

# AWARDS SPECIAL

Vettel, Button and Rowland  
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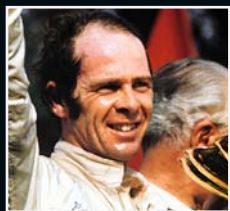
# AUTOSPORT

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**EXCLUSIVE INTERVIEW**

# Alonso I'll win titles with Ferrari

“This championship  
will come sooner  
rather than later”



**Peter Gethin**  
1940-2011  
Full tribute  
to Monza '71  
grand prix  
classic victor

**25TH ANNIVERSARY  
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## Group B

### Rallying's most lethal weapons

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**“One of the first things I did last year after I won the championship was check my name was on Wikipedia already”**

**SEBASTIAN VETTEL, AT SUNDAY'S AUTOSPORT AWARDS, TELLS OF SEEING HIS NAME AMONG LEGENDS**

# 17,000

...and still climbing. Pounds raised by Monday's Dan Wheldon Memorial kart race for the Alzheimer's Society as we went to press on Tuesday, and it's expected to top £20K.

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## POLE POSITION

# Saluting champions and honouring fallen heroes



## HIGHLIGHTS OF SUNDAY'S 30TH

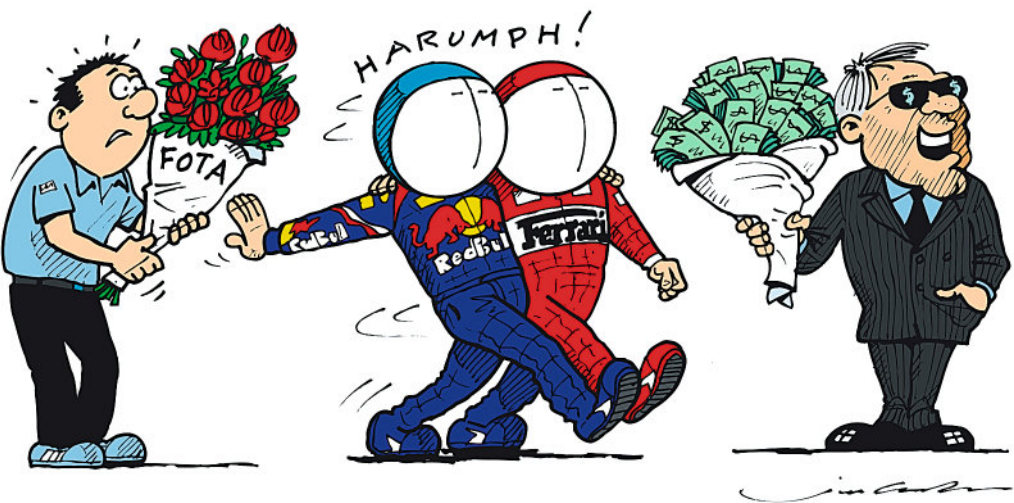
AUTOSPORT Awards are too numerous to mention, but I'll start with Sebastian Vettel's impression of Kimi Raikkonen, and so enthralling an acceptance speech that even his razor-sharp brain forgot the point he was trying to make by the end of it.

The Sky/BBC F1 TV banter between host Steve Rider, Martin Brundle and Jake Humphrey provided an entertaining thread throughout the evening. Big winners included Jenson Button, Paul di Resta (dad Louis won the raffle!), Damon Hill, Sebastien Loeb, Gian Paolo Dallara, Senna film exec/writer Manish Pandey, Matt Neal and Alex Lynn, as well as Red Bull and Mini. The most moving moment of the evening was, of course, the touching Dan Wheldon tribute and emotional words from his father Clive and Dario Franchitti. I guarantee you that Dan would have shouted: "I told you I was big in London!" as the audience rose to applaud his memory.

Oliver Rowland also lost a huge influence in Martin Hines this year, but the manner in which he claimed the McLaren AUTOSPORT BRDC Award would have made his mentor proud.

Charles Bradley, editor

## BAMBER'S WEEK





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**MRC**

### **Group B for Brilliant. Or was it Bonkers?**

Walter Rohrl threads his evil Audi Sport Quattro E2 through a wall of suicidal spectators on the way to fourth on the 1986 Monte Carlo Rally. Twenty-five years ago this week, this madness was consigned to history when the Group B-spec world rally monsters were outlawed. Read our 14-page tribute to the cars and their star drivers, starting on page 52.

Pic: mcklein.de



Vettel has fired a warning to rivals

# Vettel still to reach his peak

Youngest double world champion tells AUTOSPORT that he's going to keep getting better. By EDD STRAW



Champ is loving racing for Red Bull

**S**ebastian Vettel has warned his rivals that he will only get better as he moves into the age group at which drivers usually operate at their peak.

The 24-year-old, who will next year bid to become only the third driver in history to take three consecutive titles next year, is coming off the back of a record-breaking 2011 season with Red Bull.

He heads into next year as championship favourite and claims that there is still room for improvement in his performances.

"I'm not putting myself under pressure," Vettel told AUTOSPORT. "I am young and there should be – and has to be – a lot more to come. I enjoy what I do, I love what I do and I think that you should always look forward in life.



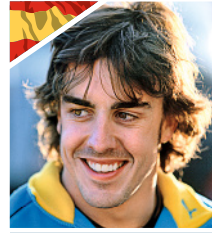






"Sometimes I get asked, 'Has this been the best day of your life?' Maybe it has been, but I'm always looking forward to that as still to come. You want to think that the best is still to come. Otherwise, it would be sad to wake up and think that 10 years ago was the high."

Vettel has set new standards for achievements in F1 for a driver of his age. Already the holder of the majority of youngest-ever records – including those for world champion, race winner and pole-position starter – he has comfortably eclipsed the achievements of all other drivers at the same age (see panel, right).

The only drivers who have won titles at the same age are Lewis Hamilton and Fernando Alonso.

## VETTEL: THE YOUNG ACHIEVER

At just 24 years, five months and five days (as of Thursday this week), Sebastian Vettel has achieved more at that age than any other driver in the history of Formula 1. At the same age, 21 of the 33 world champions hadn't so much as started a points race. **Here is how Vettel stacks up compared to his peers and predecessors at his current age.**

 <p><b>Sebastian Vettel</b></p> <p>Starts: <b>81</b> Wins: <b>21</b> Poles: <b>30</b> Titles: <b>2</b></p>	 <p><b>Lewis Hamilton</b></p> <p>Starts: <b>42</b> Wins: <b>9</b> Poles: <b>13</b> Titles: <b>1</b></p>	 <p><b>Fernando Alonso</b></p> <p>Starts: <b>68</b> Wins: <b>8</b> Poles: <b>9</b> Titles: <b>1</b></p>	 <p><b>Kimi Raikkonen</b></p> <p>Starts: <b>51</b> Wins: <b>1</b> Poles: <b>2</b> Titles: <b>0</b></p>
 <p><b>Michael Schumacher</b></p> <p>Starts: <b>28</b> Wins: <b>1</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Jody Scheckter</b></p> <p>Starts: <b>13</b> Wins: <b>1</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Mike Hawthorn</b></p> <p>Starts: <b>13</b> Wins: <b>1</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Mika Hakkinen</b></p> <p>Starts: <b>30</b> Wins: <b>0</b> Poles: <b>0</b> Titles: <b>0</b></p>
 <p><b>Niki Lauda</b></p> <p>Starts: <b>22</b> Wins: <b>0</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Jochen Rindt</b></p> <p>Starts: <b>17</b> Wins: <b>0</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Ayrton Senna</b></p> <p>Starts: <b>12</b> Wins: <b>0</b> Poles: <b>0</b> Titles: <b>0</b></p>	 <p><b>Jim Clark</b></p> <p>Starts: <b>4</b> Wins: <b>0</b> Poles: <b>0</b> Titles: <b>0</b></p>

### YOUR WINNERS AUTOSPORT AWARDS report starts, p32



In the current era, drivers are graduating to F1 at a younger age and quickly reaching very high levels of performance. But it is reasonable to assume that Vettel has the capacity for further improvement.

He has the potential to continue in F1 for well over a decade and his ruthless devotion to self-improvement means that he can start next season even stronger than he was during this campaign.

There is no fear that Vettel will struggle to muster the motivation to add more titles – he holds no illusions about the scale of the challenge that faces him next year.

“It has been a long season and we can now have a bit of a rest and then start again,” he said. “We all start from zero; it’s not like tennis where you collect ranking

points and then defend them. There is no advantage for us at the start of the season. We are aware of this. We do not forget all of the steps that we need to take.”

Other drivers have struggled when it comes to adding a third successive championship title, a feat that has only been achieved by Juan Manuel Fangio and Michael Schumacher.

In 1985, triple world champion Niki Lauda admitted that “I feel like I’ve been repeating myself” after beating McLaren team-mate Alain Prost to the world championship the previous year. It is this pitfall – of no longer being able to motivate yourself to achieve the same objective again – that Vettel is determined to avoid being sucked into.

## AUTOSPORT SAYS...

### EDD STRAW F1 EDITOR

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It remains a source of constant bafflement that some in the United Kingdom haven't taken to Sebastian Vettel. Not only is he a truly great driver, but he's someone who appreciates the history of the sport and recognises that, as world champion, he is an ambassador for grand prix racing. As he showed at Sunday's AUTOSPORT Awards, were he to lose his Red Bull drive, he may have a career in stand-up comedy as a fallback.

That today's drivers are boring and characterless is a common lament. While it's true that the PR-savvy modern drivers are cautious about what they say, Vettel proves that there is more depth to a 21st-century driver than some may imagine. He's not the only one, but right now he is riding the crest of a wave and is relaxed enough simply to be his entertaining, British-comedy-loving, self.

Despite the conspiracy theories and suggestions that Red Bull is somehow giving him a magical pace advantage over Mark Webber, not to mention attempts to cast him as some kind of son-of-Schumacher pantomime villain, Vettel is the real deal, a 21st-century hero who has already gone some way to becoming the defining driver of this era.

So next time you find yourself cursing Vettel's success, or viewing him as the bad guy, stop and think why. He's the real deal on and off track, and we may not see another driver 'laying a beach towel' on his dominant role in such consummate fashion for a very long time.



Vettel was on form in London

## QUOTE OF THE WEEK

“It was a tough decision because Sundays are when ze Germans wash their cars”



Sebastian Vettel, talking about his decision to attend the AUTOSPORT Awards, shows his mastery of the British sense of humour.



Grosjean was quicker than Senna in Brazilian GP practice outing

# Grosjean prepared to give up on F1 dream

Lack of opportunities forces GP2 champion to look towards a DTM future

**G**P2 champion Romain Grosjean will turn his back on Formula 1 for good if he is unable to find a race seat for 2012.

The 25-year-old has been linked to a seat with the renamed Lotus (formerly Renault) squad for next year. He is managed by team boss Eric Boullier and impressed in two Friday-practice outings on race weekends at the end of this season.

But the surprise deal for 2007 world champion Kimi Raikkonen to lead the team next year has heavily compromised Grosjean's chances of making the grid, leading him to turn his attention to a potential drive in the DTM with BMW.

## FADING CHANCES

Boullier's Gravity Sport Management company toyed with the idea of placing Grosjean at another team in F1 next year. But with the 2012 grid filling up, the Frenchman is aware that his racing

future could lie away from the sport's pinnacle.

"Formula 1 is a difficult world," Grosjean told AUTOSPORT. "I will keep my fingers crossed, but I think if it doesn't happen this time, it would be the time to think about something different. I took the choice at the beginning of this season to try again for Formula 1. The idea was to win GP2 and to get back to the top. But if for any reason it doesn't work out this way, then I think I will turn to an alternative."

Grosjean has accepted that the current battle for teams to find budgets in F1 has played its part in reducing his chances of making the grid. But he understands that it is a sign of the times.

"I know that since the manufacturers left, the teams need to find sponsorship to work," he added. "The teams are more like private teams again, and they need sponsors. I know it's very difficult

for them. I've had several discussions, and every time money is a key factor. We'll see how it goes, but I'm not disappointed by that."

## DTM IS FAVOURED OPTION

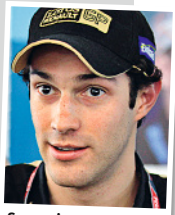
Grosjean raced on the DTM support bill in the Formula 3 Euro Series in 2006-07, and says he has been a long-time fan of the German series.

"DTM is a championship that I have been looking at for quite a while," he said. "When I saw that BMW were coming in I got in contact with them, and when the opportunity to test [this week at Montebalco] came, I said yes, with pleasure!"

"If for some reason F1 doesn't work out, then DTM will be a really good option for me. At the moment I just have a test, but it's always good to drive a nice powerful car like this. The DTM is a good championship, I have followed it for a little bit of time and I know how it works."

## Senna close to deal

**BRUNO SENNA'S** hopes of remaining at Lotus for a full season in 2012 have been boosted by growing uncertainty over Vitaly Petrov's place at the former Renault team.



Senna in good shape

The Russian's chances of staying for a third campaign next year could depend on financial assurances being provided by his management. Senna (pictured), by contrast, is believed to have access to substantial financial backing, which leaves him in a strong position.

Romain Grosjean (see left) had been close to a return to a race seat, but Kimi Raikkonen's signing has relegated him to outsider status. Force India driver Adrian Sutil, who is also in talks with Williams, remains a contender at Lotus but faces a battle to pull in the backing to match Senna's.

Petrov's management is believed to have contact with other teams to form a contingency plan. F1 commercial boss Bernie Ecclestone is known to be keen for a Russian to be on the grid as the country's first grand prix approaches in 2014.

# FOTA presses on after grandee exits

## THE FORMULA 1 TEAMS' ASSOCIATION IS

continuing to be active, despite Ferrari and Red Bull walking out on it last week.

The two teams joined HRT in being the only grand prix teams not within FOTA, amid rows over the future of the Resource Restriction Agreement. But while the departure of two of the grandee teams in F1 is a potential hammerblow for the organisation, there is hope among the remaining nine members that FOTA can continue to function.

With negotiations for the new Concorde Agreement (the tripartite contract that binds F1's teams, commercial-rights holder and governing body, to run from the start of 2013) becoming more serious, the FOTA schism looks likely to strengthen F1 tsar Bernie Ecclestone's bargaining position.

Teams had been pushing for an increase in their share of the revenue of F1 from the current mark of

50 per cent to as much as 80. But with Concorde discussions set to start in earnest in the new year, it is possible that Ecclestone can get two of F1's teams signed up independently of FOTA.

The ongoing dispute over the RRA has proved to be the tipping point for Red Bull and Ferrari. Ferrari has blamed Red Bull's spending, which it reckons to be outside the limits of the RRA, and FOTA's failure to deal with it. Red Bull is understood to have left because of dissatisfaction over the failure of discussions to reframe the RRA.

The RRA does remain in force, as all 12 teams currently competing in F1 signed up to it. The remaining FOTA teams are eager to press on with the process of making it part of the sporting regulations. But with two of F1's biggest spenders out of the teams' association, there are serious doubts about the RRA's future.

## FOTA'S LANDMARKS

Unity in mid-2008



### JULY 29 2008

Formula 1 Teams' Association formed after meeting in Maranello. Ferrari's Luca di Montezemolo appointed as chairman, with Toyota's John Howett as vice-chairman.

### MAY 6 2009

FOTA calls for talks with FIA over mooted 2010 F1 regulations, which include a two-tier system with rule breaks for teams accepting a budget cap.

### MAY 27 2009

News breaks that Williams has been suspended from FOTA after breaking ranks to commit to FIA F1 championship. Force India is suspended shortly after for the same reasons.



Williams on the sidelines

### MAY 29 2009

Remaining FOTA teams lodge entries for 2010 world championship, with the appended conditions that the FIA continues with the current regulations unchanged.

