petter Solberg **13**; Mikko Hirvonen **12**; Richard Burns **9\***; Carlos Sainz **8\***; Gilles Panizzi **7**; Markko Martin **5**; Jari-Matti Latvala **4**; Didier Auriol **3\***; Juha Kankkunen **2\***; Sebastien Ogier **2**; Piero Liatti **1**; Harri Rovanpera **1**; Jesus Puras **1**; Tommi Makinen **1\***

\*Only includes World Rally Car wins

### 2010 FIA WORLD RALLY CHAMPIONSHIP

POS	DRIVER/ NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	POINTS
1	SEBASTIEN LOEB (F)	CITROEN TOTAL	CITROEN C4 WRC	2nd	1st	1st	1st	3rd	2nd	1st	3rd	1st	5th	1st	1st	1st	276
2	JARI-MATTI LATVALA (FIN)	BP FORD ABU DHABI	FORD FOCUS RS WRC 09	3rd	5th	2nd	8th	1st	R	6th	1st	4th	3rd	4th	4th	3rd	171
3	PETTER SOLBERG (N)	PETTER SOLBERG WRT	CITROEN C4 WRC	9th	2nd	3rd	2nd	R	5th	3rd	4th	5th	2nd	3rd	2nd	2nd	169
4	SEBASTIEN OGIER (F)	CITROEN TOTAL/CITROEN JR	CITROEN C4 WRC	5th	3rd	6th	4th	2nd	1st	4th	2nd	3rd	1st	6th	10th	R	167
5	DANI SORDO (E)	CITROEN TOTAL/CITROEN JR	CITROEN C4 WRC	4th	14th	4th	R	5th	3rd	2nd	5th	2nd	4th	2nd	3rd	5th	150
6	MIKKO HIRVONEN (FIN)	BP FORD ABU DHABI	FORD FOCUS RS WRC 09	1st	4th	20th	3rd	4th	4th	5th	R	R	6th	5th	5th	4th	126
7	MATTHEW WILSON (GB)	STOBART VK M-SPORT FORD	FORD FOCUS RS WRC 08	7th	16th	5th	7th	6th	6th	9th	6th	6th	22nd	8th	6th	7th	74
8	HENNING SOLBERG (N)	STOBART VK M-SPORT FORD	FORD FOCUS RS WRC 08/FIESTA S2000	6th	6th	9	17th	7th	R	10th	R	37th	7th	9th	8th	6th	45
9	FEDERICO VILLAGRA (RA)	MUNCHI'S FORD	FORD FOCUS RS WRC 08	NS	7th	7th	6th	9th	8th	NS	NS	NS	8th	7th	15th	NS	36
10	KIMI RAIKKONEN (FIN)	CITROEN JUNIOR TEAM	CITROEN C4 WRC	29th	R	8th	5th	NS	10th	11th	25th	7th	R	R	NS	R	25
11	MADS OSTBERG (N)	ADAPTA AUTOSPORT	SUBARU IMPREZA WRC	8th	NS	NS	NS	NS	7th	NS	7th	16th	NS	41st	5th	9th	18
12	KHALID AL QASSIMI (UAE)	BP FORD ABU DHABI	FORD FOCUS RS WRC 09	13th	NS	NS	NS	NS	9th	NS	R	8th	R	13th	7th	11th	12
13	PER-GUNNAR ANDERSSON (S)	P-G A/RUFA/STOBART FORD	SKODA FABIA S2000/FORD FOCUS WRC	10th	NS	16	NS	NS	16th	7th	10th	13th	NS	NS	NS	NS	8
14	JARI KETOMAA (FIN)	SHANGHAI FCAC RALLY TEAM	FORD FIESTA S2000	NS	NS	25th	NS	8th	11th	NS	R	NS	9th	11th	NS	R	6
15	XAVIER PONS (E)	NUPEL GLOBAL RACING	FORD FIESTA S2000	NS	8th	10th	NS	10th	12th	NS	NS	15th	NS	15th	NS	13th	6
16	FRIGYES TURAN (H)	SYNERGON TURAN MOTORSPORT	PEUGEOT 307 WRC	NS	NS	NS	NS	NS	23rd	8th	NS	NS	R	R	NS	4	
17	JUHA KANKKUNEN (FIN)	STOBART VK M-SPORT FORD	FORD FOCUS WRC 08	NS	NS	NS	NS	NS	NS	NS	8th	NS	NS	NS	NS	NS	4
18	MARTIN PROKOP (EST)	CZECH FORD NATIONAL TEAM	FORD FIESTA S2000	14th	9th	NS	NS	11th	NS	NS	13th	11th	10th	21st	NS	NS	3
19	DENNIS KUIPERS (NL)	IPATEC RACING/STOBART FORD	FORD FOCUS WRC 06/FIESTA S2000	37th	NS	NS	9th	NS	31st	13th	R	24th	NS	17th	11th	24th	2
20	KEN BLOCK (USA)	STOBART VK M-SPORT FORD	FORD FOCUS RS WRC 08	NS	18th	NS	24th	NS	R	NS	NS	R	NS	12th	9th	21st	2

**MANUFACTURERS' POINTS:** 1 Citroen Total, 456; 2 BP Ford Abu Dhabi, 337; 3 Citroen Junior Team, 217; 4 Stobart VK M-Sport Ford, 176; 5 Munchi's Ford, 58.

**RALLIES:** 1 Sweden, Feb 12-14; 2 Mexico, Mar 5-7; 3 Jordan, Apr 1-3; 4 Turkey, Apr 16-18; 5 New Zealand, May 7-9; 6 Portugal, May 28-30; 7 Bulgaria, Jul 9-11; 8 Finland, Jul 29-31; 9 Germany, Aug 20-22; 10 Japan, Sep 10-12; 11 France, Oct 1-3; 12 Catalunya, Oct 22-24; 13 Great Britain, Nov 11-14.

**POINT SYSTEM:** 25-18-15-12-10-8-6-4-2-1 for top 10 finishers. **KEY:** R=retired; NS=did not start; EX=excluded; W=withdrawn

# PASTOR LEADS THE CONGREGATION

It's been a long road for Maldonado in GP2. Finally he's champion. By MARK GLENDENNING

Typing Pastor Maldonado's name into YouTube reveals a lot of the same stuff you get if you search the site for any driver plying their trade at a fairly high level – clips of victories and crashes in roughly equal measure, occasionally accompanied by comments from previous viewers of varying skewed judgment.

Sift through all of those, and you'll also find a video of Maldonado decked out in an impressive jacket and extolling the virtues of Venezuelan sport in a Caracas stadium. Looking on is the country's leftist president Hugo Chavez; a colourful figure on the world stage and, through national oil company PDVSA, one of Maldonado's biggest backers.

Quite why the head of a country travelling a path of socialist reform would want to help push one of its subjects into one of the most capitalist sports on the planet is a question for another time (and a better-informed writer). But paradox has long been a part of the Maldonado story, and it was a central theme during his successful GP2 Series campaign this year.

On wins alone, he is the most successful GP2 driver in history, with 10 victories to his credit. Lewis Hamilton could only manage a trifling five in 2006, the same tally racked up by Nico Hulkenberg last year. Okay, so Maldonado had a bit of extra time on his side, given that Hamilton and Hulkenberg only did one season each and he was in the series for four. But



Somehow, he clinched the GP2 title at Monza



It all flowed for Maldonado in 2010



He can relax now he's got an F1 seat



DUNBAR/GP2

“It was a combination of so many things – my experience, my talent, the team worked together really well, and at the end it made the difference.

“We started to win the championship when the car improved a bit. At the beginning we were not really at the top, but in Monte Carlo the car improved quite a lot and became very consistent at all the races, and the rest just came. We won the championship in the middle of the season.”

But here come those paradoxes again. Following his win at Spa, Maldonado went into the penultimate round at Monza needing to do very little to wrap things up. But on this weekend, even ‘very little’ seemed beyond him – he was slow in qualifying before spinning and ending up on the fourth row, launched himself over the back of Romain Grosjean in the feature race, and hit the barriers trying to avoid spinning title rival Sergio Perez on Sunday morning. It was only the fact that Perez’s weekend was going almost as badly that allowed Maldonado to secure the championship, despite having his first non-scoring round of the year.

Then, at the Abu Dhabi finale, with the job already done, he was invisible all weekend. He again failed to score and left it to Luiz Razia to deliver Rapax the teams’ title.

‘Podiums’ was not a word that meant much to Maldonado in his year of triumph – generally he either won, or was nowhere. Against a field riddled with inconsistency, it proved to be enough. ☒

**In 2009, he got pummelled by Hulkenberg**

then you have to take into account the fact that Maldonado began 2010 as a four-time winner, and ended it as the only driver to have scored six wins in a season. All of those victories came in an extraordinary streak between Istanbul Park and Spa, meaning that he went three months without losing a feature race.

All of that said, Maldonado couldn’t have afforded anything less. GP2 is a series that draws a fine line between ‘very experienced’ and ‘too old’. Worse, he had the best team behind him last year in the shape of ART Grand Prix, yet got pummelled into anonymity by rookie team-mate Hulkenberg. It’s tough to imagine a situation that would create a bigger dent in a driver’s confidence, yet it was from that point that he had to rebound, knowing that anything less than the title would be disastrous.

Choosing to do it with a new team such as Rapax might have seemed like a risk but, having already misfired with the most successful squad in the series, it was the sort of risk that Maldonado needed to take. As well as a strong race team, the Italian environment at Rapax proved a better fit, with Maldonado having adopted the country as his home from home when he began racing in Europe.

“I was very comfortable at Rapax from the beginning of the season, even from the first test,” says Maldonado.

Joy with Rapax chief Andrea Bergamini

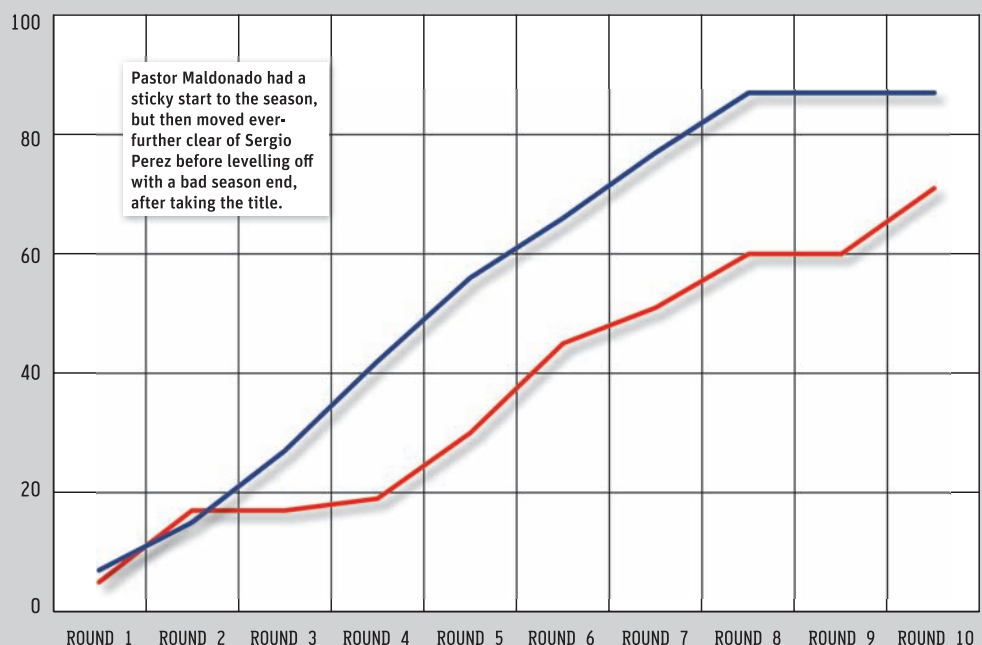


STALEY/GP2

**VENEZUELA VERSUS MEXICO**

**LATIN-AMERICAN CONQUISTADORES**

● Pastor Maldonado ● Sergio Perez





# CONSISTENTLY INCONSISTENT

No-one challenged Maldonado: they weren't good for long enough. By MARK GLENDEENING

A funny old year for Sergio Perez

FERRARO/GP2

One of the most basic tenets of racing is that you can only beat the opposition you're given, so the fact that no-one on the 2010 GP2 grid seemed to have themselves together enough to cause a real problem for Pastor Maldonado is not the Venezuelan's fault.