### JUNE 18 2009

FOTA announces the formation of a breakaway championship following a meeting at Renault F1's Enstone base during the British Grand Prix weekend.

### JUNE 25 2009

Breakaway called off after FIA announces budget cap has been scrapped.

### AUGUST 1 2009

It is confirmed that the teams and FIA have signed a new Concorde Agreement with F1 regulations based on those used in 2009. Max Mosley's departure as FIA president at the end of his current term is part of the deal.



Whitmarsh takes charge

### DECEMBER 20 2009

McLaren principal Martin Whitmarsh elected as FOTA chairman, succeeding di Montezemolo. Ferrari's Stefano Domenicali appointed vice-chairman.

### JANUARY 10 2010

HRT confirms that it has left FOTA.

### JULY 1 2010

The first FOTA fans forum is held in London.

### APRIL 10 2011

Renault team principal Eric Boullier is confirmed as FOTA vice-chairman.

### SEPTEMBER 9 2011

Oliver Weingarten takes over as secretary general of FOTA, succeeding Simone Perillo.

### DECEMBER 1 2011

AUTOSPORT reveals that Ferrari and Red Bull have left FOTA.



Top teams walk away

## THIS WEEK IN F1



**RED BULL** World champion Sebastian Vettel believes that McLaren's drivers are likely to be his biggest rivals for the 2012 title. "The competition will be higher and we saw McLaren at the end of the year being very strong," he said.



**McLAREN** Jensen Button and Lewis Hamilton will swap race numbers next season after Button ended the year as the highest-placed McLaren driver in the championship. Button will carry number 3, with Hamilton taking 4.



**FERRARI** Giancarlo Fisichella, who demoed a Ferrari at last weekend's Ferrari Motor Show, has labelled his five-race stint as a driver for the Scuderia in 2009 as "one of the most exciting moments of my career", despite his failure to score a point while subbing for Felipe Massa.



**MERCEDES** AMG has been incorporated into the official name of the team, which is now the Mercedes AMG Petronas Formula 1 Team.



**LOTUS** New signing Kimi Raikkonen visited the team's Enstone factory last week. A final schedule for his return to the F1 cockpit has yet to be finalised, although mileage in a two-year-old car remains on the agenda.



**FORCE INDIA** Paul di Resta has said that he is continuing to work with the team despite not yet having been confirmed as a race driver for 2012. He is due at the factory later this week.



**WILLIAMS** Chief operations engineer Mark Gillan is confident that the team's 2012 car is on schedule. "We continue to meet our key performance, development and production targets," he said.



**SAUBER** Team owner Peter Sauber has asserted his confidence in technical director James Key after the Swiss squad missed its target of finishing sixth in the constructors' standings.



**TORO ROSSO** Ex-Williams aero head Jon Tomlinson has joined the team as deputy head of aero. Luca Furbatto has also joined from McLaren to spearhead the design team after Ben Butler returned to Red Bull Technology.



**CATERHAM** Finn Heikki Kovalainen insists that he will remain with the former Lotus squad unless he gets an offer from a leading team. "It would need to be a really top seat," he said.



**HRT** Caterham Technology and Innovation, an offshoot of the Caterham F1 team, is set to supply HRT with its monocoque for next season. AUTOSPORT understands that work is well advanced with the design.



**MARUSSIA** Outgoing driver Jerome d'Ambrosio has not given up hope of remaining in F1 next year despite losing his seat to Frenchman Charles Pic. The Belgian is known to have some financial backing, but faces tough competition to secure one of the remaining available drives.

## ALGUERSUARI IS TOP KARTER

Toro Rosso Formula 1 driver Jaime Alguersuari won last weekend's Felipe Massa-organised International Challenge of Go-Kart Champs event at Florianopolis in Brazil. Ferrari tester Jules Bianchi (right) won on the road but was excluded for being underweight.



# Brundle backs Sky F1 to shine

Commentary-box master convinced that dedicated F1 channel will raise the bar for TV coverage in the UK

**M**artin Brundle has promised that the quality of Sky's Formula 1 coverage will make up for the disappointment felt by fans over the reduction of the BBC's live broadcasts.

Speaking at last Sunday's AUTOSPORT Awards, Brundle underlined his high expectations for Sky's coverage and its dedicated HD channel in particular, which played a key role in his decision to switch from the BBC.

"I know the fans were a little bit disappointed initially because the BBC had to make some decisions that were uncomfortable and disappointing for us," said Brundle. "I love making F1 television and Sky said to me they are going to have an exclusive F1 channel, which is going to be Friday morning to Sunday evening wall-to-wall F1. "Sky and the amazing BBC

programme will be head to head on 10 occasions and I'm super excited about the things we can do and the pieces of F1 television I want to make."

Sky has confirmed that Brundle will commentate on both qualifying and the race alongside David Croft. But ex-BAR, Super Aguri and Minardi F1 racer Anthony Davidson will take Brundle's place during practice sessions. This will allow Brundle to dedicate time to working on feature content, which is expected to include a strong technical emphasis.

● The BBC is close to revealing the line-up for its '12 F1 coverage. Ben Edwards, highly-regarded for his BTCC commentary, is set to partner David Coulthard on TV commentary duty, with Jonathan Legard and James Allen favourites to join BBC Radio 5 Live's coverage.

## SKY'S FORMULA 1 LINE-UP



**DAVID CROFT**  
Lead commentator

Has commentated on F1 for BBC Radio 5 Live since 2006. He will cover all sessions and races for Sky.



**MARTIN BRUNDLE**  
Race/qualifying commentator

Joins David Croft during qualifying/race, and will also focus on technical content.



**ANTHONY DAVIDSON**  
Practice commentator

Regular on BBC Radio 5 Live since '09, he will commentate on all practice sessions.



**SIMON LAZENBY**  
Presenter

Lazenby has been Sky's main rugby anchorman, and will present its live F1 studio coverage.



**GEORGIE THOMPSON**  
Presenter

Presented Sky's A1GP coverage, will front magazine content and some live F1 coverage.



**STEVE RIDER**  
Legends interview series

The former ITV F1 anchor will conduct regular interviews with former GP legends.



**TED KRAVITZ**  
Pitlane reporter

The former ITV and BBC reporter will reprise his roving pitlane role for Sky.



**NATALIE PINKHAM**  
Pitlane reporter

After a season covering F1 with BBC Radio 5 Live, Pinkham joins Ted Kravitz on Sky's pitlane team.

Merc drivers will have to wait for 2012 car



## Late start for Mercedes in 2012

### MERCEDES WILL START PRE-

season testing playing catch-up after postponing the debut of its 2012 car.

The Brackley-based squad will sit out the opening test at Jerez on February 7-9 to allow it to spend more time developing the MGP W03 before it runs for the first time.

A rule change for 2012 means that crash tests and chassis homologation procedures must be completed before any 2012 cars can test, which has put the pressure on teams to accelerate their development programmes. By delaying, Mercedes buys itself extra time to complete this process.

This year, teams needed to get on track for the start of testing to learn about the new Pirelli tyres, but next year's rubber is similar. Aside from the blown-diffuser ban, the rules package remains fundamentally the same meaning that teams will largely be dealing with familiar car concepts. Mercedes has already run a prototype of its 2012 exhaust system, trialling it during the final day of last month's Abu Dhabi rookie test.

Mercedes will also avoid its 2011 strategy of launching a basic car and bolting on a major upgrade at the final test. Team principal Ross Brawn is

hopeful that this will ensure smoother progress pre-season after the team struggled to choose which direction to take to cure the car problems discovered in the early tests this year.

"There was some confusion whether the package would make things better or worse," said Brawn. "We were uncertain what we should do because we had to wait for the new package."

Mercedes is unlikely to be the only team to opt for a late start, but with only 11 days of pre-season testing available, the likes of Red Bull, Ferrari and McLaren are aiming to be ready for the start of testing.

## Maldonado sure of '12 progress

### PASTOR MALDONADO IS

confident of having better results in his second season in Formula 1 after being confirmed as a Williams driver for 2012.



Maldonado thinks he did a good job

The Venezuelan acquitted himself well during his rookie season, although the poor performance of the FW33 meant that he scored only one point. Despite this, he is certain that his improving form, combined with the team's ability to produce a more competitive car, will lead to stronger results.

"I was close to Rubens [Barrichello] from the beginning of the season and sometimes even a bit better, so as a rookie I did a good job," said Maldonado. "It was

a difficult situation for me because it wasn't the best car in the team's history.

"But it's a good team and we have all of the tools to get back and be competitive. We have done a lot of work and development on the car for next year."

Williams has yet to make a decision on its second driver for next year, although Valtteri Bottas has been ruled out after being appointed as reserve driver. He is set to run in 15 free practice sessions in 2012.

## 60 SECONDS WITH

### VALTTERI BOTTAS

Williams reserve



Williams confirmed last week that its reserve driver, GP3 champion Valtteri Bottas, will drive in the first free practice session on 15 grand prix weekends next season.

**How important is it for you to get a deal that includes Friday track time?**

It's really important. I'm very happy, it's great to continue with Williams. We've been together for two years so it's great to extend the contract with them. Doing the Fridays is really important because getting mileage nowadays as a test driver is quite difficult so this is really the only possibility. It's a really good step for my career.

**Did you know that this was possible when you did the Abu Dhabi young driver test?**

I knew this was one option for next year. I think it was an important test for me and it all went well.

**Is there any disappointment that you didn't get a race drive with Williams for 2012?**

I think there were a lot of rumours, but that was mainly in the Finnish media. Normally it wouldn't be for next year, so I think it's good like this. Now I have one more year to get even more experience with an F1 car. After next year I will be more ready than I am at the moment.

**Do you know which tracks you will miss out?**

Normally it will be the street tracks I won't do, because it's more important for the race drivers to get the extra mileage to get into rhythm.

**What will be your main aim during the Friday sessions?**

I think I need to do a good job to help the team get all the data they can, because in Free Practice 1 there is usually the possibility to try new parts so I need to be consistent and show good speed immediately. But also for me it's very important to get everything out of the laps I get to learn as much as I can.



Valtteri Bottas was talking to AUTOSPORT news editor Glenn Freeman



Bottas shone in Abu Dhabi for Williams



➔ P97 GETHIN'S GP WIN

# Peter Gethin 1940-2011

**AMID THE BLUR OF COLOUR AND** blare of noise of the most tightly packed finish in Formula 1 history, a white, gloved sleeve shot silently but emphatically from a cockpit.

Its owner, Peter Kenneth Gethin, had passed three cars in a final frantic dash, having over-revved his BRM P160's V12 for lap after lap in order to attach himself to the leading slipstreaming bunch. Having got this far, he was determined to leave nothing to chance. Italians, he reasoned, even those sitting in judgement of fact, were an excitable lot, hence his dramatic gesture. Though in truth not as confident as it might have appeared, it did the trick. He'd won. Hadn't he?

He had – by one-hundredth of a second. The photo finish confirmed it.

Gethin's only grand prix victory remained the fastest – at 150.76mph

– until Michael Schumacher's Ferrari F2003-GA broke the record 32 years later, also at Monza. Same track, different world: Gethin's was the final roll of the dice for an F1 without chicanes and less chicanery.

Born in Epsom, Surrey, on February 21 1940, he was the son of a famous jockey. Dad Ken, winner of the 1952 1000 Guineas at Newmarket, would have recognised and appreciated Peter's skilful and brave management of the jostling pack at Monza that September day in 1971: squeezing through on the inside rail at the Parabolica, sideways and with two wheels on the grass, to take the lead, then plunging headlong to the line to win by a nosecone. Though an outsider – Gethin had qualified 11th of 24 – his one-off was no fluke.

Ironically, he had a more usual habit of being in the right place at the wrong

time. Or vice versa. His 1970 opportunity with McLaren – in F1 and Can-Am – was triggered by the fatal accident of Bruce McLaren at Goodwood (Gethin saw the smoke rise as he waited to test the team's F1 M14A for first time). The following year, after being informed by McLaren's Teddy Mayer that his services would not be required in the latter stages of the campaign, he joined BRM mid-season in the immediate aftermath of Pedro Rodriguez's death (Monza was only his second start for Yardley BRM). And Gethin's other win for the Bourne-based team that season, ahead of Emerson Fittipaldi and world champion Jackie Stewart in the non-championship Victory Race at Brands Hatch, was confirmed only after it had been curtailed because of team leader Jo Siffert's fiery demise.

Death stalked the sport and chirpy Gethin, cheekily nicknamed Peter Rabbit because of his Lothario-like proclivities, was not unusual in adopting a fighter pilot's fun-packed fatalism. He loved racing and the lifestyle that it brought him, and possessed a natural talent and impressive work ethic at both. Half of his 1971 Monza winnings were splurged at the Villa d'Este, where he was staying with his latest girlfriend. It might have been more had their post-race assignation not been delayed by his changing of a puncture for Louis and Jean Stanley, BRM's patrician overseers.

"He earned his money that day," says Tim Parnell, then the team manager at BRM. "Peter was a jolly chap and a wonderful driver. There was no side to him. A great character to work with. His was a fantastic



**Tony Southgate**  
BRM designer

“Peter always had a smile on his face; there was nothing not to like about him. Jo Siffert was the star at BRM that year, but Peter was probably next in line.”



**Mike Earle**  
Church Farm Racing chief mechanic

“He was a good driver and an unbelievably great guy to work with. If he hadn't been a racing driver, he could have been a stand-up comedian. He was probably one of the top 10 or 12 drivers in the world for a while, and if he'd got in a top Formula 1 car, we would have found out how good he really was.”



**Julian Randles**  
Sid Taylor Racing chief mechanic

“Peter was an extremely good driver who could drive anything. He was so easy to work with and never wanted anything more than a bit extra rear wing. Everyone liked Peter and the only photo of a racing car I have on the wall at home is of Peter's McLaren M10B.”



**Sid Taylor,**  
Team owner

“He was one of the best drivers who ever drove for me. We had a fantastic couple of seasons together and won a lot of races together.”



**Paul Owens**  
Chevron team manager/engineer

“Peter was one of the best and deserved a better shot at F1 than the one he got. He had a laid-back attitude that probably hurt him, but in truth he was very dedicated.”

drive at Monza.

“Unfortunately, the Stanleys wanted to run the biggest F1 team in the world. Not a good idea. When Marlboro decided to trim it to three cars for 1973, Peter, sadly, was the last man out of the door.”

Gethin, racing since he'd bought a race-prepped Lotus Seven in 1962 from one-armed Harry Epps, had already seen all sides of the sport. A salesman/mechanic at a Ford dealership, he graduated to a new Lotus 23 sports-racer and won the 1964 Guards Championship once the more experienced Tony Hegbourne had shown him how to set it up.

It was Formula 3 next, first with Charles Lucas Racing as Piers Courage's team-mate, and then with Rodney Bloor's somewhat more blue-collar Sports Motors of Manchester, where Gethin began his long and storied association with Chevron.

He won races in these one-litre screamers, but it was his performances in Frank Lythgoe's F2 Brabham in 1968 – second at Albi behind a Matra, third at Vallelunga behind a brace of Ferraris – that caught McLaren's eye. Placed with semi-works Church Farm Racing with a view to being groomed for F1, he won Europe's inaugural Formula 5000 title in a McLaren M10A, a feat he repeated in 1970 in an M10B run by Sid Taylor Racing.

He finished sixth – a lapped last – on his F1 debut in that year's Race of Champions aboard Team Surtees'

M7A, and somewhat surprisingly struggled in the category thereafter, accruing only a single point in Canada.

He was more impressive in Can-Am in 1970, despite his diminutive frame being swamped by these Chevy-engine behemoths. He qualified and

**“Gethin's only F1 victory remained the fastest until Michael Schumacher broke the record 32 years later”**

finished second to team-mate Denny Hulme, McLaren's series benchmark, on his debut at Edmonton, won at the demanding Elkhart Lake and finished third in the overall standings.

He would also win sportscar races in Taylor's Interserie M8E in 1971, and for Chevron in the 1972 Springbok Series, but single-seaters remained his focus even when his F1 work – bar solitary outings with BRM (in 1973) and Embassy Racing with Graham Hill (1974) – had dried up after just 30 starts and 11 points.

He won the prestigious F2 Pau GP for Chevron in 1972, and returned to F5000 with the Bolton marque in 1973. He won that winter's Tasman Series and finished second to VDS team-mate Teddy Pilette, this time aboard Lolas, in the 1975 European Shellsport Championship. His most remarkable achievement in F5000, however, was his victory at the 1973 Race of Champions.

The thundering stock-blockers were present supposedly only to bulk up the grid, but Gethin qualified his Chevron B24-Chevrolet eighth, a tenth faster than Hulme in McLaren's brand-new M23. It was a race of attrition – Gethin was the last of its five leaders – but he had hassled the thoroughbred Cosworths and V12s all race, and was there to seize the moment when Hulme was slowed by a dicky clutch on the final lap. This was the only time that an F5000 beat the F1s.

Gethin hung up his helmet after finishing runner-up to the sister Lola of Patrick Tambay in the revived Can-Am series of 1977, again winning at Elkhart Lake.

His winning PR manner and sympathetic man-management skills were much sought after. As part of the works F2 March squad with Onyx, he took hotheaded hotshoe Beppe Gabbiani under his wing and transformed him in 1982: “Drive like an Italian, think like an Englishman.” He met with less success as sporting director at Toleman in F1 in 1984, a team inspired and then riven by the mercurial Ayrton Senna. The Brazilian's petulance was beyond Gethin's ken.

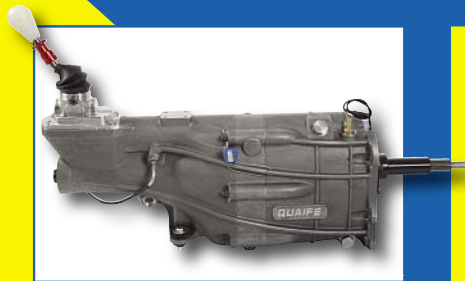
His Formula 3000 team also flopped. Easygoing Gethin was much better suited to his role as an ambassador for Ferrari UK and coaxing better lap times from talented wannabes and enthusiastic no-hopers at his Goodwood driving school.

One of the real good guys has gone.  
*Paul Fearnley*

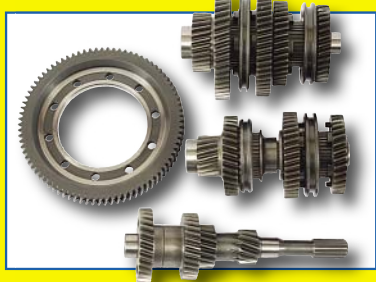
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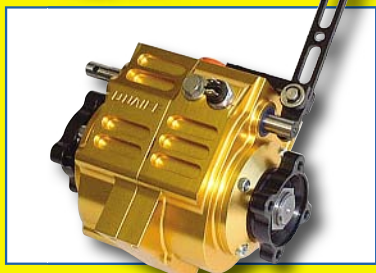
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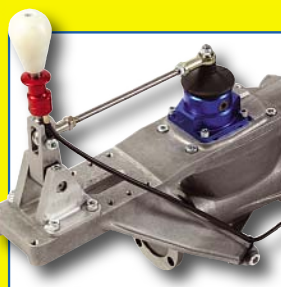


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# MPH Mark Hughes

AUTOSPORT grand prix editor

Mind bands? Moving things up and down on a screen by thought? It may all sound like '60s science fiction, but it's reality at the Formula Medicine clinic

**I**'ve spoken in this column before about the work of Dr Riccardo Ceccarelli, the director of Formula Medicine, and about how he has worked with a good proportion of the Formula 1 grid to improve their personal performance.

The essence of Ceccarelli's work is in improving the energy economy of a driver's brain, as he sees this as the most crucial element in achieving ultimate performance potential. His studies on this go back to the late 1980s, but in the last month he has succeeded in incorporating a piece of equipment into his driver training programme that finally succeeds in recording what the brain is actually doing as the driver is improving his 'brain economy'. Fascinatingly, the 'mind band' is a brain-computer interface.

Ceccarelli's studies have been independently verified by the scientific community and have won three awards from the brain-research branch for the interesting new facets of brain behaviour they have uncovered. It's cutting-edge stuff even within the wider medical community, but in terms of driver training Ceccarelli's

approach is unique. He does not adopt a psychologist's approach, but rather that of an engineer, using only data, verification, numbers. He will show the direct correlation between performance and heart rate, breathing and brain usage, and he shows how those things can be controlled by the driver.

The mind band works with the many different frequencies of brain waves. The brain's electrical charges are maintained by billions of neurons, charged either positively or negatively by ions, and any task will have those ions either repelling each other (same charge) or attracting more (opposite charge) to/from the appropriate parts of the brain. When many ions are pushed from a part of the brain at the same time, it creates a wave effect. These waves of ions reach the scanner's metal electrodes on the scalp and the differences in voltage are measured. Concentration is associated with certain frequencies, relaxation with others, though these are basic terms for a tool capable of much more sophisticated analysis.

The mind band is incorporated into Ceccarelli's 'Mental Bio' console – a complex set of computer and biomedical instruments – and the driver will be asked, for example, to make a ball on a computer screen rise and fall at will, *using only the mind*. To do this, the driver is having to generate the appropriate brain-wave frequency. The mu wave of relaxation will cause the ball to rise; a certain combination of alpha and delta waves is needed for the concentration to bring it down. Similar tests have been conducted in the US with pilots, using two

different brain reactions to pulsing lights on a screen to steer left or right. It's difficult initially, apparently, but once done it can quickly be enhanced. "What it is doing," says Ceccarelli, "is training the brain to listen to itself and in this way it can be made much more energy efficient."

So how does this make a driver faster? "It cannot make you faster than your potential, but it can help you be the best you can be," answers Ceccarelli. "Any driver always has some spare capacity – and that's because the brain isn't at maximum efficiency. We see this when they find time when asked to push around the pitstops. It is possible to tap more into this capacity."

"Even with the absolute top guys, you can measure how far away from their potential they are with a series of tests. When I first asked one F1 driver to be fitted with body sensors for heart rate during a race he was reluctant. He said there was no potential to improve; he was perfectly prepared. I asked him if you took an imaginary perfect computer that in a nanosecond could assess track grip, tyres, everything at all times and always have the perfect performance, how far behind he thought he would be by the end of the race, he said, 'Three or four seconds' and actually it is more like 20, even for the very best."

"There is no one who is reaching perfection and there never will be, but it's possible to train yourself closer to it, using science. Before, we could only show the driver by their performances in the tasks. Now we have the instrument to show them how it's done." ❖

Formula Medicine is using revolutionary methods



**“Ceccarelli has an engineer’s approach, not a psychologist’s”**



New Dallara DW12 has come under fire

INDYCAR

# Dallara hits back at DW12 critics

Chassis manufacturer says criticism of new car has been premature. By MARK GLENDENNING

**D**allara believes that IndyCar teams have been jumping to conclusions with their initial criticism of the new DW12 chassis.

Drivers, teams and engineers have made frequent complaints about the car's handling characteristics during the initial phase of testing with the first two prototypes, particularly on ovals. The chassis's weight distribution has come under serious

scrutiny, as well as suggestions that there has been a lack of correlation between Dallara's windtunnel figures and the car's on-track performance.

But Dallara IndyCar programme manager Andrea Toso told AUTOSPORT that he believed the criticism was short-sighted.

"We were expecting criticism, because there are a lot of

expectations," said Toso. "You remember when the NASCAR Car of Tomorrow was introduced, it was a completely new car and people were saying, 'oh, the car is wrong, it's different...' It's always like this. It's part of the process. It's not frustrating."

Toso said that Dallara is so confident in the fundamental integrity of the car that it is considering offering its windtunnel model for independent verification.

"We want to be open, and therefore we are evaluating options where the scale model of the real car will be tested by independent windtunnel laboratories," he said. "We have nothing to hide. We are open to releasing the model, and we are confident that they will prove that our numbers are right."

Some of the weight distribution problems have been caused by other

components coming in heavier than expected, but Toso said that the differences between the Honda and Chevrolet engines also needed to be taken into account.

"Honda has the single turbo, the Chevy has a twin turbo, so it is difficult to compare the weight of one car with the other," he said.

"There are differences. So it's not just the weight distribution of the car, it's the weight distribution of the car plus the engine plus the engine installation – the turbo, the exhausts and the wastegate are completely different. So this goes back to Dallara and IndyCar and the teams and the manufacturers together. Not just the car."

Work to lighten the final specification of the chassis has already been carried out ahead of the scheduled delivery of the first cars to the teams on December 15.

INDYCAR

# Barnhart loses role

CONTROVERSIAL INDYCAR OFFICIAL

Brian Barnhart has been removed from his race control position following a season peppered with accusations of inconsistency and ineptitude.

IndyCar CEO Randy Bernard has removed Barnhart from his roles of chief steward and director of racing, meaning that he will no longer have any influence on the officiating of IndyCar races, although he has been offered a chance to remain on the payroll as president of operations.

Barnhart was frequently criticised by drivers for inconsistent interpretations of the rules, but more serious questions

were asked after he ordered a restart at New Hampshire despite the fact that it was raining, triggering a pile-up.

Barnhart told AUTOSPORT a few weeks after the New Hampshire race that the criticism did not bother him.

"I don't pay attention," he admitted. "I don't think I could do my job if I read or paid attention to that stuff. I think our race control, and me specifically, have been right far more often than we've been wrong."

Bernard spoke out in support of Barnhart at the time, although he refused to confirm that he would remain in the role beyond the end of the 2011 season.



Barnhart won't be making racing calls

As well as demoting Barnhart, Bernard has also replaced IndyCar commercial president Terry Angstadt with Mark Koretzky, who previously held the role of director of business development.

The removal of Barnhart and Angstadt breaks the final remaining links between Bernard's current operation and Tony George's previous Indy Racing League.

**INDYCAR**

## Newman/Haas not closing down

**EIGHT-TIME CHAMP CAR TITLE**  
winner Newman/Haas Racing is not closing its doors despite pulling out of next season's IndyCar Series.

The Illinois-based team, which announced its withdrawal from IndyCar last week on financial grounds, has insisted that it remains operational while it seeks new opportunities.

Newman/Haas racing manager Brian Lesles stated that the team was exploring all avenues, with the exception of NASCAR.

"We are looking at a whole range of options, some in open-wheelers, some in sportscars," he explained. "Some are for the short-term and some are for the long-term."

"Whatever we do has to make us a commercially viable concern in the long-term."

Lesles said that Newman/Haas could have a car on the grid next year in an undisclosed category.

"One of the people we are talking to is deciding between pushing the emergency button

and going for next year or playing a longer game," he said.

Newman/Haas has shed approximately half its staff, according to Lesles.

"We are still in double figures, not including administrative staff," he said. "That means we would be quite capable as we are of competing in most forms of racing outside of IndyCars."

Lesles didn't rule out a one-off for Newman/Haas at the Indy 500 next May, but suggested it was unlikely for financial reasons.



Newman/Haas has quit IndyCar

## AUTOSPORT SAYS...

**MARK GLENDENNING**  
SOCIAL MEDIA EDITOR

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**T**he whole situation regarding the Dallara DW12 IndyCar and its varying merits can be summed up by the reactions from Penske's Ryan Briscoe and Ganassi's Scott Dixon to their first experience of the car on an oval at Fontana last week.

First, Briscoe: "It ran well, we got a balance which felt pretty good, and we ran speeds which were pretty close to what we would expect to run with the old car. And we haven't even found the limit."

Now, Dixon: "We've got a way to go and it's a bit of a pig at the moment."

That two drivers, both highly experienced and both multiple race-winners, can come away with such different impressions of the same car on the same day highlights just how difficult it is to get on terms with a new car after nine comfortable years with the old one.

Dallara is taking a lot of heat at the moment over the DW12's alleged shortcomings,

and no doubt some of it is justified. Andrea Toso, who is overseeing Dallara's IndyCar project, obviously has an interest in defending his corner, but when he says some of the complaints are simply a product of people being slow to adapt to change, he probably has a point. Yes, the DW12 needs work. But it's new. Why would anyone expect anything different?



DW12 has had a bit of flak

**INDYCAR**

## Vegas track owner expects 2012 race

**TRACK OWNER BRUTON**

Smith has said that he expects IndyCar to honour its contract to run at Las Vegas next year.

The series signed a three-year deal with the track, but its place on the 2012 calendar has been cast into doubt by Dan Wheldon's fatal accident there in October.

While the series is still investigating the accident to decide whether it can continue to run at high-banked 1.5 mile ovals such as Las Vegas, Smith said he expected IndyCar to come back.

"We have two years left on that contract, and I expect [IndyCar CEO] Randy [Bernard] to honour it," he said.

Smith also said that he would be surprised if the series did not go back to Texas, another track whose place on the calendar is in doubt.

"I like Randy a lot, but he listens to too many people," he said. "He's listening to people who don't know a damn thing about speedways, and there's no reason in the world he should not be back at Las Vegas and Texas next year."



Would canopy have saved Wheldon?

**INDYCAR**

## Doubts over canopies

**HANS DEVICE CO-FOUNDER JIM**

Downing does not believe that closed cockpits will ever be introduced into single-seater racing.

The idea of a canopy was discussed in the wake of Dan Wheldon's fatal accident in the IndyCar season finale at Las Vegas, but Downing does not believe that it would have made a difference.

"I'm not sure an enclosed cockpit would have saved Dan Wheldon," he said. "I think there are a number of other things they can do. They include what tracks the cars race at, having the best safety barriers possible and strong cockpits in which the driver sits in a relatively low position."

"[But] getting the driver lower can be difficult because the upright seating position is actually the safest in racing."

Vegas is still on 2012 calendar



## REMEMBER WHEN...



...Dallara last launched a new IndyCar? Designated the IR-03, the last new Dallara IndyCar made its race debut at Homestead in 2003, eventually becoming the spec chassis. It remained in service until this year.

V8 SUPERCARS

## THE FUTURE SHAPE OF V8s

V8 Supercars unveiled its Car of the Future at last weekend's Homebush finale. The car, which will be raced in 2013, is designed to be lighter, cheaper, and uses a spec chassis.



NASCAR

# Hornish won't replace fired Busch

Penske team confirms that three-time IndyCar champ will not be called up despite split with Kurt Busch

**P**enske has confirmed that Sam Hornish Jr will not be called up to replace Kurt Busch in its NASCAR team next year, despite team owner Roger Penske recently touting a possible Cup return for the three-time IndyCar champion.

The team confirmed on Monday that it had parted with Busch by mutual consent following an increasingly strained relationship that reached breaking point when the 2004 series champion drew the ire of the team's sponsors after being caught on film verbally abusing a cameraman at the Homestead season-finale.

Team owner Roger Penske has spoken several times of his intention to return three-time IndyCar champion Hornish to NASCAR's top tier after dropping him back to the second-tier

No Cup return for Hornish



Nationwide Series this year. But Penske Corporation senior vice president Bud Denker told AP that Hornish – who won two IndyCar titles in Pennzoil colours – was not a candidate for the seat.

“Our intentions all along have been to run Sam for the

Nationwide Series championship next season,” Denker said. “We love that plan, NASCAR loves that plan, the sponsors love that plan.”