But it is a bit damning for the would-be contenders. In some cases it's easy to see why 2010 might have been a backwards step, such as the all-rookie line-up at ART Grand Prix. Elsewhere there is some soul-searching to be done, not least at Barwa Addax.

The Spanish team went into the year with every reason to be confident. It was coming off the back of a strong 2009, during which Romain Grosjean dominated the opening races and Vitaly Petrov stepped up late in the season to challenge eventual champion Nico Hulkenberg. And it was solid on the driver front, too. Sergio Perez had showed enough promise in his rookie year with Arden to earmark himself as a title contender in 2010, and the second half of Giedo van der Garde's year with iSport also pointed to a driver who looked to be maturing into a consistent frontrunner.

On paper it all looked pretty good. On the track, it was rare that any of the potential was realised. Perez's win in Monaco demonstrated what could be done when things worked as they should, but a persistent squandering

of points – a pitstop problem and an engine failure at Barcelona; a disqualification in Turkey – made it too easy for Maldonado to gain the initiative.

It wasn't just the team, though. Perez needed a strong weekend at Monza to prevent Maldonado securing the title early, and the Venezuelan did his bit to make Perez's job easier by having his worst weekend of the season up to that point. But again an opportunity was squandered: Perez crashed in the first race and spun out of contention in the second. Abu Dhabi started with a glimpse of what might have been with a dominant victory, and then ended with a reminder of why it wasn't with



Sam Bird always had something going on!

STALEY/GP2

a pointless crash. The team could have done more to help Perez, but the Mexican could also have done more to help himself.

It was a different story at Racing Engineering. Following an erratic rookie season, Dani Clos arrived in the Barcelona paddock having polished himself into a racer with serious intentions. On the whole he delivered, his season only derailed by an unfortunate three-round non-scoring streak in the second half of the year. In most other years his sheer consistency might have been enough, but this time around he needed to have turned a few of those podiums into wins. Rookie team-mate Christian Vietoris took time to play himself in, but was outstanding in the second half of the year.

ART, meanwhile, had gambled on two newcomers in the form of Jules Bianchi and Sam Bird. Yet while the team never really threatened to repeat its 2009



Clos: oasis of consistency in random GP2 paddock

STALEY/GP2

title, the blame lies as much with uncharacteristic mechanical problems and team errors as it did rookie mistakes. Both Bianchi and Bird had reason to be proud of their performances, even if they were disappointed with their points hauls. It was a similar tale at iSport.

Problems with unlocking the car's qualifying pace were a bugbear all year, but rookie Oliver Turvey emerged as an ever-greater threat as the season progressed, and no other team on the grid has been as successful in handling idiosyncratic GP2 Asia Series champion Davide Valsecchi. ❏

**Abu Dhabi started with a glimpse of what might have been, and ended in a reminder of why it wasn't**

**TOP 10 DRIVERS** Mark Glendenning sifts them all out for his personal GP2 top 10 of 2010



**1. SAM BIRD**  
Takes little prompting to reel off the misfortunes that cost him points, but in most cases it's hard to disagree with him. Rookie showed great pace, adept at leading and coming through the pack.  
**Defining moment:** Overtaking. You almost hoped he'd qualify a few rows off the front to see how he'd respond.



**2. PASTOR MALDONADO**  
Took a couple of races to warm up and switched off as soon as it stopped mattering, but in the middle of the season was dominant. Expectation weighed heavily, but you can't argue with how he responded.  
**Defining moment:** The six consecutive feature-race wins between Turkey and Belgium.



**3. JULES BIANCHI**  
Formidable reputation, but this was just his fourth year in single-seaters. Made a few rookie errors but never repeated them, and despite not winning a race he was a consistent threat.  
**Defining moment:** Qualifying. Started from pole three times, including season opener.



**4. SERGIO PEREZ**  
No-one will argue with Perez's speed. He lost a few results to bad luck or team errors, but the Mexican also threw away quite a few points all by himself.  
**Defining moment:** Abu Dhabi, where Perez dominated the feature race and crashed pointlessly in the sprint.



**5. DANI CLOS**  
Lessons learned from rookie year and a renewed focus resulted in great strides forward. His main hallmark was consistency, and his worst weekends were largely derailed by things outside his control.  
**Defining moment:** Barcelona and Hockenheim, Clos scored points in 10 out of 12 races.



**6. OLIVER TURVEY**  
Efforts were occasionally hampered by struggles to get the car working in qualifying, but he looked considerably stronger in race mode and improved with each weekend. Four podiums and a pole was a solid return.  
**Defining moment:** Monza: he finally cracked a feature-race podium.



**7. CHRISTIAN VIETORIS**  
Like most of the rookies, Vietoris took a while to get up to speed, but his first two points finishes came in feature races. Great late-season pace delivered a Sunday win at Monza, but he was forced to miss Abu Dhabi through illness.  
**Defining moment:** Monza: fourth in the feature race and a win in the sprint.



**8. CHARLES PIC**  
Perfect start when he won the Barcelona curtain raiser, but things were a bit of a rollercoaster from there on. Could be relied on to deliver on the weekends when Arden gave him a good car.  
**Defining moment:** Victory in the first feature race, 11th at the next – Pic's year in a nutshell.



**9. JEROME D'AMBROSIO**  
He struggled in the midfield, got parked for a weekend, and then returned as a frontrunner, so his season was nothing if not eventful. Looked more convincing later in the season than when he won in Monaco.  
**Defining moment:** One race on the subs' bench provided shot in the arm he and DAMS needed.



**10. DAVIDE VALSECCHI**  
Asia Series champion had a tougher time in the main series. Confidence low after tough 2009, but iSport kept him happier than usual.  
**Defining moment:** Leaving track before the press conference after taking second on grid in Hungary. There's a reason why his nickname was 'the Ghost'.

**2010 GP2 SERIES**

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	10	POINTS
1	PASTOR MALDONADO (YV)	RAPAX	6/3	2/11	1#/6	1#/4#	1#/4	1/R	1#/R	1/R	R/R	17/8	87
2	SERGIO PEREZ (MEX)	BARWA ADDAX TEAM	4/R	1#/6	EX/7	11*/16	5/1#	2/1#	3/R	7/1#	R/13	1#/R	71
3	JULES BIANCHI (F)	ART GRAND PRIX	R*/12	4/3	R/13	2/R	2*/5	5#/4	R/NS	14/R	2*/4	18/17	52
4	DANI CLOS (E)	RACING ENGINEERING	3/6	3*/R	8/1#	5/7	3/3	4/6	16/7	R/NS	R/12	4/4	51
5	SAM BIRD (GB)	ART GRAND PRIX	9*/4	18/10#	3/10	3/10	4/NS	14/5	13*/R	R/12	1#/3#	3/R	48
6	OLIVER TURVEY (GB)	ISPORT INTERNATIONAL	5/5	15/15	14/18	R/12	8/2	8/2	4/5	6/5	3/6	2*/16	47
7	GIEDO VAN DER GARDE (NL)	BARWA ADDAX TEAM	20/9	6/2	4/3	4/2	9/7	12/9	5/4	9/2	R/R	R/19	39
8	DAVIDE VALSECCHI (I)	ISPORT INTERNATIONAL	10/11	R/16	2*/4	10/6	7/6	17/18	9/3	18/8	9/16	5/1	31
9	CHRISTIAN VIETORIS (D)	RACING ENGINEERING	R/18	14/R	7/R	12/R	6/10	R/10	2/2	11/R	4/1	-	29
10	CHARLES PIC (F)	ARDEN INTERNATIONAL	1/7	11/7	R/NS	6/5	10/8	3*/17	11/9	4/R	11/8	20/10	28
11	LUIZ RAZIA (BR)	RAPAX	7/2	7/5	5/2	R/R	R/16	R/13	10/R	16/10	R/10	7/2#	28
12	JEROME D'AMBROSIO (B)	DAMS	R/13	8/1	10/8	R/8	11/11	-	6/R	R*/R	5/2	14/7	21
13	GIACOMO RICCI (I)	DPR	2/8	17/R	R/17	R/R	13/12	16/11	8/1#	-	-	-	16
14	ROMAIN GROSJEAN (F)	DAMS	-	-	-	-	-	20/R	-	3/6	13/17	6/3	14
15	ALVARO PARENTE (P)	SCUDERIA COLONI	-	-	-	-	-	-	-	2#/3	12/9	-	13
16	MICHAEL HERCK (B/RO)	DPR	17/21	16/R	6/5	8/3	22/14	9/8	7/R	R/13	R/R	16/9	12
17	MARCUS ERICSSON (S)	SUPER NOVA RACING	11/R	12/9	R/R	7/1	12/18	6/R	12/10	13/7	R/11	11/R	11
18	ADRIAN ZAUUG (ZA)	TRIDENT RACING	16/15	R/12	R/R	14/15	15/21	7/3	15/8	15/9	6/7	R/NS	9
19	FABIO LEIMER (CH)	OCEAN RACING TECHNOLOGY	8/1#	R/17	13/15	R/R	17/13	21/R	R/11	12/R	R/R	R/14	8
20	LUCA FILIPPI (I)	SUPER NOVA RACING	-	-	-	-	20/9	10/7	14/6	5/R	R/14	-	5
21	RODOLFO GONZALEZ (YV)	ARDEN INTERNATIONAL	15/14	10/R	16/16	R/R	16/20	18/R	R/15	8/4	R/R	10/15	4
22	ALBERTO VALERIO (BR)	SCUDERIA COLONI	14/R	5/R	17/19	9/R	14/22	11/12	R/12	-	-	-	4
23	JOHNNY CECOTTO JR (YV)	TRIDENT RACING	R/17	9/4	12/12	R/14	18/23	13/R	R/13	10/R	-	-	3
24	JOSEF KRAL (CZ)	SUPER NOVA RACING	12/19	13/8	15/14	R/R	-	-	-	-	-	8/5	3
25	MAX CHILTON (GB)	OCEAN RACING TECHNOLOGY	18/16	R/14	9/11	R/11	19/19	19/16	17/16	17/11	8/5	12/11	3
26	EDOARDO PISCOPO (I)	TRIDENT RACING	-	-	-	-	-	-	-	-	7/R	-	2
27	BRENDON HARTLEY (NZ)	SCUDERIA COLONI	-	-	-	-	-	-	-	-	R/R	9/6	1

**NON-POINTS SCORERS:** Ho-Pin Tung (NL/PRC), DAMS (rounds 1-7); Racing Engineering (round 10); Vladimir Arabadzhiiev (BG), Scuderia Coloni (rounds 1-8); Fabrizio Crestani (I), DPR (rounds 8-10); James Jakes (GB), Scuderia Coloni (round 10); Federico Leo (I), Trident Racing (round 10).

**KEY TO RACES:** 1 Barcelona, May 8-9; 2 Monte Carlo, May 14-15; 3 Istanbul Park, May 29-30; 4 Valencia, June 26-27; 5 Silverstone, July 10-11; 6 Hockenheim, July 24-25; 7 Hungaroring, July 31-August 1; 8 Spa-Francorchamps, August 28-29; 9 Monza, September 11-12; 10 Yas Marina, November 13-14. **POINTS SYSTEM:** Race 1 10-8-6-5-4-3-2-1; Race 2 6-5-4-3-2-1. \*point for race-one pole position; # point for fastest race lap out of top 10 finishers.