Denker said that the team had been contacted by several drivers about Busch's #22 seat, with David Ragan having declared his interest

by securing a release from Roush Fenway as soon as the news of Busch's exit was confirmed.

Busch, meanwhile, is also remaining non-committal about his future, although he admitted that he'd had a hard time fitting in at Penske.

“I was very unhappy over the second half of the season,” said Busch, who admitted last week that he was seeing a sports psychologist to help him control his temper.

Although the split comes just two weeks after Homestead, Denker said that it had been on the cards for some time.

“Was the Homestead situation the reason he left? No,” Denker added. “We had our concerns and he had his, and it was time for us to separate.”

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FORMULA RENAULT 3.5

# More Red Bull backing for Williamson

**RED BULL HAS INCREASED ITS** support of Lewis Williamson by placing the GP3 race winner in Formula Renault 3.5 next season.

The 2010 McLaren AUTOSPORT BRDC Award winner will step up to the series with Arden, for which he raced (as MW Arden) in GP3 this year. The 22-year-old attracted Red Bull backing on the eve of the 2011 season, but after impressing the energy drinks company's junior-programme boss Helmut Marko he has become a fully-fledged Red Bull driver for 2012.

"To get the opportunity to race in World Series by Renault alone is awesome," Williamson told AUTOSPORT. "To do it with Arden is even better, and to do it in a Red Bull car is a dream. Helmut Marko phoned me last week and told me what we were doing, and I'm so grateful to everyone that has made this happen."

The Scot added that he understands the pressure that comes with being a Red Bull junior driver.

"I've been thrown in at the deep end in everything since I was a little kid," he added. "And I know that if you want to get these sorts of opportunities you've got to do the best you can with

them. It's a very tough environment to be in, but a lot of drivers spend five or six years getting to where I am already, and they have to spend millions to do it. I've been very fortunate, and now it's down to me. The possibility to progress is there if I go about it in the right way."



Red Bull has increased support of Williamson

IN BRIEF



Hakkinen gets DTM chance

**DTM TEST FOR HAKKINEN**

Mika Hakkinen was due to test a new Mercedes C-Coupe DTM car at Montebello as this issue of AUTOSPORT closed for press. The two-time F1 world champion, who last raced in the DTM in 2007, made his racing comeback at last month's ILMC event at Zhuhai.

**LE MANS SERIES RENAMED**

The Le Mans Series will be renamed the European Le Mans Series for next season. The new name, which revives that used by a Panoz-owned series of 2001, follows the introduction of the FIA World Endurance Championship.

**WALTRIP SPORTSCAR ENTRY**

Michael Waltrip Racing has firmed up its plans to expand into sportscar racing for the first time. It will field a solo Ferrari 458 Italia at next month's Daytona 24 Hours together with the Italian AF Corse team under the AF Waltrip banner.

**CHEVY DRIVERS NAMED**

Chevrolet factory drivers Oliver Gavin, Jan Magnussen and Antonio Garcia will team-up in the Spirit of Daytona team's Corvette-bodied Coyote at Daytona. A fourth driver has yet to be announced.

**BULLER FOR PREMA TRY-OUT**

British F3 racer Will Buller tested for F3 Euro Series champion squad Prema Powerteam at Vallelunga last week. He was joined by Italian F3 runner-up Michael Lewis and ADAC Formel Masters graduate Sven Muller.

**STONEMAN OPTIMISTIC**

Dean Stoneman is optimistic of making a racing return in 2012 after spending two days testing ISR's Formula Renault 3.5 car at Aragon last week. The former F2 champion was forced to miss the 2011 season after being diagnosed with testicular cancer in January.



Stoneman tested for ISR

WORLD GT

# Top drivers slam 2012 qualifying shake-up

**TOP DRIVERS DARREN TURNER AND** Richard Westbrook have hit out at the decision to do away with the three-round qualifying system in the FIA GT1 World Championship for next season.

The proposals for next year that will go before this week's World Council include abandoning the Formula 1-style knock-out system, in which both drivers in cars reaching the second and third rounds would take part. It is due to be replaced with a traditional-type qualifying session with only one driver taking the wheel.

Turner, who finished second in this year's world championship with the Young Driver Aston Martin team, said: "It was exciting, with so many

variables and different strategies. It worked really well, even better than in F1, so it is a shame that it will disappear."

Westbrook, who raced for the JR Motorsports Nissan squad this year, said: "It was one of the highlights of the championship and always created excitement. I don't understand why we are getting rid of it."

World championship boss Stephane Ratel has proposed changing qualifying because he believes that the system used in 2010-11 put off lesser drivers who were likely to bring a budget to a team. He explained that in the current economic climate it was important to encourage more funded drivers into the series.



GT1 qualifying format will change

SPORTSCARS

# Manor eyes sportscar expansion



Manor may add to GP3 programme

**MANOR COMPETITION IS EVALUATING** an expansion into sportscar racing.

Manor, which has competed in GP3 and Formula Renault UK over the past two seasons, has revealed that it is looking at the FIA World Endurance Championship. It has suggested the move could happen as early as next year. Team principal Pete Sliwinski said: "There's an ambition to do it. It looks like it will be a growth area and the calendar seems to work with GP3."

"The chances of a full programme next year are slim, but we could do some races at the end of the season. We're looking more at 2013."

Another single-seater team, HS-Technik, has announced its intention to join the WEC in LMP2. The team that won the 2010 German Formula 3 Cup with Tom Dillmann will run a Nissan-engined OAK-Pescarolo.



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# PIT BITS

Facts and stats plus Newman/Haas by the numbers

## Flashback

1983 CART SEASON

### NEWMAN/HAAAS IS BORN

Newly-disbanded Newman/Haas Racing joined the CART field in 1983, picking up Mario Andretti from Patrick Racing. He gave the team two wins in its inaugural year.



## TOP FIVE

Newman/Haas drivers

### 1 Mario Andretti

The team's first driver was also its most iconic. Remained on board for 12 seasons.

### 2 Michael Andretti

Two successful stints, including the 1991 Champ Car title.

### 3 Sebastien Bourdais

Dominant streak of four straight titles, although not always against strong opposition.



Winners: Mansell and 'Red 5'

### 4 Nigel Mansell

Fallout with Williams prompted a move to the US, resulting in the 1993 CART title.

### 5 Cristiano da Matta

Won the 2002 Champ Car title before switching to Formula 1 with Toyota.

## NEWMAN/HAAAS IN NUMBERS

109 POLE POSITIONS

107 WINS

29 SEASONS

18 DRIVERS

8 CHAMP CAR TITLES

## top tweets



**@hinchtown**  
(James Hinchcliffe)  
Having a blast at the Autosport awards!



**@JPdeOliveira**  
(Joao Paulo de Oliveira)  
New drivers in F1 these days are just like bank accounts. Without a lot of money, they don't generate a lot of interest.



**@TonyKanaan**  
Today I had a flash black. Went to print some sponsorship proposals to sell for next year.



**@tiff\_tv** (Tiff Needell)  
Just got mugged for first time in life. Watch half off wrist but wriggled free - don't high five strangers when pissed at 3am in London!



**@MarioAndretti**  
Thank you NewmanHaas. The success we had together will stand, even when doors close. I hold sacred our 12 yrs. You are my friends forever



**@KevinCeccon**  
some f\*\*king bastard stole by bike from my house!! that's shit...

## NEXT WEEK



### BUMPER CHRISTMAS F1 REVIEW

Our special edition brings you the season's best F1 review. All the teams, the drivers, the moments...

### SCHUMACHER

Full interview with the seven-time world champion on life at Merc



## PLUS

Mark Hughes rates the F1 top 10; what's up with Lewis Hamilton; Adrian Newey's view on 2011

**ON SALE  
DECEMBER 15**

WRC

## OGIER BEATS THE RACERS

Sebastien Ogier won the Race of Champions in Germany last weekend and gave new employer Volkswagen's Polo R WRC its first public airing at Dusseldorf's ESPRIT arena



WRC

# WRC facing fight for survival

Following the collapse of the sport's commercial rights holder CSI, rallying's top flight needs new backers – and fast

**T**he future of the World Rally Championship hangs in the balance this week as the FIA seeks to underpin the commercial future of the series.

The stability of rallying's top level was rocked when administrators took control of Convers Sports Initiatives, the parent company of North One Sports – the firm that controls the WRC's media rights. CSI's primary backer, Vladimir Antonov, was arrested and bailed in London last week, after an alleged fraud at a Lithuanian bank he controls.

While North One Sports is not in administration, the CSI investment planned for a recently unveiled, multi-million pound three-year road-map to WRC success has disappeared. North One officials are now frantically trying to piece together a new deal before the start of next season.

### LEFT IN THE DARK

Due to the current situation, none of the World Rally Championship



Long is confident of finding backers

manufacturers have signed up for the new season, with the deadline for registration being pushed back from December 12 to December 22, the final closing date for entries on the Monte Carlo Rally – next year's season opener.

As one senior team member said: "What can we sign up to? We don't know what's happening. What's happening to the television deals, like RTL or ITV4 in the UK? We don't know. Until we know more,

we won't do anything."

The manufacturers met with North One CEO Simon Long in London on Sunday afternoon.

The team member added: "This is an FIA championship and we await direction from the FIA."

### SHORT-TERM ACTION REQUIRED

There's increasing speculation that North One will be unable to secure fresh funding in the time available. If that is the case, one of the likely scenarios is reckoned to involve the FIA stepping in to agree a short-term deal with the stakeholders (the manufacturers and rally organisers) for the first half of the year, buying the governing body time to source a new commercial partner.

One source close to the FIA said: "The trouble is, there's no time. And even if there is time, what are the chances of North One finding an investor, getting the deal done and agreed by the FIA after what's just happened with its current backer? This is a week that will shape the future of the WRC."

"There's even been talk of the end of the WRC, but that's simply not going to happen – certainly not while Jean Todt's at the top."

### A RACE AGAINST TIME

Time is against North One's attempts to sign up a new backer, with a World Motor Sport Council meeting taking place in India yesterday [Wednesday]. Registrations for the 2012 WRC are looming and the opening round of next year's series, the Monte Carlo Rally, is just five weeks away.

Long told AUTOSPORT: "North One Sport is an independent trading entity and it is not in administration. We are in proactive discussions with a number of entities to secure the funding of the business. Time is tight, but based on the information we have today, I am optimistic of finding a partner who is more than acceptable to the FIA and the rest of the stakeholders, and a partner that reflects the standing of the WRC and where the WRC is aiming to be in the future."

WRC

# VW boss: we want to test Vettel

**VOLKSWAGEN MOTORSPORT** director Kris Nissen says he will make a Polo R WRC available any time Formula 1 world champion Sebastian Vettel wants to test the car.

Vettel visited last year's Rally Finland and has admitted he would like to test a World Rally Car in the future. He also requested the chance to drive Skoda's Fabia S2000 at last weekend's Race of Champions.

Nissen told AUTOSPORT: "As a German manufacturer having a very young double champion like Vettel, who is so charming, intelligent and fast as he is, if we could have any chance of showing his abilities in a rally car, it would be good fun for all of us. I will give him a car in any



F1 champion Vettel wants to test Skoda

colour he wants, providing he has Volkswagen badge on the front."

In addition to offering Vettel a seat, Nissen added that he is also trying to lure two-time World Rally Champion – and VW consultant – Carlos Sainz back out for one more rally in a Polo.

Nissen said: "It would be good for the whole team to have him back.

He can be competitive if he prepares himself properly. I saw the way Carlos did such a good job in Dakar and in helping me set up the team for that event. I'm sure he can help Sebastien Ogier and the rest of the team make a really good rally car."

Sainz has confirmed that he has no plans to return to a rally car beyond testing duties.

## AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

david.evans  
@haymarket.com



**W**here's that foot? There it is. Take aim. Fire! Bang. Both barrels. Both feet. When will the World Rally Championship get it right?

The calendar was coming, the manufacturers were returning, the rallies were getting it right. And then the Russian was arrested. Just days after promising millions and millions more, Vladimir Antonov was in Westminster Magistrates' Court, something to do with a bank in Lithuania and a lot more (missing) millions.

The sport is now faced with a major problem. The WRC is on the brink of being brilliant again. Everything is in place. Except those millions. But what do we do? Do we turn our backs on North One Sport, castigate them for the current plight or do we back them to get us out of this mess.

What alternative do we have? Have I missed the queue of investment firms lining up the WRC and asking where to put their money? No. They're not there.

We have to get behind North One Sport. The recriminations can wait. Monte's a month away and we need to get this thing sorted.

At the same time, the FIA must surely shoulder some responsibility here. It took a long time rubber-stamping this deal with Antonov and his firm Convers Sports Initiatives and put plenty of diligence into its due diligence, yet here we are.

There was a lot of big talk about big money. But all we have is bugger all. Lessons must be learned.



The WRC is under fire

## IN BRIEF

### HIRVONEN TRIES CITROEN

Mikko Hirvonen completed his first test of a Citroen DS3 WRC last week. The Finn covered 350 miles in the south of Spain during the five-day test. His team-mate, eight-time champion Sebastien Loeb, was present for the first two days of the test. Hirvonen and Citroen were unable to discuss the test for contractual reasons.

### REAL POLO DUE SOON

Volkswagen has confirmed the first genuine Polo R World Rally Car will be completed and shown to the Hannover factory staff on December 23. It will test after Christmas.

### DELECOUR BACK TO MONTE

Francois Delecour will return to the Monte Carlo Rally next season, driving a Ford Fiesta RS WRC. The Frenchman finished this year's event in fifth place, having run as high as second in his private Peugeot 207. Delecour won the Monaco-based event in a factory Ford Escort RS Cosworth in 1994.

### FORD DELAYS DECISION

No decision from Ford on its WRC plans is expected until the commercial rights issue (see lead story) is sorted out. The M-Sport team continues to press ahead with further development of the Fiesta RS WRC and is continuing work on private programmes with potential customers for 2012.

### MINI BACKING CLOSE

Mini is reported to be close to landing a title sponsor for its WRC campaign next season. AUTOSPORT's sources have confirmed the Prodrive-based team agreed to commit as a manufacturer to the WRC for 2012 as a trade-off for missing Rally Australia earlier this season. As a manufacturer, Mini must commit an entry (prior to December 22) for a lead driver, who will contest every round of next year's WRC.

### MSA REVIEWS UK RALLYING

The MSA has completed its 12-month review of stage rallying in Britain. MSA chief executive Colin Hilton said: "The MSA is concerned the number of competitors in rallying has been dropping for a number of years. The MSA remains committed to help this important discipline to a healthy future."

### MIKKELSEN GETS TROPHY

Skoda UK driver Andreas Mikkelsen collected his IRC championship-winning silverware at the series' awards evening in Paris last week.



Mikkelsen: IRC champion

WRC

# Youngsters get Red Bull Mini chance



Gassner tested a Mini at Warwick

**RED BULL TESTED FOUR YOUNG** drivers at Prodrive's Warwick test track on Monday with a view to a possible full-time programme in a Mini John Cooper Works WRC next season.

Britain's Harry Hunt joined Evgeny Novikov, Hayden Paddon and current Red Bull driver Herman Gassner Jr at the test. Paddon was unable to drive, having recently fractured his collarbone in a testing accident. The other three drove a current-specification Mini, before being assessed on their technical and media abilities. An announcement is expected in the next week on the drivers involved and the nature of the WRC-based programme.

A source close to Red Bull said: "It made sense to look at some new rally drivers and it's highly likely that there will be some association between Red Bull and Mini next year. Right now, there's a lot of data to be looked at over the course of the next week."

## QUOTE OF THE WEEK

"I met Juho Hanninen in the toilet this morning"



Formula 1 World Champion Sebastian Vettel is really getting into rallying now.



# Fernando's happy place

**Despite Ferrari not providing him with a car to beat Red Bull, Alonso is confident he is at the right team.**

By ADAM COOPER

**A** lot can happen in a decade. At the end of 2001, 20-year-old Fernando Alonso was preparing himself for a year as test driver for Renault, after making a name for himself in his rookie Formula 1 season with Minardi.

Sitting on a Minardi packing case in the paddock at the Suzuka season finale for an impromptu interview, he bemoaned the fact that “in Spain only football players are important, and motorcyclists!” And he acknowledged that in the future there may be “more pressure” from his domestic media...

That turned out to be a pretty shrewd prediction. Ten years on at the final race of the year, he greets AUTOSPORT not while sitting on a packing case, but behind a desk in the back of Ferrari's Interlagos hospitality building.

Somehow the formal setting seems to symbolise his role at Maranello, which ranges far wider than just driving the car, for this is team chief Stefano Domenicali's office. Since the boss hasn't turned up yet, it provides a quiet location for the interview.

Ten years on the fundamentals haven't changed. In 2001, what caught the eye was how Alonso regularly qualified 18th – reaching a high of 17th at Indianapolis – in a car that should only have been good enough for 21st. In that final race at Suzuka he placed 11th from 16 finishers – a truly impressive drive.

A decade later he's still outperforming his car. In 2011, a string of fifth places in Q3 benchmarked the Ferrari on pure pace, yet Alonso earned 10 podiums and was in the running for second place in the championship all the way to the last race in Brazil.

It could have looked even better had he not so often lost positions while struggling on prime tyres in the final stint – and, indeed, had he not been punted off the road by eventual winner Jenson Button in Canada. But all things considered, Alonso sees it as a positive season.

“Definitely from a personal point of view my feelings are very positive about this year,” he says, “about the

things that we improved as a team, and as a driver, compared to previous campaigns. In general I think the 2011 season will be a good memory.

“Obviously we're not happy with how competitive we were – winning only one grand prix is not enough for Ferrari. But if you take the 2011 season as a preparation for our next big opportunity, I think it was a huge step forward regarding the weak points we had last year. We made massive improvements in some of the areas where we weren't strong enough: when we have a competitive car, the team in general is now very prepared.”

So what went wrong in 2011? As ever, there is no single answer, as winning in this sport is always about getting everything just right. But there was one overriding weakness.

“Aerodynamics were the main problem this year,” reckons Alonso. “I think in 2011 all competitive cars were built around these blown diffusers, and we were a little bit behind that concept from the beginning until the end.

“After the first couple of races we realised we had a problem, especially in the windtunnel, the correlation, and there were some races that were a little bit of a mess. We put parts back on from the launch car in January because we realised that car was quicker than ▶

◀ the car we were racing at the time.” As a result, it was not long before it began to look unlikely that Alonso would be adding to his 2005 and ’06 crowns.

“I think the championship hopes finished at the Belgian Grand Prix [in August],” he admits. “OK, the gap was huge, but we had experience of 2010, so we wanted to keep pushing until the last moment. But there we had a big upgrade for the car, with some parts coming there, the diffuser etc. We put everything into that and the car was still not competitive.”

Ferrari also struggled more than others to get a proper handle on the new Pirellis. It seemed that the car couldn’t use its tyres hard enough in qualifying, although that in turn often created an advantage in the races.

“That’s an explanation for people outside,” says Alonso. “It’s simple, and more or less true! But there is more complexity in the way we use the tyres, in the way we put temperature into them. It may be different compared to other teams, because it’s not always less wear or less temperature – in some races, like Singapore for example, we were the first car to pit.

“So the wear was there. It’s different wear in different corners, different temperatures, different track characteristics. We are working on that, because obviously we were not happy with that area of our 2011 season – after the pitstops and in qualifying we seemed to lack some pace.”

In the late stages of races Alonso was often a sitting duck. In the Brazilian finale, for instance, he could not hold off Jenson Button, dropping from third to fourth.

“Yeah, it happened in two or three consecutive races – Nurburgring, Hungary, Spa – when we were second or third and then we finished fourth or fifth. The car was performing well, and then you put on a different type of tyre, you still improve your times and you’re still doing green sectors, but the others are flying. They maximised much more than us on some types of tyres.

“It was frustrating, but it was a lesson to learn, because if we want to be stronger next year, it’s better that we learn this year.”

Given Ferrari’s weaknesses, Silverstone proved to be a perfect storm – not only did the damp track at the start mean there was no requirement for Alonso and team-mate Felipe Massa to use the harder tyre at the end, but also, for one race only, blown diffusers were reined in by the FIA.

“For Felipe and me, it was the race where we were most competitive,” recalls Alonso, “but also Silverstone was the race where we introduced the biggest package of the year, with front wing, rear wing, floor. All those

changes, plus some help from the diffuser... Now, at the end of the year [with no blown diffusers for 2012], knowing how Silverstone went, maybe it was a good thing for us.”

It also happened to be the 60th anniversary of Ferrari’s first championship grand prix win – an ideal way to celebrate: “It was like destiny! From the morning the day was a bit different, which was unusual at Silverstone – a sunny day, and everything was perfect. And then I did the laps with the old [1951] car, which I really enjoyed. Overall, Sunday was very special.”

Ferrari has made it very clear that in 2012 there will be a lot more winning. There has been a lot of talk about a more aggressive approach, but talk is cheap. What has Alonso seen that inspires genuine confidence?

“First, I think we need to know that this year’s cars were built around the blown diffusers,” he says. “Basically, next year without that possibility, we will start more or less from zero. So that will be a help for us, because we were not very well developed on them.

**“I am a much more complete driver than I was. I think in 2005 and ’06 I was much weaker than I am now”**

“We also had problems with some of the stuff that we reorganised, issues with the windtunnel correlation. We all made mistakes – with the design of the car and the way we prepared for the 2011 season. That in a way is very positive because we’re sure that we will not have those problems again.”

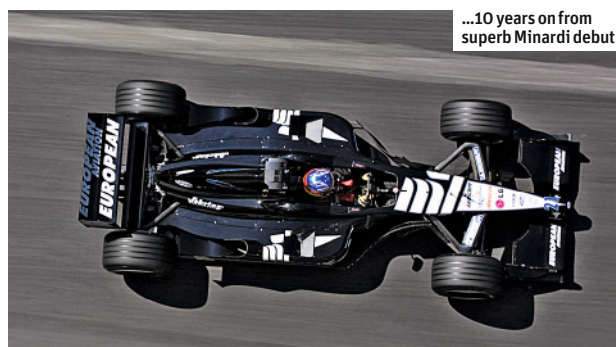
The man charged with turning around Ferrari is chassis technical director Pat Fry, who joined from McLaren on July 1 2010. Alonso may not have enjoyed his curtailed stint with the British team in ’07, but clearly he has a lot of respect for Fry.

“I was happy with him. He was the guy who prepared the 2007 car at McLaren [Fry alternated year by year with Tim Goss as McLaren chief engineer]. So I had a close relationship with him, and obviously it’s a huge help for Ferrari to have him now in an important role, knowing that with many years’ experience in motor racing he knows how to deal with specific problems, and the different philosophies that he brings to Ferrari, in some of the areas where maybe Ferrari were not especially developed or especially good. You can learn from everything.”

It’s five years since Alonso last won a world championship. He came within a whisker in 2007 with McLaren and



Alonso is Ferrari's star driver in 2011...



...10 years on from superb Minardi debut



'Froilan' Alonso in 1951 Ferrari 375



Alonso won two titles on trot at Renault



again in '10 at Ferrari, and perhaps if his relationship with McLaren had not soured the way it did his career could have taken a very different path. He turned 30 in July, but despite the rapid passing of the seasons he's not too worried about the title drought.

"I don't think about it too much," he professes. "I know that I could have more championships, but you can't move forward by looking back – you need to look at the future and the present. I'm totally confident that this championship will come sooner rather than later, because I'm in the perfect team to do that.

"I have more motivation than ever, so it only needs time. Hopefully not many more years because, as you said, I'm 30, and I don't know how many years I will be here. But at the moment I'm at the peak of my career, and I'm in the best team. I don't have any doubts that championships will arrive."

It's intriguing that Alonso says he doesn't know how long he will be around, given that this year he extended his Ferrari contract until 2017, giving both parties

unprecedented security.

"I'm committed to Ferrari. The two years that I've spent here have been a great experience. I've felt at home from day one, and I still have this feeling after two years. We share all the values of my career and the history of Ferrari as well. We like competition, we like motor racing. The Italian people, the Italian culture, the way they deal with things is very similar to mine.

"The next five years I'm committed to the team. That allows us to be completely relaxed – not only for me, but also for the team itself, to build a long-term project or programme, with no doubts that I will always be fully committed to Ferrari.

"It was important for me to have their commitment to do this, because I'm ready now to do 110 per cent for them, and I'm sure that for the team it's also important to have some continuity in terms of a driver to keep growing year after year."

Meanwhile, Alonso himself continues to develop. He for one believes he is better now than when he took those two titles with Renault.

"Now I am a much more complete driver," he declares. "Maybe in a single lap or in a race situation, it hasn't changed too much. But in overtaking manoeuvres, at the start, pitstop approach, or in mental preparation to the race, I think in 2005 and '06 I was much weaker than now."

The man who at some points appeared to feel that the world was against him, and who endured that turbulent season at McLaren, seems to be in a better place. He's more relaxed than ever before, and is much more likely to be seen out enjoying himself on a Sunday night, whereas previously he very rarely socialised on race weekends. So would he tackle certain situations differently now?

"Yeah, definitely there are some things that you would change in your career, but it's the way it is," he says. "The good thing is that what I said was what I thought, and at that moment it was right.

"Sometimes it was [seen as] political, but it was not political for me. It was political for the one who didn't like the truth. So that's OK." ❧



He's a long-term  
 Prancing Horseman

**WINNERS** Sweden Rally – Ford



**WINNERS** Le Mans – Audi



**WINNERS** IRC – Škoda



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# AUTOSPORT Awards 2011

## Shining the spotlight on the heroes of the world's racetracks and rally stages

**T**hank goodness for private jets. With racing superstars Sebastian Vettel and Jenson Button – two of the star turns for Sunday's 2011 AUTOSPORT Awards – at the Race of Champions in Germany just a few hours earlier, there were many nervous moments as we awaited their arrival.

Then we heard German TV had made a last-minute bid to snaffle the Formula 1 world champion,

but Seb stayed true to his word and jumped on that plane. His speech for International Racing Driver of the Year was as captivating as it was hilarious.

The evening climaxed with Oliver Rowland becoming the 23rd McLaren AUTOSPORT BRDC Award winner. On a night when we also remembered his late mentor Martin Hines, and IndyCar legend Dan Wheldon, we looked forward to the creation of another bright new star.



Even Vettel's shadow can't keep up with him



This was 21st Awards at Grosvenor House Hotel

PICS: DUNBAR, GRIFFITHS, GIBSON/LAT

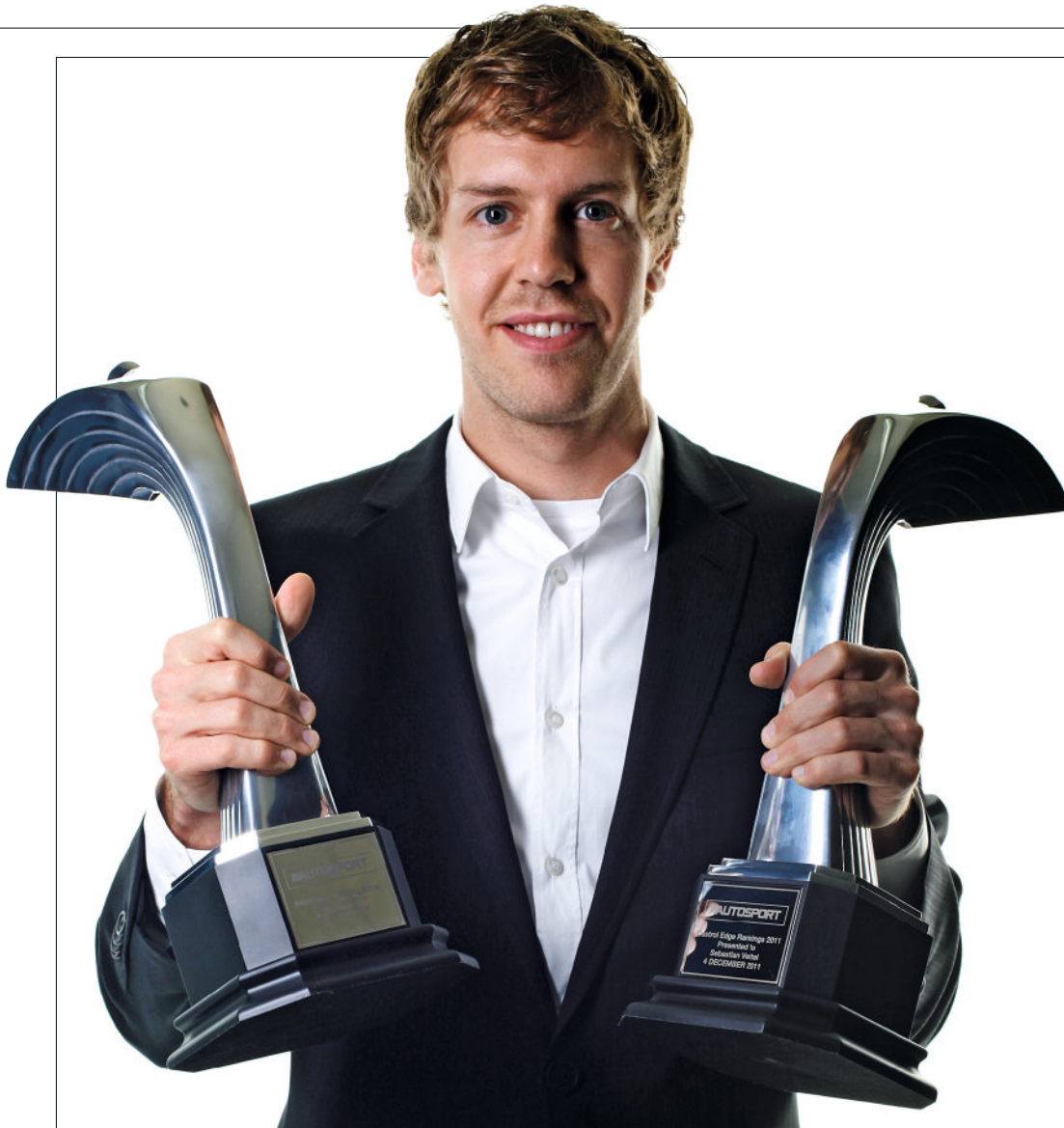


Mercedes-Benz

International Racing Driver of the Year

# Sebastian Vettel

**AUTOSPORT**  
Awards 2011 in association with  
Castrol **EDGE**



## 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
- 2010 Sebastian Vettel

**“LAST YEAR WAS MY FIRST** time at the AUTOSPORT Awards, and when I picked up one of these trophies it meant a lot to me.

“The thing I like about F1 is that I love racing, I love the cars, I am very passionate and I love the history, tradition and the ability to compare to previous race drivers. So I was feeling very honoured when I walked down the stairs last year and heard this nice song [BBC Grand Prix theme *The Chain* by Fleetwood Mac].

The people were clapping, and feeling the appreciation and the

respect for what we have achieved, what I achieved last year. It made me feel very special.

“This year it has been a bit more difficult to come back, because a lot of people were after us and after me. They tried to squeeze me in a German TV show, but it was not really a hard decision to be here.

“To be received by the audience and knowing there are legends out there, retired race drivers, active race drivers, it means a lot to me. And that was one of the things that made me come back.