# SAN LUIS

Argentina  
December 4-5  
World GT1  
Round 10/10



## AT A GLANCE

- Qualifying race  
**Frederic Makowiecki/Yann Clairay**
- Championship race  
**Makowiecki/Clairay**



There was Aston chaos at first turn

# Aston eruption

It was a DBR9 day on the circuit around a volcanic lake, as Makowiecki and Clairay won, but Maserati men took the title



Winning Hexis Aston leads at the start

**T**he Aston Martin DBR9 was the car to have around the fast and flowing Potrero de los Funes circuit last weekend – but not if you had 40 kilos of success ballast bolted to the floor. Which was why Hexis Aston duo Frederic Makowiecki

and Yann Clairay dominated the two Argentinian races, and why Darren Turner and Tomas Enge at Young Driver AMR were unable to prevent Vitaphone Maserati drivers Andrea Bertolini and Michael Bartels from wrapping up the inaugural FIA GT1 World Championship.

Turner and Enge were the only drivers who could stop Bertolini and Bartels from claiming the crown at the series finale, but it quickly became apparent that those extra kilos meant the odds were against them. It was all the more galling because, against expectations, the DBR9 emerged as the

quickest car around the 3.9-mile circuit.

The second Young Driver Aston qualified on pole in the hands of Jose Maria Lopez (see panel, left), while Makowiecki made it two DBR9s on the front row. Turner didn't even get through Qualifying 1 and ended up 17th. With Bertolini third on the grid for the qualifying race, the world title looked a formality for the Vitaphone duo.

The Maserati drivers didn't trouble the scorers in the qualifying race after Bartels had been spun down to 18th early on, but that didn't matter. Turner and Enge, who actually finished two places ahead of their rivals, were also out of the points and thus the championship.

They endured a frustrating race with a car that, according to Turner,

was "just very lethargic". An Aston without 40kg of lead was an entirely different proposition, something Makowiecki and Clairay proved, but Lopez and team-mate Stefan Mucke never got the chance to.

The front-row Astons somehow contrived to collide into the first corner and a third – the other Hexis car driven by Jonathan Hirschi – somehow stayed out of the walls following a massive spin in avoidance. Clairay was pushed off the track but clung on to the lead in the confusion, while the frontal impact on Mucke's Young Driver DBR9 was enough to rupture the oil cooler.

Clairay got to the pitstop window with a narrow lead over the Matech Ford GT driven by Thomas Mutsch. Team-mate Richard Westbrook might have taken the fight to

## QUALIFYING

### Last-minute Lopez flies

⌚ You wouldn't have put money on Jose Maria Lopez bagging pole. The Argentinian didn't even know he'd be racing for Young Driver AMR until the previous weekend, wasn't able to test the Aston and hadn't raced a GT car in two years.

It appeared not to unduly concern the 27-year-old. Lopez was on the pace straight away and headed the times in Q1. Even a spin on his first flying lap in Q3 didn't prevent him from claiming pole.

"I immediately felt at home," said the man who had hoped to race for USF1 this season. "The second lap was tough, because I knew I had to deliver."



'Young driver' Lopez planted it on pole

## RACE RATING

★★★★★

Anti-climatic way for title to be settled, but stellar drives from Makowiecki, Westbrook and Lopez

**“It means more than the other titles we’ve won. It’s a world championship and the level has been so high”** New world champ Michael Bartels

## REPORT GT1 SAN LUIS



**Gary Watkins reports**



Bertolini and Bartels are champions again

Makowiecki, but the events that followed ensured victory for Hexis.

A superb performance by the French team in the pits propelled Makowiecki into a nine-second lead and provided him with a buffer in the shape of Hirschi's team-mate, Clivio Piccione.

Mutsch overshot his pit, the seven seconds lost dropping Westbrook to

fourth. He then had to fight his way past Peter Dumbreck's Sumo Nissan and Piccione to secure a distant runner-up spot.

Piccione also played rear-gunner for Makowiecki in the championship race. The Monegasque nipped ahead of Westbrook at the start and held him off for two and bit laps before the Ford driver forced his way

through with a typically aggressive move. Westbrook found himself six seconds behind the leader and, worse still, unable to make inroads into that deficit.

“We thought we had enough to beat them, but there was no way,” said the Briton. “If I'd held second at the start, maybe I'd have had a hunter's chance, but this is an Aston track

through and through.”

The proliferation of medium-fast corners was the main reason why the DBR9, at least an unladen one, flew around the Argentinian track. What's more, it remained quick right through the race, low-grip asphalt ensuring the Aston's traditional tyre degradation issue didn't rear its head this time.

Hexis enjoyed its best weekend of the season, which was completed by Piccione and Hirschi finishing third in the main event. That meant the French squad sealed second place in the teams' championship, one of the goals of Young Driver ahead of this event.

Lopez and Mucke won some points for the team by storming from the back of the grid to fifth, a position Mucke stole from All-Inkl Lamborghini driver Marc Basseng with an opportunist last-lap manoeuvre. But it wasn't enough to stop Young Driver from sliding to

fourth in points behind Vitaphone, Hexis and Reiter Engineering, whose lead Lambo finished fourth in the hands of Frank Kechele and former A1GP driver Sergio Jimenez.

Fourth was also Turner and Enge's finishing position in the drivers' rankings. Mutsch accrued enough points to seal the runner-up spot, while a maximum score for Makowiecki propelled him from eighth to third.

Bertolini and Bartels had been looking to go out in style after claiming the title in race one, but the lack of overtaking opportunities at Potrero meant they could do no better than seventh in the second race. Bartels sealed that place on the penultimate lap and then celebrated becoming a world champion out on the track.

“I would have preferred to sign off with a podium, but that wasn't possible,” he said. “So I pushed like crazy on that last lap and got fastest lap.”

## RESULTS

GT1 World Championship, Potrero de los Funes (RA), December 4-5, round 10 of 10

26 LAPS, 101.296 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Frederic Makowiecki (F)/Yann Clairay (F)	Hexis AMR	Aston Martin DBR9	1h00m28.603s
2	Richard Westbrook (GB)/Thomas Mutsch (D)	Matech Competition	Ford GT	+13.616s
3	Clivio Piccione (MC)/Jonathan Hirschi (CH)	Hexis AMR	Aston Martin DBR9	+23.159s
4	Frank Kechele (D)/Sergio Jimenez (BR)	Reiter Engineering	Lamborghini Murcielago R-SV	+23.623s
5	Jose Maria Lopez (RA)/Stefan Mucke (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	+26.883s
6	Ricardo Risatti (RA)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+27.827s
7	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	+32.440s
8	Neel Jani (CH)/Nicolas Armino (F)	Matech Competition	Ford GT	+38.646s
9	Alex Muller (D)/Altfried Heger (D)	Hegersport (Vitaphone)	Maserati MC12	+51.610s
10	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+58.398s
11	Nicky Pastorelli (NL)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+1m29.624s
12	Marc Hennerici (D)/Alex Margaritis (GR)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+1m34.407s
13	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	+1m41.277s
14	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	+1m41.555s
15	Darren Turner (GB)/Tomas Enge (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	+1m44.685s
R	Jamie Campbell-Walter (GB)/Warren Hughes (GB)	Sumo Power GT	Nissan GT-R	22 laps-gearbox
R	Peter Dumbreck (GB)/Michael Krumm (D)	Sumo Power GT	Nissan GT-R	18 laps-acc dam/powersteer
R	Markus Palmtala (FIN)/Matteo Bobbi (I)	Marc VDS Racing	Ford GT	16 laps-missed pit window
R	Maxime Martin (B)/Bas Leinders (B)	Marc VDS Racing	Ford GT	16 laps-engine
R	Alessandro Pier Guidi (I)/Nico Verdonck (B)	Hegersport (Vitaphone)	Maserati MC12	13 laps-accident damage
R	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	13 laps-accident
NS	Pertti Kuismanen (FIN)/Duncan Huisman (NL)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	accident in practice
NS	no drivers	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	er, no drivers!

GRID

1 LOPEZ 2:14.406	2 MAKOWIECKI 2:14.764
3 BERTOLINI 2:15.200	4 PICCIONE 2:15.767
5 KOX 2:15.835	6 PASTORELLI 2:16.407
7 DUMBRECK 2:16.448	8 ARMINO 2:17.109
9 KECHELE 2:15.378*	10 MUTSCH 2:17.213
11 VERDONCK 2:17.415	12 LEINDERS 2:17.510
13 RAMOS 2:17.836	14 MARGARITIS 2:17.866
15 BASSENG 2:17.884	16 HEGER 2:18.516
17 TURNER 2:17.183	18 C-WALTER 2:17.256
19 PALMTALA 2:17.293	20 ARA 2:17.609
21 WENDLINGER 2:17.809	

QUAL RACE: 22 LAPS, 85.712 MILES

POS	DRIVERS	TIME
1	Clairay/Makowiecki	57m35.613s
2	Mutsch/Westbrook	+13.029s
3	Leinders/Martin	+13.477s
4	Hirschi/Piccione	+22.205s
5	Jimenez/Kechele	+26.195s
6	Krumm/Dumbreck	+28.206s
7	Moser/Wendlinger	+29.587s
8	Verdonck/Pier Guidi	+31.065s
9	Schwager/Pastorelli	+34.182s
10	Enge/Turner	+35.849s
11	Heger/Muller	+42.835s
12	Bartels/Bertolini	+43.383s
13	Hughes/Campbell-Walter	+45.326s
14	Basseng/Risatti	+49.560s
15	Bobbi/Palmtala	+50.247s
16	Ramos/Bernoldi	+52.989s
17	Armino/Jani	+2m06.747s
R	Margaritis/Hennerici	19 laps-acc/susp'n
R	Haase/Kox	1 lap-suspension
R	Mucke/Lopez	0 laps-acc/oil cooler
NS	Nilsson/Ara	0 laps-engine

## CHAMPIONSHIP TABLE

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Bartels/Bertolini	138	6	Kechele	95
2	Mutsch	119	7	Margaritis	84
3	Makowiecki	105	8	Zonta	75
4	Enge/Turner	104	9	Krumm/Dumbreck	71
5	Hennerici	99	10	Clairay	65

R=Retired; NS=Non-Starter. \*grid penalty.  
Winners' average: 89.29mph. Fastest lap: Bartels, 2m15.353s, 103.62mph.  
Qualification race winners' average: 88.87mph. Fastest lap: Martin, 2m14.407s, 104.35mph.  
Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.

- Race 1 Jonathon Webb
- Race 2 Lee Holdsworth
- Poles Holdsworth x2

★★★★★  
A fitting showdown for a season to remember

V8 SUPERCARS HOMEBUSH (AUS), DECEMBER 4-5, RD 14/14

# Courtney shove is in V8 nirvana

As title-deciding moments go, the one that determined the 2010 V8 Supercar champion was a blockbuster.

In Saturday's race around the Sydney Olympic Park, James Courtney and Jamie Whincup were nose to tail, chasing the only other man who could win the title, Mark Winterbottom. A thunderstorm hit the circuit and, with 14 laps to go, all three arrived to find a skating rink where Turn 6 was supposed to be.

They piled into the concrete, followed quickly after by another half-dozen cars that hit walls or each other. Courtney, Whincup

and Winterbottom lurched towards the pitlane, at near-walking speed, on slicks, in broken cars. Suddenly the race for the title was not between racing drivers but their crews. Courtney's Dick Johnson Racing team and Whincup's Triple 8 mechanics attacked the cars, replacing, patching and taping.

After a long time Courtney resumed, followed a lap later by Whincup. Courtney managed to stagger around to salvage 60 points for 15th; Whincup could only DNF. Suddenly, Courtney had a near-insurmountable points lead.

While the enthralling

Dented Courtney is new champion



work went on in the garages, the few to emerge unscathed in the melee fought it out. Jonathon Webb, in a sister DJR Ford to Courtney's, took his first win, mere yards ahead of veteran Jason Bright.