“I enjoyed the night and had a lot of fun. We are very passionate about what we do, and it’s nice to come somewhere people share that with you.

“Looking back on this year, I felt we had so much energy, because there were areas where we were not 100 per cent last year, and I think we were pretty close to 100 per cent this year.

“But it’s difficult to appreciate what we have achieved – with so many wins, and so many pole positions – so sorry to Nigel Mansell for taking his record!”

‘German TV? Nein danke’



There’s his car – and his spot



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The Ultimate Driving Machine



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## THE NEW BMW M5.

Official fuel economy figures for the new BMW M5: Urban 20.2 mpg (14.0 ltr/100 km). Extra Urban 37.2 mpg (7.6 ltr/100 km). Combined 28.5 mpg (9.9 ltr/100 km). CO<sub>2</sub> emissions 232 g/km.



British Competition Driver of the Year

## Jenson Button

"It's not my best year in F1 – winning the world championship is what you're here to do, so 2009 was my best year – but every year you grow as a driver. I've grown in confidence, not just in my driving ability but also working with the team and I feel stronger than I ever have. We couldn't be in a better position and we're very excited about 2012."



Button, with a Rider (Steve) and a rider (cyclist)...



...gets award from cycling superstar Mark Cavendish...



...and chats to our own Jonathan Noble and Edd Straw

## Mr Humphrey: I'm free

With Steve Rider as host, and Martin Brundle and Jake Humphrey also in attendance, the subject of Formula 1 TV coverage was a recurring subject of mirth through the evening.

Rider took the heat for his move to Sky next year, and eventually he suggested that he was getting his own channel courtesy of Rupert Murdoch's empire, which he said would "mostly be me and Mark Blundell selling old jewellery".

As Rider and Brundle discussed which channel numbers they would be appearing on next year, BBC frontman Humphrey couldn't let them off the hook.

"Forget all these numbers, just press '1!'" he declared, to rapturous applause.

"For half the races..." replied Brundle.

Earlier in the night, Red Bull team boss Christian Horner was the first in the queue to take a pop at Rider.

"You're going to need some work done if you're going to be in HD," he said, before conceding: "But I do model my hair on yours."



Humphrey: just press '1'



Rookie of the Year

## Paul di Resta

"It's a long time ago that I won the McLaren AUTOSPORT BRDC Award – seven years – and I know how nervous all the guys will have been. That really was the start of my car career and since then I've never looked back. It's important to be the best rookie, but my main focus is to be the best I can be compared to everyone. I want to beat them."

PICS: DUNBAR, FERRARO, GIBSON, GRIFFITHS/LAT

Occasionally, a headline is unnecessary.



The new 6.3 litre V8 SLS AMG Roadster.



Mercedes-Benz

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Official government fuel consumption figures in MPG (Litres per 100km) for the SLS AMG Roadster: Urban 14.2 (19.9), Extra Urban 30.4 (9.3), Combined 21.4 (13.2). CO<sub>2</sub> emissions: 308 g/km. Model featured is a Mercedes-Benz SLS AMG Roadster at £182,505.00 on the road including optional Sepang Brown paint at £1,755.00, 19"/20" AMG forged wheels - 10-spoke design at £1,715.00 and two-tone designo Exclusive leather, Sand/Black, at £2,140.00 (price includes VAT, delivery, 12 months Road Fund Licence, number plates, new vehicle registration fee and fuel). Prices correct at time of going to print.



National Driver of the Year/  
Paul Warwick Trophy

**Matt Neal**

"It was completely unexpected. With the voting you're never quite sure - I thought Jason [Plato] and Gordon [Shedden] were more likely. Oulton Park apart, I felt I drove better this year than in a long time, but it's about people's perception. You don't always know if they're getting all the stories of what's going on, so this is a fabulous surprise."



Neal with his nemesis Plato...



...but JP gracious in defeat



Romford lads' night out

Legend Senna in 1991



**From the Archive**

**Now you see it...**

Bernie Ecclestone's iron grip on all that is F1 is well known, and film maker Manish Pandey saw this muscle exercised first hand in the formative stages of the *Senna* movie.

"I remember our first meeting," he recalled while accepting the Pioneering and Innovation Award from Red Bull team principal Christian Horner. "We talked about Senna's qualifying lap at Monaco," continued Pandey, referring to his legendary performance in 1989. "We told him we'd all watched it the previous day."

Pandey described watching that classic piece of footage as the moment that made him realise the potential treasures that were in Ecclestone's video archive. But the F1 supremo had become distracted from the main point.

"Bernie said, 'Where did you see it?' and we said, 'We saw it on YouTube.' He immediately turned to his lawyer and said, 'Get it off!'"



Pandey: silver-screen hero



British Club Driver of the Year

**Alex Lynn**

"The season we've had in Formula Renault UK has been absolutely incredible; it's indescribable really. Seasons like this don't happen very often, so I tried to savour every single lap I was in the lead. To be recognised here is something really special. If you're not going to win the McLaren AUTOSPORT BRDC Award, winning Club Driver is the next best thing."

PICS: DUNBAR, GRIFFITHS/LAT



# LET'S DANCE



POWER IS NOTHING WITHOUT CONTROL



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Alex Caffi qualified sixth in Dallara F189, Phoenix '89



Dallara made his stage debut and received his trophy from Patrick Head

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John Bolster Award

### Gian Paolo Dallara

"If you consider the other people who have received this award in the past, you can imagine what it means. I am absolutely proud. This is not only for me, it is for everyone who is working hard at Dallara. In some ways, it is the maximum recognition you can get, because it comes from a magazine that represents the best of motorsport in the world. It really is unique."



WRC legend Sainz handed out rally prizes



DC gave AUTOSPORT's Laura Coppin long-service award



McLaren's Oliver Turvey chats with FR3.5 champ Robert Wickens

DC shared Senna stories



### Coulthard on Senna

Plenty of people in the Grosvenor House's Great Room on Sunday could have told an Ayrton Senna story. One person to share an anecdote was David Coulthard, the man who stepped in at Williams following the death of the three-time champion. And it was a story from the beginning of the Senna/Williams partnership that he enjoyed recounting.

"I remember my first test for Williams in '94 - it was a three-day test and I was due to take over from Ayrton for the final day," Coulthard recalled. "When I arrived - 15 minutes before we were due to start as was the way at Williams back then - I saw Ayrton was still around. So I figured he'd decided to do the last day as well.

"But it turned out he was just there to decide if I should keep my job as test driver!

"His approach was a bit different to other world champions I worked with at Williams, who spent a bit more time on the golf course," said the Scot.

Who on earth could he be talking about?

PICS: GIBSON, EBREY, DUNBAR, GRIFFITHS/LAT



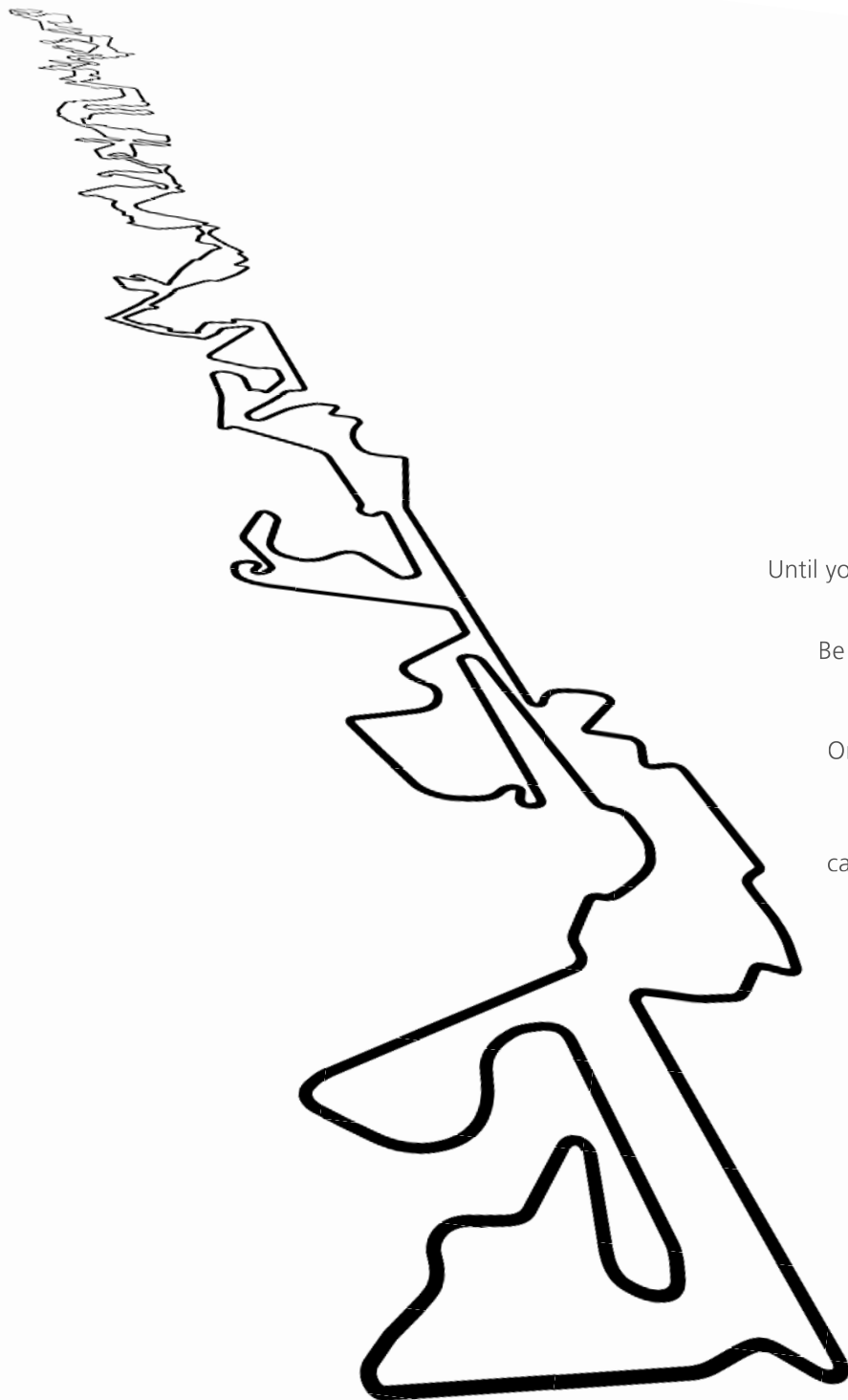
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Neal: National driver of 2011

**Matt Neal – a family affair**

Matt Neal capped the season in which he became a triple British Touring Car Champion by scooping AUTOSPORT's National Driver of the Year award.

Inevitably, though, focus quickly turned to what Neal described as "the worst moment of my career" at Oulton Park earlier this year, where he punted Honda team-mate Gordon Shedden out of the lead at the final corner. For some, though, Neal could do no wrong.

"My daughter is only two, so she can't say much, but she can say, 'Well done daddy'. She's got used to saying it a lot recently," said Neal.

"After the race I apologised to everyone: the team, Flash, anyone at Honda I could think of, and my daughter came into the motorhome and said, 'Well done daddy!' And I said, 'No darling, Daddy hasn't done so well this time'. And she said, 'No, well done daddy!'"

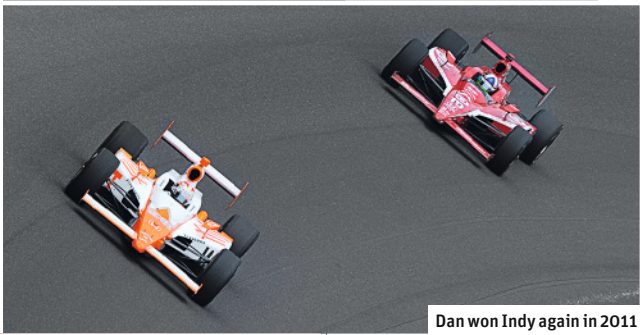


Gregor Grant Award

**Dan Wheldon**

**Clive Wheldon:** "One thing I'd like to say, from my heart: to our family and friends, a special thank you for what everyone has done for our family in the past weeks. In Dan's early days, when we were racing all over the country, I was chef, mechanic – days I will treasure for the rest of my life. Then he went to America, which was hard enough, but he had a great career and I will cherish that for the rest of my life."

Dario Franchitti and Clive Wheldon accepted Dan's award



Dan won Indy again in 2011



Wheldon at '03 Awards



Clive Wheldon remembers Dan

**From the Archive**



Ex-Williams aces Newey and Hill

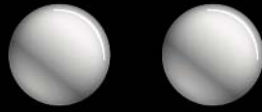


Gregor Grant Award

**Damon Hill**

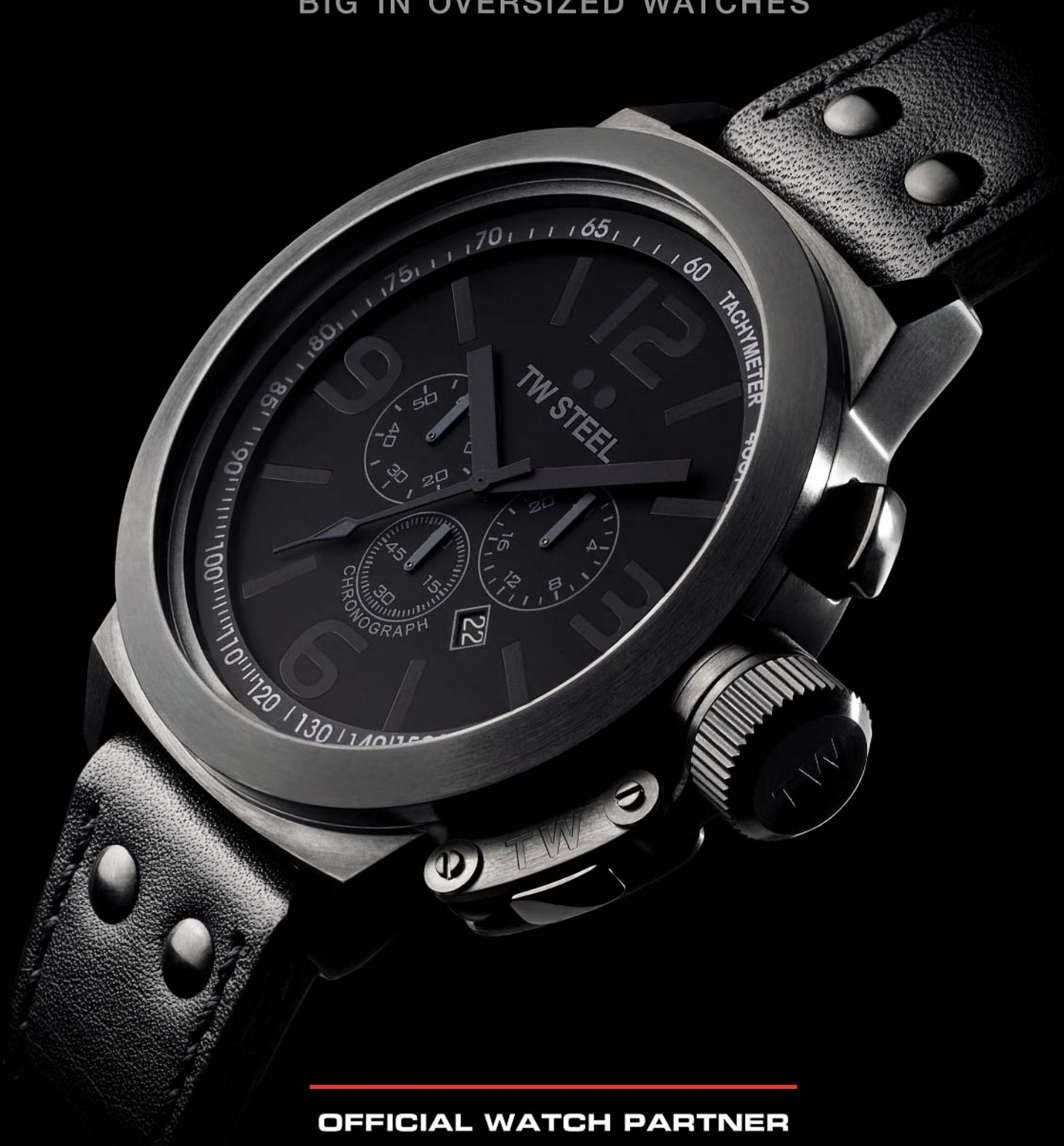
"I wasn't expecting anything like this. It was a fantastic experience to be part of the campaign for the grand prix – to have lost it would have been a tragedy. I'm really glad it came to fruition. It's nice to be recognised for my part in the team effort. Great Britain is the place to come for motorsport and Silverstone is the manifestation of that."

PICS: DUNBAR, GIBSON, BOYD, GRIFFITHS/LAT



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Racing Car of the Year

**Red Bull RB7**

**Adrian Newey, technical director:** "Whenever you win a title, it's a fantastic feeling so I wouldn't like to rate this car compared to the others I've been involved in. Last year we produced a good car but made it very difficult for ourselves. This year, the car was competitive right away and we managed to keep it there. That's a credit to everyone."



Newey and team collect RB7 plaudits



12 wins from 19 GPs sealed it



Newey and Vettel: a winning duo



Mini reached new heights in 2011



Rally Car of the Year

**Mini John Cooper Works WRC**

**David Richards, Prodrive:** "We've had a great start with the Mini this season. We've got Paddy [Hopkirk] here and he's been reminding us about the old days. Given that we'll be in Monte Carlo in seven weeks, I think Paddy had better come with us to show us what to do! It's great to see Mini back and it's great to be recognised with this award."



# Co-driver wanted.



To celebrate Andreas Mikkelsen winning the IRC Drivers' World Championship 2011, we're offering a thrilling co-drive with the man himself at the 2012 Goodwood Festival of Speed. To help reduce your pulse afterwards you'll also enjoy a VIP experience at the event. **Enter at [skoda.co.uk/motorsport](http://skoda.co.uk/motorsport)**



110 years  
Motorsport



Intercontinental  
Rally Challenge





"Anyone need a spare dicky-bow?"

**Button on threads**

Jenson Button has had a season to be proud of. The 2009 world champion was in attendance and on good form on Sunday night, and he was full of respect for the job Sebastian Vettel and Red Bull did to beat he and McLaren to this year's titles. But he still had a few words of wisdom for the youngest double world champion when it comes to dress codes.

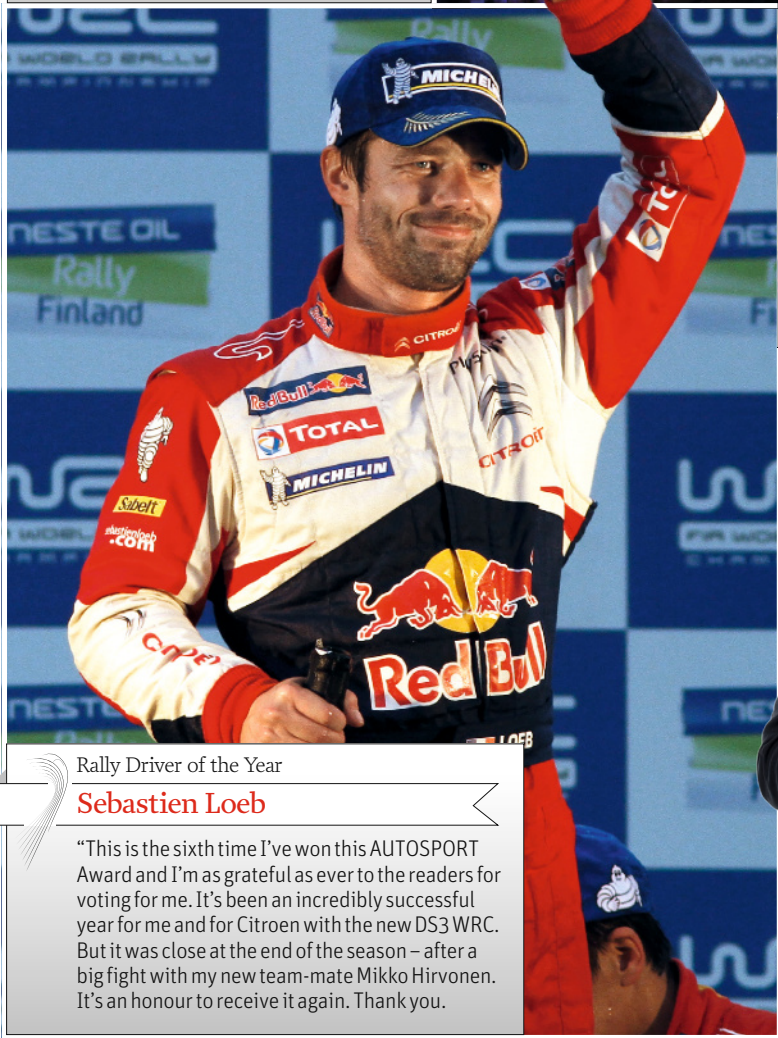
"Red Bull did a fantastic job this year, and congratulations to them," he began. "But, Seb, at least I'm wearing a tie tonight! I've got a spare one here for you if you like."

Button did indeed reach into his jacket and pull out a spare, but Vettel declined.

"Jenson got me with the tie," he admitted. "Maybe I'll start wearing one when I turn 30."



Night culminated with the 23rd McLaren AUTOSPORT BRDC Award



Rally Driver of the Year

**Sebastien Loeb**

"This is the sixth time I've won this AUTOSPORT Award and I'm as grateful as ever to the readers for voting for me. It's been an incredibly successful year for me and for Citroen with the new DS3 WRC. But it was close at the end of the season - after a big fight with my new team-mate Mikko Hirvonen. It's an honour to receive it again. Thank you."

The legendary John Surtees signs for a fan



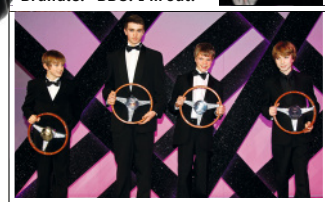
Citroen TM Sven Smeets picked up Loeb's prize



IndyCar racers Conway and Franchitti flank GT ace Kirkaldy



Brundle: "BBC? I'm out!"



Kart champs, L-R: Callum Ilott, James Singleton, Josh White, Daniel Ticktum

PICS: GIBSON, DUNBAR, GRIFFITHS/LAT



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Welcome guest: FIA F3 champ Merhi



Welcome guest: Red Bull chief Horner

Pioneering and Innovation Award

**Senna – Manish Pandey**

“You dream, when you have a chance of making a film like *Senna*, that you’re able to give it a good shot. So I can’t tell you how much this award means to me. I’ve read AUTOSPORT since I was 14, and Senna held a trophy that looked like this exactly 20 years ago on this stage. To be here now, seven years since we started the project, is indescribable.”

Cavendish: another kind of speed king



**A two-wheeled ‘McLaren’**

One of the guests from outside motorsport at this year’s AUTOSPORT Awards was cycling star Mark Cavendish. The Manxman has enjoyed a stellar 2011, during which he won the prestigious green jersey at the Tour de France and grabbed the World Road Cycling Championship later in the year.

Cavendish’s success is partly down to the efforts of McLaren, which in recent years has teamed up with cycle manufacturer Specialized to develop his two-wheeled machinery.

“It’s a bit embarrassing, because cycling is in the stone age compared to motorsport,” said Cavendish. “Just a fraction of input from a company like McLaren can make a huge difference.”



‘King Carlos’ Sainz was on hand



Tribute to a legend: Hines’s ‘80 kart GP winner

PICS: BIRD, GIBSON, DUNBAR, GRIFFITHS/LAT



# Congratulations

# Oliver Rowland

McLaren AUTOSPORT BRDC  
Award winner 2011

## Thank you...

McLaren, AUTOSPORT and the BRDC gratefully acknowledge the support of the following:

Aspire Hospitality, Base Performance Simulators, F2 & MotorSport Vision, Mercedes-Benz & Persson DTM, McLaren GT, Porsche Human Performance Centre, Silverstone Circuit, Puma, Grand Prix Racewear & TW Steel.

## 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

# McLaren AUTOSPORT BRDC Award

## Oliver Rowland



### The finalists

Emil Bernstorff  
Tom Blomqvist  
Alex Lynn

Scott Malvern  
Oliver Rowland  
Dino Zamparelli

**O**liver Rowland didn't have the easiest of starts to his car-racing career. In 2010 he had to deal with the sudden loss of his father, and the disappointment of being dropped from McLaren's Driver Development programme before he even made his debut.

Kart mentor Martin Hines stepped forward to take the teenager under his wing, only for Rowland to lose a second fatherly figure this year. It seemed like things were only going one way for the ex-karting star once touted as the next Lewis Hamilton.

But Rowland dug deep. He was an exciting prospect in Formula Renault UK in 2011, and got stronger and stronger as the year went on. The rookie took four victories and snatched second in the standings with a sensational last lap at the Silverstone finale.

The Finals Series (nee Winter Cup) title followed last month, and last Sunday he became the 23rd winner of the McLaren AUTOSPORT BRDC Award.

It's been a remarkable fightback. "It's been a difficult year, losing someone who's been important to me – Martin Hines – but I think we've done a great job moving forward," says the 19-year-old.

"I knew I'd done fairly well



[at the Award tests], but you always think things go against you. It means everything."

Rowland feels the Award is also a fine return for the support he has had from the Racing Steps Foundation, which funded his 2011 season with Fortec. "To become the first RSF driver to win the Award does me a lot of favours," he adds.

"If it wasn't for people like

[McLaren's] Martin Whitmarsh, Martin Hines and RSF then I wouldn't be stood here."

He should also add that his own resolve and increasing maturity have played a big part in him reaching this height. With RSF backing for 2012, increasing focus, and the confidence of winning the Award, Rowland's career now seems to be heading in very much the right direction.

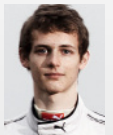
### CV: Oliver Rowland

Age: 19  
Born: August 10 1992  
2000-2008: Karting  
2010: 7th in Formula Renault UK Winter Cup with CRS Racing (one win)  
2011: Formula Renault UK runner-up (four wins) and Formula Renault UK Finals Series champion (four wins) with Fortec Motorsport

### Five to watch

#### Emil Bernstorff

A frontrunner in ADAC Formel Masters this year, Bernstorff is looking to move into the Formula 3 Euro Series in 2012



#### Tom Blomqvist

Breaking his back at Lausitz ended Blomqvist's German F3 Cup year, but he's tested GP3 machinery as he evaluates his options



#### Alex Lynn

Formula Renault UK champion already has a deal to graduate to British F3 with Fortec Motorsport next season



#### Scott Malvern

British Formula Ford dominator is looking likely to step up to slicks-and-wings next year in Formula 2



#### Dino Zamparelli

Cash-strapped racer boosted his career with the 2011 Formula Renault BARC title and is now eyeing F3



## "Without Martin Hines I wouldn't be here" Rowland pays tribute to fine supporter

### 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  
2010 Lewis Williamson

Whitmarsh congratulates Rowland



# AUTOSPORT Awards 2011 Thank you



Only one Award finalist will test F1 McLaren...



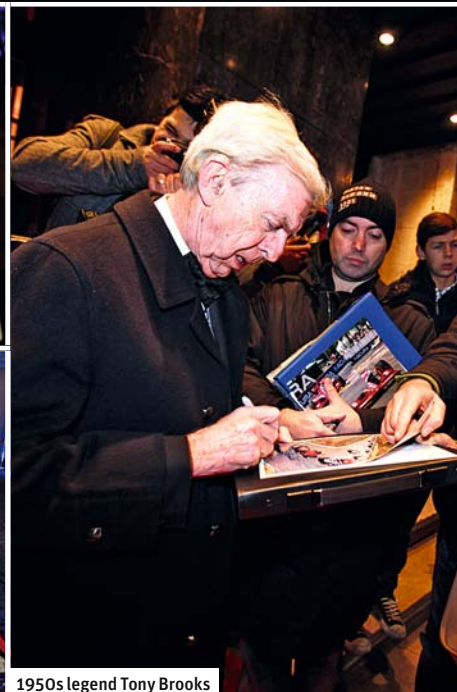
...but six drove F2 Williams



Skoda's IRC winner on display



Mini was Rally Car of the Year



1950s legend Tony Brooks



PICS: GIBSON, DUNBAR, GRIFFITHS/LAT



Mercedes-Benz



Vettel and Oliver Rowland: two of the night's big winners

**Thank you...**

British Racing Drivers' Club, BMW UK, Christian Marryat, DREAD, Grosvenor House Hotel, Highland Spring, Interceptor Aviation, Mercedes-Benz, LAT Photographic, Minichamps, McLaren Group Ltd, Kevin Chapman, Ben Foakes, Silverstone Circuit, Steve Rider, SEAT UK.

**Award sponsors:**

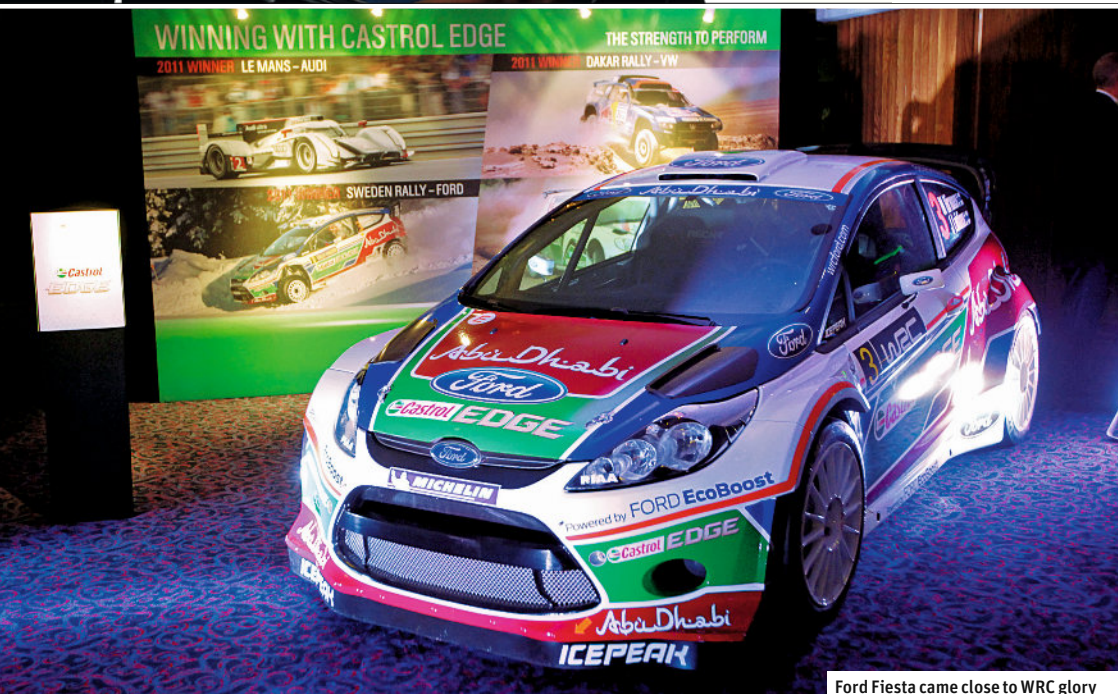
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On behalf of Tommy's, the baby charity, we would like to thank Sebastian Vettel for signing the limited edition table centres and BMW UK for supplying the M5.