On Sunday, a pitstop problem left Courtney in 15th, but that was enough. Whincup needed a win but didn't get past fifth place in his Triple 8 Holden.

At the front it was looking like Shane van Gisbergen's ninth podium finish of the season was going to be his first win. But, when he ran out of fuel at the start of the final lap, Lee Holdsworth (Garry Rogers Holden) and Steven Richards swept by.

● Phil Branagan

RESULTS

**Race 1** Jonathon Webb (Ford Falcon), 69 laps in 2h09m06.999s;

2 Jason Bright (Holden Commodore), +0.637s; 3 Rick Kelly (Holden); 4 Steven Johnson (Ford); 5 Fabian Coulthard (Holden); 6 Michael Caruso (Holden). **Race 2** Lee Holdsworth (Holden), 74 laps in 2h03m58.644s; 2 Steven Richards (Ford), +1.535s; 3 Shane van Gisbergen (Ford); 4 Johnson; 5 Jamie Whincup (Holden); 6 Craig Lowndes (Holden). **Final points** 1 Courtney, 3055; 2 Whincup, 2990; 3 Mark Winterbottom, 2927; 4 Lowndes, 2669; 5 Garth Tander, 2466; 6 van Gisbergen, 2391.

TC2000 SAN LUIS (RA), DECEMBER 5, RD 12/12

# Fontana is crowned

Former Sauber F1 driver Norberto Fontana secured the TC2000 title at scenic San Luis, but the Ford man had to work hard for it after qualifying 12th on the grid.

For much of the race it seemed that honours would go to rival Leonel Pernia, whose Honda was on track for the championship in sixth, but Fontana's rapid progress through the field began to swing the situation in his favour. He surged past Pernia on lap 10, which was still not quite enough to steal the crown, but then Pernia did the job for him

by clouting the barriers and dropping back to 14th.

Fontana finished fourth, while Renault's Matias Rossi withstood race-long pressure to take the win.

● Tony Watson

RESULTS

**1 Matias Rossi (Renault Megane)**, 18 laps in 45m28.117s; 2 Mariano Werner (Toyota Corolla), +0.321s; 3 Guillermo Ortelli (Chevrolet Vectra); 4 Norberto Fontana (Ford Focus); 5 Facundo Ardusso (Toyota); 6 Christian Ledesma (Chevrolet). **Final points** 1 Fontana, 122.5; 2 Leonel Pernia, 119; 3 Werner, 93; 4 Jose Maria Lopez, 93; 5 Emiliano Spataro, 85; 6 Mariano Altuna, 84.

V8 STOCK CARS CURITIBA (BR), DECEMBER 5, RD 12/12

# Wilson takes title – by just a point

Eighth place at Curitiba was enough for Max Wilson to clinch the Brazilian Stock Car Championship by a single point over rival Caca Bueno.

Wilson inherited an early lead when Thiago Camilo outraked himself and took out Allam Khodair, but a drive-through penalty for refuelling a lap before the pit window had opened dropped him back into the pack, forcing a stunning recovery drive.

Up at the front, a smart tactical race rewarded former GP2 driver Diego Nunes with the race win

over Xandinho Negro and Julio Campos.

● Lito Cavalcanti

RESULTS

**1 Diego Nunes (Chevrolet Astra)**, 51m11.464s; 2 Xandinho Negro (Chevrolet), +1.786s; 3 Julio Campos

(Peugeot 307); 4 Marcos Gomes (Peugeot); 5 Ricardo Zonta (Chevrolet); 6 Felipe Maluhu (Chevrolet). **Final points** 1 Max Wilson, 267; 2 Caca Bueno, 266; 3 Allam Khodair, 252; 4 Ricardo Mauricio, 251; 5 Atila Abreu, 234; 6 Maluhu, 230.



Eighth place was enough for Wilson



CURRENT STANDINGS

- 1 Sebastian Vettel <math>\diamond</math> 24,200
- 2 Mark Webber <math>\diamond</math> 22,079
- 3 Sebastien Loeb <math>\diamond</math> 21,754
- 4 Fernando Alonso <math>\diamond</math> 20,467
- 5 Lewis Hamilton <math>\diamond</math> 19,217

## Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Despite clinching the V8 Supercar title, James Courtney (115) slipped four places and will finish the year a long way behind rival Jamie Whincup (87). Diego Nunes's maiden V8 Stock Car win lifted the former GP2 racer up 86 places to 612th.

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



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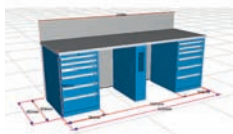
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**Closing date for application: 30th December 2010**





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**REPORTS TO:** Head of Stress Analysis

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# Sports Extra

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



## Historic 24-hour race plotted for UK in 2012



Spa 6 Hours runners could join new 24-hour event

JEFF BLOXHAM

### Julius Thurgood hatches plans for new British historic racing enduro event

» A 24-HOUR race for historic touring cars and GTs could soon be part of the UK racing calendar.

Julius Thurgood, whose Historic Racing Drivers Club recently launched Touring Greats and Grand Touring Car Greats as rivals to Masters Historic Racing (see AUTOSPORT, December 2), wants an all-day and all-night contest at Silverstone or Snetterton.

Thurgood, who ran an ageing MGB roadster in the inaugural Willhire 24 Hours in 1980, said: "Running a very small team over 24 hours is one of those

things that has lodged in my mind.

"I've spoken to James Tucker [who runs the Britcar 24 Hours] and the 750 Motor Club, and it's feasible that a 24-hour race could happen for historic."

Thurgood has not yet finalised the regulations, but is aiming at touring cars and GTs of the 1950s and '60s.

"The ideal thing would be to cut it off at 1966 like the Spa 6 Hours, but this would be four times longer," he said. "But in order to make it happen you have to be pragmatic: we have to seriously look at later cars that could do it and

think about the cut-off date.

"Willhire successfully ran saloons and GT cars together and I don't think that's wrong. I believe there are people around who would do it."

Like the Willhire, the new event could allow relay teams, as well as individual cars. "There will be people who elect to run for 24 hours and people who will run as part of a relay," said Thurgood, who would want each member of a relay team to use the same type of car.

He would also be happy to allow someone else to run the event, if the right team came along. "I think of the HRDC as a catalyst," he said. "We are looking at 2012 to get something off the ground and a lot of people are interested, including people who want to run it."

Snetterton boss Jonathan Palmer welcomed Thurgood's plans. "It sounds like an interesting idea," he said. "It's the sort of thing that would be brilliant on the new Snetterton 300 [to be completed for the 2011 season]."

"A full grid of cars of that era would make a tremendous event – they are ideal for the heritage of Snetterton.

"Great though the 2CV 24 Hours [held annually at Snetterton] is, it'd be great to get something a little quicker."



LAT

Thurgood has been inspired by Willhire 24

#### AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



**SKIPPING OVER** the fact that we have another two new series launching this week (see page 89), the idea of a 24-hour race for historic cars is one that looks great on paper. So what needs to happen to turn the idea into a positive reality?

First off, competitors need to get behind it. This was the problem with the inaugural Snetterton 6Hrs this year. The not-for-profit organisers did a good job – and attendees were impressed – but a lot of no-shows led to an eight-car field. Not good.

Combating that is difficult at a time of penny-pinching, particularly as longer races are expensive, both in terms of track hire and car prep.

Giving people a long time to think about it, and get ready, helps too, and Julius Thurgood has done that.

Not being too restrictive with the rules can help, but care needs to be taken that allowing in one type/era of cars doesn't put off others. That is why Thurgood has yet to commit to a cut-off point. Better to see who wants to compete in what, before discounting potential entrants...

Providing a cheaper option, such as running a relay team element, should also encourage competitors.

You also need to make it a real must-see event, which can be hard for a new idea. But the Spa 6Hrs has achieved that, and both the 360 Motor Racing Club (the Snett 6Hrs organisers) and Thurgood seem keen to provide something off-track to add to the atmosphere.

There's a long way to go, but the historic branch of the sport is only going to get bigger. Surely there's space for a blue riband 24-hour UK event to bring enthusiasts together?

#### Extra contact details

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GINETTA JUNIOR

Merc (main) will replace Ascari in British GT



British GT

# Jones twins to race Mercedes SLS

## Former champions David and Godfrey Jones commit to German racer for British GT3 attack



**TOP BRITISH GT** squad Team Pyro will run a new Mercedes-Benz SLS AMG GT3 in the series next season for former champions David and Godfrey Jones.

Pyro took the Jones twins to the 2009 title, running their Ascari KZ1R, but the car proved unreliable this year. Now team boss Mark Hunt has confirmed the outfit will be the first British squad to switch to the new Mercedes, which made its race debut at the Nurburgring last September.

"We're going to do British GT and the Spa 24 Hours," said Hunt, who hopes to take delivery of the 6.3-litre V8 machine early next year. "It's nice to have something different from the rest."

Hunt confirmed that the switch from the Ascari, which the team developed and homologated parts for, should allow them to concentrate on re-taking the title.

"The challenge is to win it," he said. "We developed the Ascari a little too far and suffered with reliability. The idea is

to be comfortably there and win races.

"Godfrey and David are looking forward to working with Mercedes – they don't want their cars just going round, they want them at the front and their spares are reasonably priced. You know where you stand."

Pyro will also move into the BTCC-supporting Ginetta GT Supercup, formerly known as the G50 Cup, in 2011. It will run Ginetta Junior race winner Jody Fannin in the G50 class.

Hunt, whose drivers have won the past three Renault Clio Cup crowns on the TOCA programme, said: "We have been looking for a link between our saloon car work and GT racing for a while and to be able to run Jody, who has shown he has a lot of talent and commitment, in a Ginetta is the perfect scenario."

Hunt did not rule out a G55 campaign in 2012 and also confirmed that historic Triumph TR6 racer Josh Files, 19, will join Pyro's successful Clio squad in 2011.

Club F3

## MSVR to take over BRSCC F3

**MSVR WILL** re-launch the BRSCC's struggling club F3 series in 2011 with an FIA Formula 2 test prize for the year's best performing driver.

The MSV F3 Cup will provide a new home for BRSCC F3, which catered for Formula 3 cars built between 1981 and 2004. BRSCC F3 lost championship status at the end of 2009 and struggled for numbers this year.

AUTOSPORT understands the move is competitor led. The MSV F3 Cup will be for cars built after 1980 and before 2005. It will run across seven events in 2011, with one 25-minute qualifying

session and two 20-minute races at each meeting. The season will open on the new Snetterton 300 layout in March and will include trips to Oulton Park, Brands Hatch GP and Donington Park.

A panel of judges will select a driver for an F2 test at the end of the year.

John Gray, who administered the category for the BRSCC, will continue as series manager with help from the Monoposto Racing Club.



Club F3 cars will race with MSVR next season

Formula Renault UK/Clio Cup

## Renault promoter quits series

**FORMULA RENAULT** UK and the Clio Cup will have a new promoter for the 2011 season.

Groewood Sport, which has promoted the two series for the past three seasons since taking over the role from Renault UK, will no longer manage the series.

Groewood boss Simon North, who has had an official role with Renault's UK series since 1990, said: "I have decided not to renew my contract [for the next three-year period] with Renault Sport Technologies."

RST is understood to be close to naming a successor to Groewood,

but teams are now without a series manager less than four months before the start of next season.

The British Automobile Racing Club, which has historically held the MSA permit for both championships, and British F3/GT promoter SRO have both been linked with taking FRUK and Clio promotion in-house.

BARC chief executive Dennis Carter said: "We were asked to look at it but I don't think we'll do it."

SRO was unavailable for comment. Both series will remain on the BTCC package under Renault Sport's recently agreed three-year deal.

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**Ginetta Challenge**

## 'Faster G40 won't kill off G20 in 2011 Challenge,' says Ginetta

**GINETTA HAS** no plans to discontinue a series for its ageing G20 model, despite expecting next year's Ginetta Challenge to be dominated by upgraded versions of its new G40.

Ex-G20 frontrunner Dominic Pettit campaigned a development version of the Ginetta Junior G40 in the Ginetta Challenge this season. That car ultimately proved as quick as the frontrunning G20s, but Ginetta estimates the new uprated version will be 1.5 to two seconds per lap faster.

G40 is attracting drivers to Ginetta Challenge



Former Caterham champion David Mayes dominated the season finale in a 2011-spec, slick-shod G40 with a sequential gearbox.

Renault Clio Cup frontrunner Mike Robinson is among 15 drivers to have already committed to racing the latest spec G40 in the 2011 Challenge. He will be joined by 1990s Caterham legend Clive Richards, Mighty Minis ace Elliott Stafford and 2009 Caterham Roadsport A frontrunner Graham Johnson.

A Ginetta spokesman said: "There is no plan to phase out the G20, but we may end up having two separate grids for 2012.

"The G40 will certainly be quicker than the G20 at all venues, but as long as there are people wanting to race G20s we are happy to provide a championship."

**VW Scirocco R Cup**

## Lloyd gets VW chance for 2011

**BIT-PART BTCC** racer Daniel Lloyd has won a part-funded drive in the DTM-supporting Volkswagen Scirocco R Cup for 2011.

The 18-year-old Brit contested a part-season in the US Star Mazda single-seater series, raced a Triple 8 Vauxhall Vectra in the BTCC, and took a G4 class win on his British GT debut this year. He impressed VW motorsport bosses during a two-day driver assessment at the German Oschersleben

circuit last month. Lloyd must raise £50,000 by the end of February to seal his place on the grid, after faring well against 30 drivers in VW Polo Cup cars.

"This is an amazing opportunity," said Lloyd.

"VW is a prestigious brand and it's an honour to have been selected to be on the grid in 2011.

"As the only British driver set to be there I'm in a unique position. I've got a great chance to show what I can do."



Lloyd is pushing for Scirocco Cup drive

**FIA GT3**

## Osborne steps up with Audi team

**FORMER GT4** European champion Joe Osborne will race for United Autosports in FIA GT3 next season.

Osborne, who ran his own Ginetta G50 squad in British GT and appeared in FIA GT3 with a Muhlner Motorsport Porsche this year, will drive an Audi R8 LMS with team regular Mark Patterson. Briton Matt Bell and team co-owner Zak Brown will drive the squad's other car.

"We've got to be realistic, but I think if we get in the top three in the championship I'll be happy," said the 21-year-old, who will start testing in February. "I'd really like to give the team its first Audi race win."

Osborne did not rule out racing for the squad in British GT or the Spa 24 Hours. He said his own Team Osborne outfit "will probably disappear" after running a sole G50 in Britain in 2010.

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Franchitti and di Resta congratulate Williamson

**C**ongratulations to impressive Scot Lewis Williamson on winning the 2010 McLaren AUTOSPORT BRDC Award in a particularly tough competition. It's been six years since we had a kilt-wearing Award winner on stage in the Great Room at London's Grosvenor House Hotel, but with previous victors Dario Franchitti and Paul di Resta also on stage to celebrate, he was in top company.

As Derek Warwick, who chaired the judging panel reiterated, all six finalists were winners. But Williamson - our 22nd champion and fifth from north of the border since inaugural winner David Coulthard in 1989 (Andrew Kirkaldy completes the quintet) - displayed that little extra spark that, given backing to match his natural ability and prudent management, could take him to the top.

Scots also scooped the lion's share of prizes at Flavien and Vanessa Marcais' fourth annual GT & Sports Car Cup awards lunch earlier that day. Father and son Laurence and Tim Jacobsen (Lotus Elite) were winners of the classy four-race series, run at Silverstone, Monza, Oulton Park and Ledenon.

John Clark/Gregor Fischen (Jaguar E-type), Rod Begbie/Norrie Nicoll (TVR Grantura) and Barry Wood (Lister-Jaguar) were also on the awards roster, while Larry Kinch was rewarded the spirit of the inaugural Italian Historic Car Cup competition, in which he and son

Nathan ran their Ferrari 250 Drogo and 275 GTB/C.

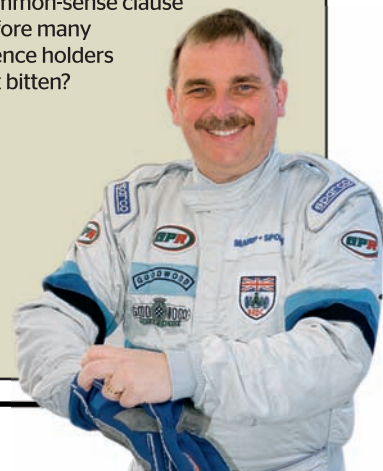
As somebody influential at the AUTOSPORT bash remarked, it's dog-eat-dog in the historic racing world currently, with promoters seemingly plotting ever more divisive series of races. A rash of them has broken out over the past couple of weeks alone. It's the same in contemporary club racing, and I'm staggered that any new permits are issued in this financial climate.

Does the UK need Formula Abarth any more than its ill-fated predecessor Formula Arcobaleno (seen but fleetingly years ago)? Will there be sufficient Chevron GR8s to fill a grid? Why run another second Historic Group C series when we've not seen a truly representative grid in a couple of seasons? Most of this lunacy is down to politics. And it's getting worse.

I've said it before, but the answer can be found in the geographic enormity of the USA, where the Sports Car Club of America mixes cars of broadly similar performance on track and only sanctions stand-alone championships when the numbers stack up.

Nobody wants meetings crammed with poor grids when it's difficult enough to amortise circuit hire costs across successful ones. Perhaps the MSA should invoke a common-sense clause before many licence holders get bitten?

Williamson displayed that extra little spark that, with backing, could take him to the top"





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**IN BRIEF**

**THE BARC** launched its new Honda VTEC Challenge with a parade of cars at Thruxton last month. The entry-level series caters for all types of Honda saloons and is split into five classes based on engine capacity and weight. An ex-Matt Neal Honda Civic Type R (above) is expected to be on the grid in 2011.



**FORMER BRITISH** Formula Ford frontrunner Tim Blanchard secured second and Rookie of the Year honours in the Fujitsu V8 Championship, the feeder series to the V8 Supercar Championship, in Sydney's Olympic Park last weekend. Steve Owen took the title.

**A NEW** motoring festival will be held in Ormskirk, West Lancashire, on August 28 next year.

The Ormskirk Motorfest will be organised by the Aintree Circuit Club and include parades and displays of racing, rally, veteran and vintage cars.



**A PLACE** on the support bill for the WTCC event at Donington Park is part of the 2011 BARC Dunlop package, formerly known as Great and British. The renamed Intersteps and Production Touring Car series have already been confirmed on the programme.

**BRITISH RALLYCROSS** champion Pat Doran is considering switching to a Citroen to defend his title next year. Doran took his fourth BRC crown, with a Ford Fiesta ST ERC (below), this season and could now buy a C4 similar to the one in which his son Liam contested European Rallycross in 2010.



**THE CLUBMANS** Register has opened engine regulations in its Proto class to embrace production units of up to two litres and 240bhp output, mated to sequential paddleshift gearboxes. Stalwart racer Martin Covill has made his 190bhp Suzuki-powered Mallock available for a sponsored half-season drive for 2011 rounds in which his son Tim is unable to race.

**BRITCAR BOSS** James Tucker is planning a May start for his new V8 Utes series in 2011, to allow more time for teams and drivers to fill the grid. "I'm confident it will come together," said Tucker. "When you are dealing with multi-national companies like Holden and Vauxhall you expect things to happen."

Tourers of the 1980s will race at Donington



New series for big-banger sportscars



**Motor Racing Legends**

**More contests for old tin-tops**

Two new series for tourers and sportscars will join 2011 Donington event

**OWNERS OF** Groups 1, 2 and A Touring Cars raced between 1977 and '85 - plus invited IMSA production cars of the era - are being targeted to contest a short series of races next season.

The JD Classics Challenge will cater for cars that contested the British and European Touring Car championships, including Jaguar XJ12C and XJS models, BMW CSLs and 528s, Ford Capris and Sierra XR4is, and Alfa Romeo GTVs. It will kick off at the inaugural Donington Historic Racing Festival on April 29-May 1.

Motor Racing Legends' Duncan

Wiltshire, who also runs the RAC Woodcote and Sir Stirling Moss trophies, said: "As with other MRL competitions, this will be for real race cars of the era, running in period-correct specification.

"I'm amazed by the initial response, and believe some of our loyal competitors will buy cars."

Also kicking off at the Donington meeting will be a new initiative for cars that competed in the International Championship of Makes between 1968 and '71. Following the success of their 4 Hour Challenge, which linked a

quartet of U2TC races this season, Carol Spagg and Jason Wright are promoting a 1000km contest, decided over four international 250km (150-mile) races for sportscars, such as Lola T70s, Ford GT40s, Porsche 917s and Ferrari 512s.

Spagg said: "We are working on the detailed regulations, but it will follow period Group 4 rules, with strict control of specifications."

Masters Historic Racing and the Classic Touring Car Racing Club, which already run series for the two sets of cars, declined to comment.

**750 Motor Club**

**Knight calls time on 20-year 750MC career**

**ROBIN KNIGHT** will step down from running the 750 Motor Club's competitions department next season.

Knight is retiring after more than two decades at the helm. During that time he has returned the club to racing at Brands Hatch,

Donington Park and Oulton Park, and founded the successful Stock Hatch series. He has also represented the 750MC on various MSA committees.

"This is not a decision I have taken lightly, but I believe that the time has

come for a different hand at the wheel to steer the club into the future," said Knight. "There will be some upheaval for the club, but I will do everything I possibly can to make the change as seamless as possible."

Knight confirmed he would continue in the role until "at least the end of January" while the club chooses his successor.

More than 30

applications had been received as AUTOSPORT closed for press.



Knight will stand down in 2011

**British Formula Ford**

**Spectrum: 'we're not done with UK Formula Ford'**



Spectrum 012 raced sporadically during 2010

**AUSTRALIAN CONSTRUCTOR**

Spectrum will evolve its 012 for a renewed assault on British Formula Ford.

Designer Michael Borland, whose Melbourne-based company will build its 100th Formula Ford chassis next year, feels his car is quick enough, but needs a stronger foothold in the series.

"Winning is all about putting the right team, drivers and budgets together,

and we've not previously had the full package," said Borland. "We see it as unfinished business and, while we'd like to be back next season, realistically it may be 2012."

Borland was in the UK last month to oversee 2008 champion Wayne Boyd's back-to-back tests at Silverstone and Rockingham, with Mygale and Spectrum run by top team Jamun.

# Frank exchanges second for first

Frank Wrathall secured the G50 title at the third attempt, with a strong Breeze behind. By IAN TITCHMARSH



In its third season, and the second as part of the British Touring Car Championship support package, the Ginetta G50 Cup continued to attract strong entries, mixing experienced regulars with rapid rookies. It didn't take long, however, for two of the more seasoned Ginetta campaigners to emerge as the principal championship contenders.

As the season unfolded over 28 races, from Thruxton at Easter to Brands Hatch in October, Frank Wrathall and Carl Breeze pulled away from the pack, sharing 14 wins between them.

Endowed with three races at every BTCC weekend bar Oulton Park (where

timetable constraints limited them to the standard two) and Silverstone, the G50s followed the BTCC grid format. The first race grid was based on qualifying times and the second and third on finishing positions in the preceding race, but with the first four-to-six reversed for race three.

A post-race penalty points system was also enforced with more severity than before, and it was this that cost Breeze the title. A loss of 40 points by comparison with Wrathall's 10 meant that, coupled with two dropped scores, the King's Lynn driver ended the year 10 points adrift of his Lancastrian rival.

To give everyone a sense of perspective, the guest car was driven in the three opening races at Thruxton by World Touring Car star Rob Huff. He even overcame the reversed-grid handicap to take the only true hat-trick of the season. Nevertheless, with Huff ineligible for points, Dynojet man Wrathall scored two maximums with Breeze's Total Control Racing-run car yet to find its true form.

Wrathall took two more wins at Rockingham and Breeze his first before both had both problems and wins at Brands GP. From then on, the pair took it in turns to win, opening up a points advantage over the rest.

Knockhill in early September was the turning point for Breeze. His torrid weekend began with an incident in qualifying and he never really recovered. The momentum moved to Wrathall,

who took three maximum scores in Scotland without winning a race, honours going to guest driver Jonathan Adam and non-points-scoring former champion and FPA ace Nigel Moore.

Breeze never gave up, winning two of the three final races on the Brands Indy circuit, but Wrathall was still able to sit out the last race (and avoid the risk of receiving some of those dreaded penalty points) to secure the title.

That last race was won by one of the talented teenagers in the series, Benji Hetherington, who had recaptured his early-season form by the end of the year to take four maximums and third in the final standings. Two of the other winners tasted victory at Croft, where Tom Sharp took two and Adam Morgan one on a weekend in which the two frontrunners were eclipsed.

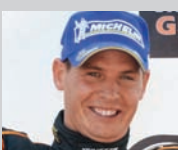
Next year the series will be relaunched as the Ginetta GT Supercup, with the introduction of the 3.7-litre 370bhp G55 model, with the existing 300bhp G50s running alongside. One driver who will not be there to sample the exciting new car is Wrathall, who is now planning to move up into the BTCC itself with his family-run Dynojet team. ☼

## DRIVER RANKINGS



### 1 Frank Wrathall

After finishing runner-up for the first two G50 seasons, Wrathall was a deserving champion. Little to choose between him and Breeze, but keeping out of trouble made the difference.



### 2 Carl Breeze

Should have used his considerable experience to take his first title for 10 years, but couldn't quite manage it. Breeze was nevertheless mighty at times, such as at the Brands Hatch finale.



### 3 Benji Hetherington

Regular podiums early on did not translate into an outright win until race 23 at Donington Park. After a strong second year in G50s, the 18-year-old is set to join the Porsche Carrera Cup in 2011.

## 2010 GINETTA G50 CUP FINAL STANDINGS

Driver (team)	Pts	Wins
1 Frank Wrathall (Dynojet)	727	5
2 Carl Breeze (TCR)	717	9
3 Benji Hetherington (Century Motorsport)	571	2
4 Tom Sharp (IDL)	488	2
5 Freddie Hetherington (Century)	426	0

Rob Huff (3 wins), Adam Morgan (1), Nigel Moore (5), and Jonathan Adam (1) also scored victories during the season.



# Ingram grabs first G40 title

Ex-karting champion won battle of the underfunded youngsters with Jake Hill. By WILLIAM BALL

Ingram came on strong in the second half of 2010

The cult favourites of the TOCA package returned for 2010 with a facelift. The prehistoric lines of the G20 Coupe – which looked older than the parents of most of the drivers – were replaced with the svelte new G40 for Ginetta Juniors, and the teenage hormones of the drivers meant the racing remained as entertaining as ever.

A superb run of wins and podiums in the second half of the season meant Tom Ingram won the title, but the ex-karting champ from High Wycombe was kept on his toes. Like Ingram, Jake Hill had been forced to skip a few rounds in 2009 due to budget problems; indeed, Hill's 2010 season was initially very much a make-it-up-as-you-go-along affair. Luckily, Tollbar Racing had a vacant seat and needed a quick young pedaller to put in it.

With 10 victories to Ingram's five, Kent lad Hill was the fastest thing around, but his early-season wins were interspersed with similar errors to those that hampered his fragmented '09 campaign. He settled down during the second half of the season, but Ingram's team Hillspeed appeared to unlock some G40 set-up secrets during the mid-season break, as Hill's earlier domination

on pace was no longer so apparent.

The other title contender was Louise Richardson. She's not the most forceful female to emerge from Grantham, but she can drive much faster than Maggie Thatcher, and two wins and 12 further podiums kept her in the hunt. Like Hill and Ingram, the TJ Motorsport-run lass was in her second season, after winning a Ginetta scholarship in 2009. Also like Ingram, she has a strong karting pedigree and this perhaps helped them both in the G40, which is said to be more edgy than the G20, requiring higher entry speeds and a smoother style to get the best out of.

That would also explain the early-season form of karting graduate Jody Fannin. The Anglo-South African (named after his dad's hero Jody Scheckter!) set fastest lap at Thruxton in the wet in his debut car race, which was ultra-impressive, then won races at Brands Hatch GP and Oulton Park, but faded over the second half.

So too did Tom Howard, who joined Richardson and Fannin at TJ, but after a Rockingham win fell out with Fannin at Croft and switched to Tollbar. He never really recovered his early form.

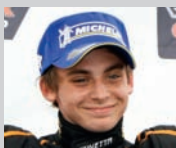
Reigning champion Sarah Moore and younger brother David, who seemed to have been driving G20s since they were embryos, moved away from the family Tockwith team to Mike Jordan's Eurotech squad. They struggled with the G40, but this could be because the car's characteristics were more suited

to the drivers around them.

Another 2009 pacemaker, Chris Swanwick, showed only flashes of his old speed with series newcomer Team Parker Racing. Team-mate Adam Bonham occasionally outpaced Swanwick, whose season ended when he was banned for unruly driving at Silverstone in August. Of the other experienced drivers, Alex Austin started strongly with FML but faded.

Apart from Fannin, the other rookie on the podium was Ingram's Hillspeed team-mate, babyfaced 14-year-old Seb Morris, but he was outpointed by Spain's Maverick Domene (with Tockwith) and privateer Max Coates.

## DRIVER RANKINGS



### 1 Jake Hill

Lost 43 points (from exclusion and penalty) for wiping out girlfriend Sarah Moore at Brands, which cost him heavily. Little karting experience to speak of, so his 10 wins was a great record.



### 2 Tom Ingram

Canny racer, exhibited by his great comeback win at Thruxton after an early incident. A very consistent performer who then showed top-level speed during August/September purple patch.



### 3 Louise Richardson

A very sharp racing brain, and her equivalent of Ingram's Thruxton comeback was her Snetterton performance. Fast too (quickest in qualifying three times). All this bodes well for her future.

2010 GINETTA JUNIOR FINAL STANDINGS			
Driver (team)	Pts	Wins	
1 Tom Ingram (Hillspeed)	556	5	
2 Jake Hill (Tollbar)	491	10	
3 Louise Richardson (TJ Motorsport)	454	2	
4 Jody Fannin (TJ Motorsport)	352	2	
5 Tom Howard (TJ Motorsport/Tollbar)	340	1	

# FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



### Don't get Group Lotus's position

So, have I got this right? You're the marketing man at Group Lotus. That nice flyboy Mr Fernandes has re-established your brand in Formula 1 for you. And he's got a Renault engine for next year, and a Red Bull gearbox/rear end, and he's got Mike Gascoyne. So you would obviously... buy into Renault F1?

These guys must be extremely clever as it makes no sense to me at all.

**Alistair Gale**, Newmarket, Suffolk

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

**Well done** to all at free-to-air Sky Digital channel Bloomberg (502) for its live coverage of the FIA GT1 final from the fantastic San Luis track in Argentina, with expert commentary from Ben Edwards and John Watson.

The only (minor) downside was seeing the FTSE scrolling across the bottom of the screen!  
**Ian Keyworth**  
Ossett, West Yorkshire

**I see it's** that time again for the AUTOSPORT Awards and yet again us motorsport fans are deprived of seeing this fantastic event on TV.

Instead we are awash with the usual so-called entertainment dross on a Sunday night, and I'm sure I am not alone in wishing we could see our racing heroes get their just rewards for an outstanding season, especially in F1.

Come on Motors TV or Eurosport, get your act together and give us a treat on Sunday night!  
**Pete Harland**  
By email

**Paul di Resta** can at last relax and enjoy the accolade accorded to him by AUTOSPORT.

Not only has the Scot added to the family collection of championships in winning the DTM, he has been awarded the greatest honour a Scot can get by being lauded as a Brit on the front cover of AUTOSPORT.

Now you have arrived, Paul. F1 beckons next year – show them the way to do it.

**Dougie Jardine**  
Bishopbriggs,  
East Dunbartonshire

**The FIA GT1** World Championship in its first year has been simply brilliant. Providing some of the best GT racing I have ever seen, all credit goes to Stephane Ratel and his organisation.

With a few minor improvements such as more permanent driver line-ups and more sponsor stickers, I see no reason why it shouldn't draw crowds it deserved but only seemed to have at the Interlagos race.

**Joseph Bottoms**  
Wiltshire

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **F1 BOSSES VOTE ALONSO THE BEST OF 2010**
2. **WEBBER RACED WITH A FRACTURED SHOULDER**
3. **SAUBER ANNOUNCES 2011 CAR LAUNCH DATE**
4. **AUSTRALIAN GP DISPUTE RESOLVED**
5. **HULKENBERG 'SURE' TO BE IN F1 NEXT YEAR**

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**F1'S UNSEEN CHAMPIONSHIP FIGHT**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

**WIN!**



### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

# CHRISTMAS GEAR - PART 2

The most desirable festive goodies for motor racing fans: books, DVDs, models, art and gifts



**1959 ASTON MARTIN DBR1 1:18 MODEL**

£49.99  
autosport.com/shop



**WRC 2010 REVIEW DVD**

£19.99 (7 hours)  
dukevideo.com or autosport.com/shop



**JO SIFFERT BIOGRAPHY**

€49.90  
racingwebshop.com



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rallywebshop.com



**McLAREN 2011 CALENDAR**

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autosport.com/shop



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**MINI WRENCHWARE TOOL/CUTLERY SET**

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autosport.com/shop



**FERRARI TEDDY**

£24.99 (s), £49.99 (l)  
autosport.com/shop



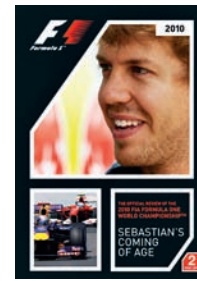
**MOTOGP 2010 REVIEW**

£25  
haynes.co.uk



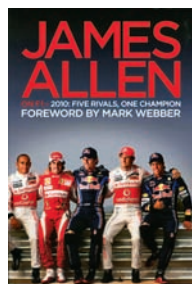
**CARRERA EVOLUTION FORMULA 1 SLOT RACING**

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**F1 2010 REVIEW DVD**

£19.99 (300 mins)  
dukevideo.com



**JAMES ALLEN ON F1 2010**

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# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## ANDROS TROPHY

Rd 2/8

Grandvalira, Andorra

December 10-11

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

It's round two of the French-based Andros Trophy ice racing series. Following last weekend's opener in Val Thorens, Alain Prost leads the way, but the pack includes fellow ex-F1 racers Olivier Panis, Franck Lagorce, Romain Grosjean and Jacques Villeneuve.



Sideways in the snow – and it's not Kent!

NEW FEATURE

## ACCESS ALL AREAS

Our guide on how to keep the motorsport flame burning through the cold winter months

## GRAND PRIX LEGENDS

WITH CHRISTMAS fast approaching, you're going to need somewhere to stock up on merchandise for that motorsport-loving friend or loved one. Grand Prix Legends is just that place.

They've got an absolutely huge range of products, so much so that we almost had to send out a search party for our office staffer, who eventually emerged safely from beneath hordes of car and bike paraphernalia.

GPL stocks official clothing ranges of all the major F1 teams, plus gear from WRC superteams Citroen and Ford,

Aston Martin Le Mans ephemera and plenty of MotoGP, plus British and World Superbike kit – including plenty to please Valentino Rossi fans.

As well as books and DVDs, there are enough die-cast model cars and bikes to give a different one to every relative for every Christmas present for the rest of their lives (900 at the last count) – from leading players such as Minichamps, Spark, Mattel and AUTOart.

To see the full range, check out [www.grandprixlegends.com](http://www.grandprixlegends.com) or pay a visit. You'll find

GPL: it's what's on the inside that counts!



GPL on the outskirts of Guildford in Surrey – enter GU3 1LU into your sat-nav.

To be truthful, it's not a shop in the traditional sense, but there is a huge warehouse full of goodies. If there's

something specific you're after, it'd be wise to phone ahead (0844 887 888) to check the items are in stock.

Opening hours are from 9am-8pm on weekdays and 10am-5pm at weekends.

## Television

### THURSDAY DECEMBER 9

1000-1100, 1500-1600 [Sky Sports 2](#)

World GT1: San Luis

Highlights of the 2010 finale.

1015-1115 [Motors TV](#)

VW Racing Cup

1115-1425 [Motors TV](#)

Race of Champions: Nations' Cup replay

1145-1245 [ESPN](#)

World GT1: 2010 season review

1525-1625 [Motors TV](#)

750 Motor Club: Mallory Park

1600-1700 [Sky Sports 2](#)

British Rally Championship: 2010 review

2010-2115 [Motors TV](#)

Andros Trophy: Val Thorens

2115-2220 [Motors TV](#)

F3: Macau GP

Relive Edoardo Mortara's landmark victory on the world's toughest street track (below).

### FRIDAY DECEMBER 10

0800-0900 [Eurosport](#)

WTCC: 2010 season review

A look back at a seminal season for Yvan Muller and the RML-run Chevrolet team.

1015-1115 [Motors TV](#)

VW Racing Cup

1425-1525 [Motors TV](#)

Andros Trophy: Val Thorens

1525-1700 [Motors TV](#)

TC2000: Buenos Aires 200

1730-1835 [Motors TV](#)

F3: Macau GP

### SATURDAY DECEMBER 11

0405-0430 [Five](#)

Motorsport Mundial

0745-0840 [ITV4](#)

Motorsport UK

1000-1100 [Dave](#)

WRC: World Rally 2010

1200-1300, 1500-1600, 1940-2045 [Motors](#)

F3: Macau GP

1315-1415 [ESPN](#)

FIA GT1: 2010 season review

1430-1500 [Motors TV](#)

Superstars: Kyalami

1700-1800 [Motors TV](#)

Andros Trophy: Val Thorens

2045-2220 [Motors TV](#)

TC2000: Buenos Aires 200

### SUNDAY DECEMBER 12

1300-1430 [Motors TV](#)

TC2000: Buenos Aires 200

1600-1700 [Dave](#)

WRC: World Rally 2010

1600-1800, 2115-2325 [Motors TV](#)

V8 Supercars: Sydney

1800-2115 [Motors TV](#)

Race of Champions

2230-2330 [Eurosport](#)

FIA Gala 2010

Awards ceremony from Monaco, honouring this season's FIA world champions.



## Online

# AUTOSPORT.COM

Coming up on the web this week

### FORMULA 1 REVIEW

As well as all the usual news and views, AUTOSPORT's website continues its in-depth review of the F1 season this week, including interviews with title-winning team boss Christian Horner (right) and Lewis Hamilton. The site also gives you AUTOSPORT's own verdict on the season, an in-depth technical review from Gary Anderson and an analysis on why, despite all its stars, Mercedes' comeback wasn't shiny.



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The AUTOSPORT app is now available on iTunes. Dial up AUTOSPORT.com on your iPhone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost).

For more info, visit [www.autosport.com/app](http://www.autosport.com/app)

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Not a cancelled SouthWest train in sight at San Luis

AS THE NATION quite literally shivered and then shuddered to a halt under a few flakes of snow and fell on its collective arse on a bit of ice, it was nice for our eyes to escape to sunny Argentina last weekend as the FIA GT1 World Championship concluded at the fabulous San Luis venue (ESPN, Sunday). Forget a certain French mineral water brand, this place has serious volcanicity.

Nice for our ears too, as it reunited the vocal talents of Ben Edwards – *Revved Up's* favourite UK commentator – with John Watson. I always thought they made a great pairing in Eurosport's F1 coverage

in the mid-1990s, and a perfect antidote to Murray Walker's getting-it-wrong-unless-I'm-very-much-mistaken and Jonathan Palmer tediously droning on about strategy. Then there was A1GP, another winter warmer that's sadly missed.

That said, dear old Wattie is as raving mad (in a nice way) as ever, and never afraid to share his opinion, which is just what you want as a pundit to counteract Edwards's downright sensibleness.

There was nothing sensible about the start of the qualification race, as three Aston Martins took each other out or spun, and then a Lambo smacked

the points-leading Maserati into the wall. Great stuff!

Edwards calls it as he sees it, Watson gives his judgment, then Edwards adds a voice of reason. It's one thing to call an action-packed race well, but it's a true art to add an extra element to the visuals. Their chemistry is well honed.

In the safety car period that followed, they filled the dead air well and kept us up to date with the championship position too.

That turned out to be a massive damp squib, but at least the racing was fun.

If I've got one criticism, it's the way this series chops and changes its drivers between races, so there's often confusion as to who is driving which car. If Edwards can occasionally get it wrong, think how Walker or, heaven forbid, Jonathan Legard would get on. "Frustration" leading to "that's not what he wanted", I'd imagine. *Revved Up*

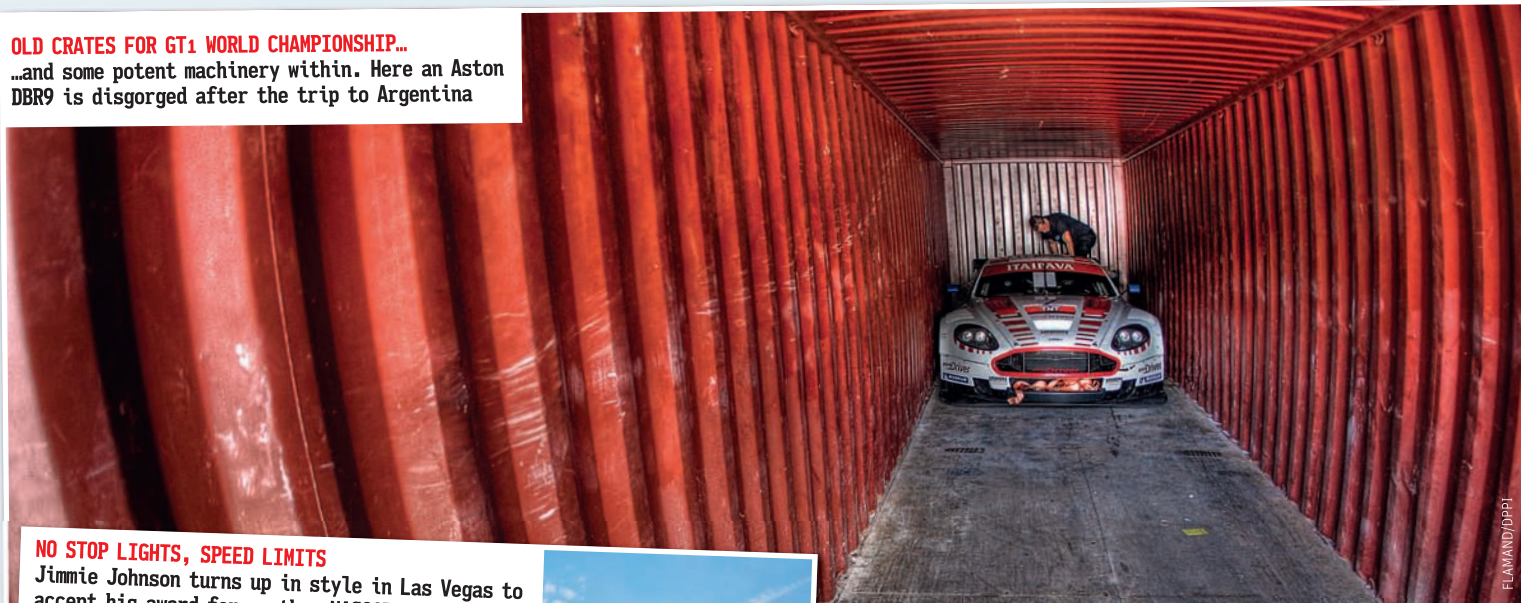
"Dear old Wattie was as raving mad (in a nice way) as ever to counteract Edwards's downright sensibleness"

# THE WEEK IN PICTURES

From a volcanic lake in Argentina to an Olympic village in Australia

## OLD CRATES FOR GT1 WORLD CHAMPIONSHIP..

...and some potent machinery within. Here an Aston DBR9 is disgorged after the trip to Argentina



FLAMAND/DPPI

## NO STOP LIGHTS, SPEED LIMITS

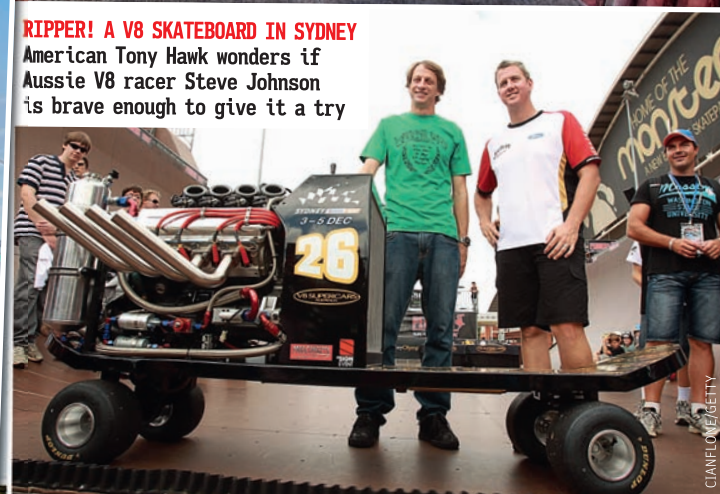
Jimmie Johnson turns up in style in Las Vegas to accept his award for another NASCAR title 'Wynn'



TROTMAN/GETTY

## RIPPER! A V8 SKATEBOARD IN SYDNEY

American Tony Hawk wonders if Aussie V8 racer Steve Johnson is brave enough to give it a try



CIANFLONE/GETTY

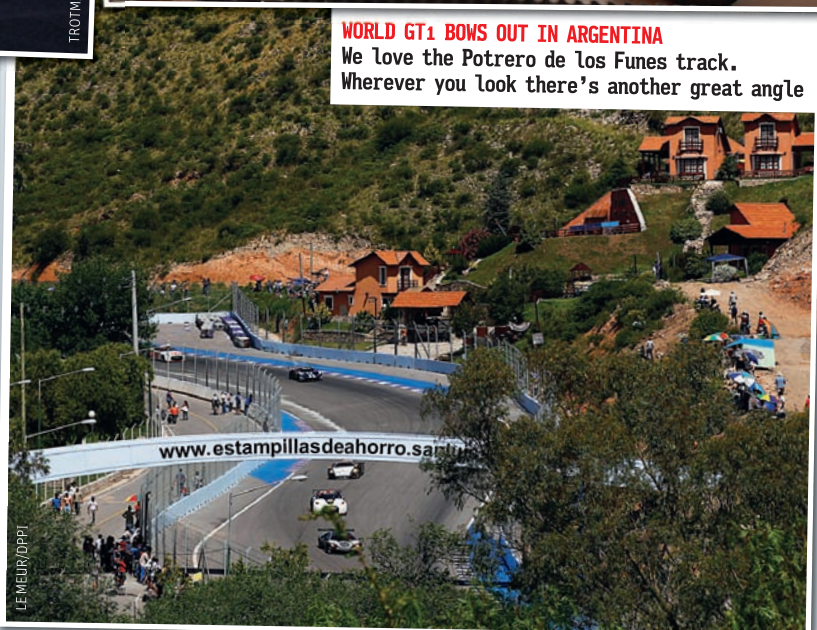
## WORLD GT1 BOWS OUT IN ARGENTINA

We love the Potrero de los Funes track. Wherever you look there's another great angle



CIANFLONE/GETTY

**DON'T DRINK AND DRIVE, OR YOUR FALCON MIGHT END UP LIKE THIS**  
James Courtney hadn't been at the Jim Beam, but gave his Ford a battering on the way to winning the V8 Supercar title in Sydney



LEMEUR/DPPI

# FROM THE ARCHIVE

World Sports Car Championship, Buenos Aires, 1954

“The British marques were outgunned on cubic capacity, but hoped for a strong result with good reliability”



ESTANISLAO JACOVIA

Farina and Maglioli shared victorious Ferrari 375MM

**ARGENTINA'S SUPERB** San Luis circuit was the scene of the inaugural GT1 World Championship showdown last weekend, but the country's first taste of a world sportscar championship came nearly 60 years ago.

Whereas Aston Martin fought Maserati for title honours in 2010, it was a different Italian manufacturer the British marque had to contend with in 1954. Ferrari had won the first World Sports Car Championship in 1953, but Jaguar and Aston Martin had both taken wins and finished just behind in the standings.

The Buenos Aires circuit that kicked off the '54 season was an extended version of the track used for the grand prix, with public roads incorporated as well.

As would become a theme of the 1950s, the British marques were outgunned in terms of cubic capacity, but hoped to get a strong result with good reliability.

Ferrari set the early pace. Maurice Trintignant (in Louis Rosier's rebodied 4.5-litre ex-GP machine) led initially, but was overhauled by Giuseppe Farina in the latest works Ferrari 375MM.

AUTOSPORT's report claimed the race became “rather monotonous”, but the fast circuit – Farina's fastest lap averaged nearly 100mph – provided the setting for several major accidents.

One of the Ferrari drivers – enigmatically referred to as ‘Janices’ in our report – crashed over a motorway partition and slid, upside down, into the path of oncoming cars! Amazingly, he emerged unscathed.

Not so fortunate was Eric Forest Greene. The Aston racer was returning to the sport after several years away, but it was a tragic comeback. “Greene rolled over coming out of the bend which links the Autodrome with the Avenue,” we reported. “The Aston Martin launched upside down, catching fire. Green managed to crawl out by himself, but had already suffered the most serious burns, from which he died the following day.”

Despite the crash – an all too regular occurrence in the period – the race continued. The new Ferrari, which Umberto Maglioli shared with Farina, won by three laps.

Second went to the three-litre Ferrari of Harry Schell/Alfonso de Portago. The British contingent scored well, Aston Martin taking third with Peter Collins/Pat Griffith, ahead of the Ecurie Ecosse Jaguar C-type of Sir James Scott-Douglas and Ninian Sanderson.

Ferrari's success proved an accurate indicator of what was to come. The Italian marque would win three of the remaining five rounds, comfortably strolling to a second consecutive World Sports Car title. 🏆

## THIS WEEK IN...



**DECEMBER 12, 1996**

**TRIPLE WORLD** champion Jackie Stewart unveiled his new team's first F1 car in central London.

With a £100million investment over five years from engine supplier Ford, Stewart and his son Paul hoped their Alan Jenkins-designed SF-1 would allow drivers Rubens Barrichello and Jan Magnussen to fight for midfield respectability in the team's first season of F1.

AUTOSPORT also paid a pictorial tribute to legendary motorsport journalist Denis Jenkinson (below), who had died less than two weeks before his 76th birthday. Stirling Moss, who ‘Jenks’ partnered to victory in the 1955 Mille Miglia, described him as “the most famous personality in motorsport to have never driven a car”.



**NEXT WEEK**



That's your Christmas reading sorted with our...

**DOUBLE ISSUE!**

Top 50 drivers of '10 ranked and rated *On sale Dec 16*

**PLUS**

The Leyton House story; the best pictures of the year; digging deep for F1 dream...

# DAVID BRABHAM

■ Australian F2 Gold Star, Adelaide ■ November 13, 1987 ■ Ralt RT30-Volkswagen ■ Make-or-break victory



Brabham Jr appeared Sir Jack on Adelaide streets

**I WAS** pretty busy in 1987 – I did four Formula Atlantic races in the US, three South American races, some Tasman Series events in New Zealand and the F2 race at home in Australia to help get some experience. The last race of my season was the F2 race in Adelaide supporting the grand prix and whoever won it was going to be crowned Australian Gold Star champion. The format changed that year with Adelaide deciding the champion with one shoot-out race. It was all or nothing.

We dusted down the Ralt RT30 – an F3 car that was eligible in Australia’s F2 class – to get it ready for qualifying and I immediately hit trouble. It had a pretty serious misfire that we couldn’t sort so I qualified right at the back. Disaster!

To add to my problems I’d told my parents a couple of weeks before the race that my then girlfriend was pregnant. My dad, who had high hopes for me, lost the plot, telling me I shouldn’t even have a girlfriend at 22, let alone a pregnant one. He was really angry about it and we didn’t speak for two or three weeks which, when

**“The put-down from Dad made me so angry – when I got in the car I drove like I’d never driven before. I never thought, ‘If I crash it’s probably all over for me’”**

you’re the son of a three-time world champion trying to make it yourself, made things a bit tricky.

Just before the Adelaide meeting, I told Dad that as we were going to be supporting the GP he’d better use his influence to sort me out with a FOCA pass so I could impress as much as possible. He

told me the chances of me getting to F1 were zero. That put-down made me so angry, but I was determined to turn the anger into motivation and when I got in the car I drove like I’d never driven before. After one lap I was half way up the field and on a mission. If I had to go over three kerbs to

get past people I would. I never thought for a second, ‘If I crash it’s probably all over for me.’

Well, I won the race, which then gave Dad a bit of a dilemma: he’d been so disappointed by me before Adelaide but then grabbed the likes of Ken Tyrrell and Jackie Stewart and said, ‘Check out my lad!’

The scrutineers stripped my car to bits after the race and it was all perfectly legal. The victory was a massive relief – that result would prove to be absolutely vital. It meant Dad and I were okay again and I won the Gold Star Championship. More than that, it taught me valuable lessons about attitude, approach and mentality in and out of the car. ✘ *David Brabham was talking to Henry Hope-Frost.*

## IN PROFILE

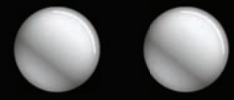


**THE YOUNGEST** of three-time world champion Sir Jack Brabham’s three sons, David began karting in Australia before moving ‘back’ to England (he was born here) to race. He won the British F3 title in 1989 and made his F1 debut, for Brabham, in ’90. A move to sportscars came in ’91 and, despite a brief return to F1 in ’94 with Simtek, he has made his name in endurance racing. A multiple ALMS winner for Panoz and Le Mans class winner for Aston Martin, he finally won the 24 Hours outright for Peugeot in 2009, as well as lifting the title in ALMS – a series he still contests.

**NEXT WEEK**

**Dario FRANCHITTI**





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BIG IN OVERSIZED WATCHES



*Dario Franchitti*



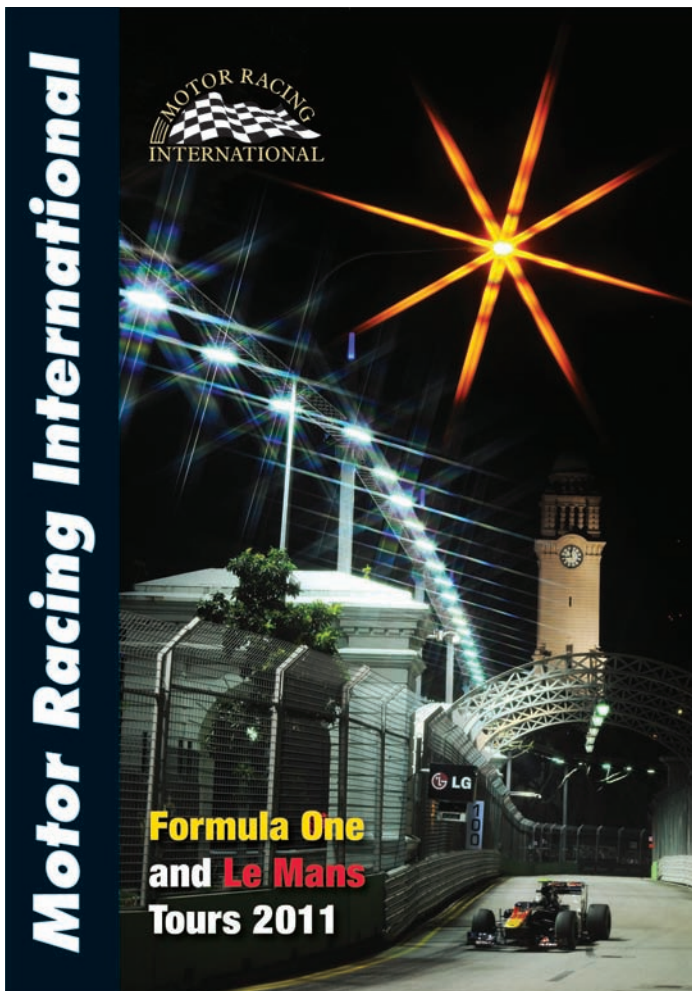
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**BAHRAIN GRAND PRIX**  
**Sakhir - 13 March**  
 Direct Flights with  
 5 nights in Manama

**LE MANS 24 HOURS**  
**June 11/12**  
 Self-Drive Packages with Hotel or Camping  
 Coach Tours & Paris Stop-Overs

**CANADIAN GRAND PRIX**  
**Montreal - 12 June**  
 4 Nights in Montreal  
 Montreal & Niagara Holiday

**AUSTRALIAN GRAND PRIX**  
**Melbourne - 27 March**  
 5 Nights Melbourne  
 Melbourne & Sydney  
 2-Centre Holiday



**EUROPEAN GRAND PRIX**  
**Valencia - 26 June**  
 Stay in Valencia  
 Weekends & Longer Tours

**MALAYSIAN GRAND PRIX**  
**Sepang - 10 April**  
 5 Nights Kuala Lumpur  
 Malaysia & China  
 2 Grands Prix Holiday

**GERMAN GRAND PRIX**  
**Nurburgring - 24 July**  
 Tours by Coach or Air  
 Self-Drive Packages

**CHINESE GRAND PRIX**  
**Shanghai - 17 April**  
 Direct Flights with 5 nights  
 in Shanghai

**HUNGARIAN GRAND PRIX**  
**Budapest - 31 July**  
 Weekend By Air  
 Budapest & Vienna 2-Centre Holiday

**TURKISH GRAND PRIX**  
**Istanbul - 8 May**  
 3 Nights in Istanbul  
 6-Day Holiday by Air

**BELGIAN GRAND PRIX**  
**Spa - 28 August**  
 Selection of Tours by Coach,  
 Air or Eurostar  
 Self-Drive Packages

**SPANISH GRAND PRIX**  
**Barcelona - 22 May**  
 Wide Selection of Weekend and  
 Longer Tours by Air

**MONACO GRAND PRIX**  
**Monte Carlo - 29 May**  
 Full Programme of Arrangements  
 including Flights, Hotels and Hospitality

**ITALIAN GRAND PRIX**  
**Monza - 11 September**  
 Weekends and Longer Tours  
 Based in Como  
 Swiss/Italian 2-Centre Holiday

Our 2011 Tour Collection is available now. As ever, we are featuring each and every round of the F1 World Championship and the Le Mans 24 Hour Race. A small selection of our vast choice of travel arrangements is outlined above. Put your trust in the UK's only fully bonded, independent motorsport travel specialist.