AUTOSPORT would like to thank Mirage Events for the production of the 2011 AUTOSPORT Awards. For further information log on to: [www.mirageevents.co.uk](http://www.mirageevents.co.uk) We would also like to thank Sequence Post Production: [www.sequence-post.co.uk](http://www.sequence-post.co.uk)



Ford Fiesta came close to WRC glory



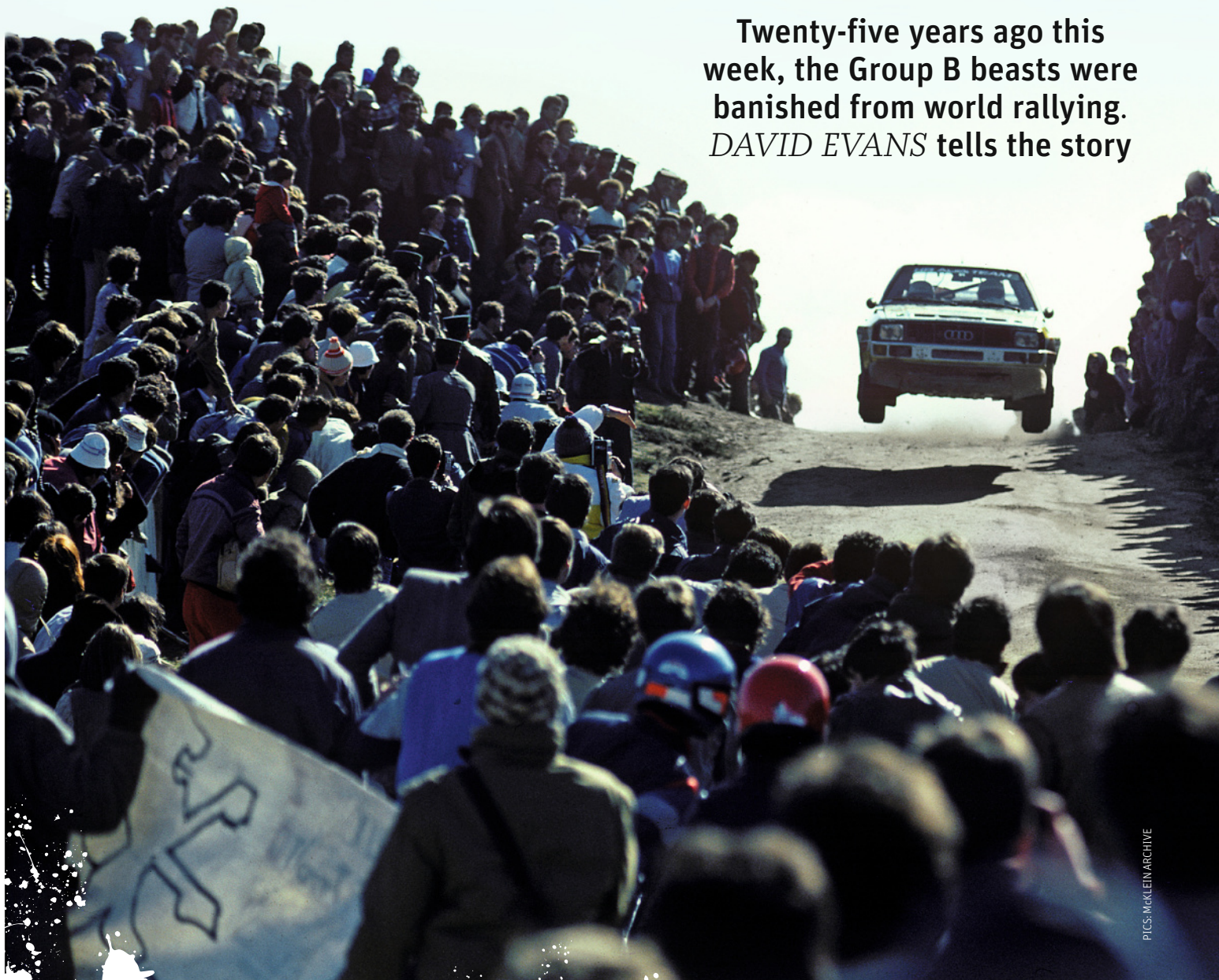
Red Bull: life in a bubble



# What's that yumping over the hill?

# It's a MONSTER

Twenty-five years ago this week, the Group B beasts were banished from world rallying. *DAVID EVANS* tells the story



PIC: MCKLEIN ARCHIVE

**ER!**



**G**roup B was coming. Then it wasn't. Then, at a meeting in Casablanca in April 1982, the deal was done. There would be a total of five years of stability with Group B.

Except there wouldn't. Group B was born out of confusion in more ways than one. The need for change, it was felt, arose from the perceived misunderstanding of the hierarchy of cars in world rallying at that time. Group 4 should have contained the quickest rally machinery in the world, yet, in 1981, the Group 2 Talbot Sunbeam Lotus had won Peugeot Talbot Sport the manufacturers' world championship.

It was right around this time that FISA president Jean-Marie Balestre was going head-to-head with the Formula One Constructors Association and the introduction of Group B – and what it might mean for manufacturers in rallying – became embroiled in that battle. It was no coincidence that soon after the announcement of the first Concorde Agreement in March '81, Group B was declared as the future of WRC.

It then took until the following year – and the meeting in Morocco – to finalise the details. Group B cars did actually run through the 1982 season, but they were sitting alongside Group 2 and Group 4. The numeric approach would be axed for 1983, when it was straight Group A or Group B. Group S was the next step, planned for 1987, limiting power – but only requiring a manufacturer to build 10 cars. It never came.

The main change with Group B regulations was the significant drop in the numbers of cars needed to be produced as a platform for competition. Two hundred road-going examples of a new car had to be made by a manufacturer to go rallying. This compared favourably with Group 4, which had required 500 prior to 1976 and then 400 from '77 onwards – hence the Opel Ascona 400.

Once those 200 cars had been built, a further 10 per cent – another 20 cars – had to be made if the manufacturer wanted to evolve the cars. This was where Group B got really tricky, it was in the evolution where the real performance gains could be made.

Audi's Quattro was a regular rally winner well before 1983, with three wins in its first season in 1981 and the manufacturers' title in 1982. Undoubtedly, the German firm transformed the face of world rallying, but it was the regulation change that took that revolution to the next level. Suddenly, supercar power was available to the most mundane of motors – even the Mini Metro.

Few saw the Ingolstadt-led uprising coming. *Four-wheel drive?*

In a rally car? How could that work? Surely it would be far too cumbersome, too technical.

A fad. A phase. It would pass. The so-called Quattro would be found out soon enough.

Hmmm.

Let's listen to Stig Blomqvist talking about his departure from startline to first corner on a snowy, side-by-side spectator stage on a Swedish national rally in 1981.

"I came to the first corner," says Blomqvist, "and thought, 'Shit, I did a jump start! The

other car was still standing at the start."

Nine days after it was homologated, Franz Wittmann won the Janner Rally in Austria by 20 minutes. A week or so later and with the Monte Carlo Rally just a day old, Hannu Mikkola was almost six minutes out front.

Fad? Really? Passing phase? Forget it.

The future had arrived.

With the onset of more manufacturers, the stakes continued to rise – almost as quickly as power outputs. As the second evolution of cars were arriving in 1985, things were getting silly. Five hundred horsepower was, apparently, no longer enough for the forests. The numbers were getting silly. This couldn't carry on.

It wouldn't.

With the benefit of hindsight, there were warnings of the looming disaster. Look at Adartico Vudafieri's shunt in the second factory Lancia Rally 037 on the 1983 Rally Argentina. The roll cage had crumbled behind the driver and it was a miracle he escaped without head or neck injuries.

Two years later, Attilio Bettega died when the cage in his 037 collapsed above his head when he hit a tree in Corsica.

It wasn't just the cars. These men and their machines captured the imagination and brought out fans in their tens of thousands. Rally organisers couldn't keep up. On the Monte in 1985, Ari Vatanen's Peugeot slithered off the road and clattered spectators standing on the St Bonnet stage. Fortunately, the worst injury was a broken arm.

The following year, Joaquim Santos's Ford RS200 plunged off the road a mile or so into the Rally of Portugal. With no time to think and nowhere to run to, the spectators were mowed down by their local hero. Three died at the scene, including two children, and one of the 32 injured fans succumbing to injuries later that day.

Early in 1986, Shekhar Mehta was flat-chatting a Peugeot 205 T16 E2 across the Kenyan plains when the engine cut. He coasted to a halt. Moments later, the car was ablaze. Soon after, it was gone.

The world knows the story of Henri Toivonen and Sergio Cresto. A couple of minutes after the Delta S4 went off the road near Corte in Corsica, Bruno Saby's co-driver Jean-Francois Fauchille was on the radio with a haunting, hysterical message:

*"They've had it, they've had it..."*

Tragically, they had.

And so had Group B.

A strong advocate of the formula and its freedoms, Lancia boss Cesare Fiorio attended a press conference in Ajaccio later that fateful May day.

He said: "In the last few years, an imbalance has appeared between the rallies and the roads they use, between the cars and the drivers who are driving them. There is no one to blame for this. The roads are not more dangerous than before, no more than the drivers or the cars. It's just that the combination of the three has led today to a dangerous and explosive situation that needs to be modified as soon as possible."

The day after the Toivonen crash, Balestre announced the end of Group B. ❄

# The superstars who tamed the brutes

Thirteen different drivers won rounds of the World Rally Championship between 1983 and 1986. *DAVID EVANS* tells the amazing stories of the Group B heroes

Salonen was mighty in the E2-spec 205 T16



Name: Timo Salonen  
Date of birth: Oct 8 1951  
Nationality: Finnish  
Group B starts: 31  
Group B wins: 7  
Group B podiums: 12  
Career wins: 11

**GROUP B'S BIGGEST WINNER – AND THE THIRD** driver to be crowned world rally champion in the era. The Finn arrived in the Peugeot team in 1985 after some fine results in an underpowered Nissan 240 RS for the previous two years. And he was immediately at home in the 205, winning on his third outing in the car and then making the new version – the 205 T16 E2 – his own from mid-year onwards, taking four successive victories. It was a mark of Salonen's outrageous ability that those wins came on such varied events as the Acropolis and his own 1000 Lakes.

It's ironic that the man who won the most during this heroic era is the least likely looking one. Not for Salonen any of the Alen-style flamboyance out of the car or Vatanen ragged-edgery in it. No, Salonen was his own man, economic with his efforts, but devastatingly fast when he had to be. And usually smoking a fag when he didn't have to be.



Name: Stig Blomqvist  
Date of birth: July 29 1946  
Nationality: Swedish  
Group B starts: 34  
Group B wins: 6  
Group B podiums: 16  
Career wins: 11

**PLAYED SECOND-FIDDLE TO HANNU** Mikkola in his first full season with Audi, winning only once in 1983. But, with the Finn's title won, Blomqvist was given plenty of opportunity the following season – and he made the most of it. In a season when the first significant threat to Audi's Group B domination arrived (in the shape of Peugeot's 205 T16), Blomqvist became the sport's most successful single-season driver, collecting five wins from 11 starts. While Ingolstadt kept trying to push the Swede into its latest short-wheelbase version of the Quattro, Blomqvist stuck to the tried and tested A2, his favoured car.

Blomqvist was never one for big talk (or any talk...) out of the car, but from the inside he was one of the few people in the world who could make these monsters dance.



The real Stig took five wins in his title year

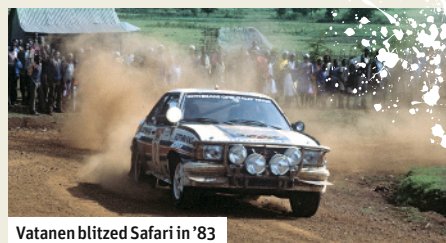


Name: Ari Vatanen  
Date of birth: April 27 1952  
Nationality: Finnish  
Group B starts: 20  
Group B wins: 6  
Group B podiums: 7  
Career wins: 10

**FAMOUS FOR HIS** thrashing wins on European WRC rounds in a Peugeot 205 T16, Vatanen's best drive resulted in his first Group B win: the '83 Safari.

Only competing in Kenya for the second time, the then Opel Ascona 400 driver was convinced he had what it took to win. One Zebra, two days and three rear axles into the event, he was seventh, more than two hours behind the lead Quattro. But he pushed and pushed and when rivals hit trouble, he hit the front.

With Mikkola's Audi looming large, the run from Nakuru to Nairobi was the stuff of legend. Like the man himself. The day after he won, he donated his prize money to Mother Teresa, who was visiting children in the slums. After an astonishing fightback drive to win the '85 Monte Carlo, Vatanen succeeded in the biggest battle of his life months later, after almost dying in a horrendous Rally Argentina shunt.



Vatanen blitzed Safari in '83



Mikkola took the first Group B crown in 1983



**Name:** Hannu Mikkola  
**Date of birth:** May 24 1942  
**Nationality:** Finnish  
**Group B starts:** 26  
**Group B wins:** 5  
**Group B podiums:** 16  
**Career wins:** 18

**HANNU MIKKOLA WAS IN HIS LATE THIRTIES WHEN AUDI'S QUATTRO PLAN** broke cover. It couldn't have picked a better tester, competitor or all-round ambassador. The Finn had already won eight WRC events by then, but had missed out on a title. Together with world rallying's latest innovation, he would put that right. In 1983, his four wins gave him the first Group B title.

Mikkola's ever faithful co-driver Arne Hertz celebrated his world title in an odd fashion in the RAC Rally finale – perched on the off-side rear of the Audi for much of the four miles of the Knowsley Park test. Mikkola had damaged the left-front suspension and, having removed the wheel to make it out of the stage, Hertz was used as counter-balance. It worked – they finished second.



**Name:** Walter Rohrl  
**Date of birth:** Mar 7 '47  
**Nationality:** German  
**Group B starts:** 22  
**Group B wins:** 5  
**Group B podiums:** 12  
**Career WRC wins:** 14

**AFTER HIS BROTHER HAD BEEN KILLED IN A** road accident, Walter Rohrl kept his passion for rallying secret from his parents. His driving career actually began with the Catholic Church – but by the time Group B arrived, the German had truly made his mark with two world titles. Rohrl entered the Group B era as defending champion, but in a two-wheel-drive Lancia Rally O37. Despite swimming against the tide and a team from his homeland, Rohrl galvanised the Italians into an exceptional and some might say uncharacteristic resistance. He won three times

Rohrl's genius made the rear-drive O37 fly



in the Lancia – helping it to the manufacturers' title, much to Audi's irk.

Rohrl went home and signed for Ingolstadt the next year, but failed to find fortune and a third title in the Quattro, despite a debut win in the '84 Monte. Rohrl's robotically efficient driving style might have been at odds with the all-angles Finnish assault of the time, but it didn't stop him being a genius of a generation.



**Name:** Juha Kankkunen  
**Date of birth:** April 2 '59  
**Nationality:** Finnish  
**Group B starts:** 22  
**Group B wins:** 5  
**Group B podiums:** 8  
**Career wins:** 23

**WITH ARI VATANEN OUT OF PEUGEOT'S PICTURE**

for 1986, Jean Todt was left looking for another Finn capable of flying. Then 26-year-old Juha Kankkunen had just won the Safari at his first attempt with Toyota, before ending his season with another Celica TCT win on the Ivory Coast and fifth on the RAC. KKK fitted PTS perfectly. And what a debut season – and only season – in the 205 T16 E2... Only twice across the spread of the year, when he finished, was he not on the podium. And he won in Sweden, Greece and New Zealand. Kankkunen had everything required to master a supercar: sublime car control, a rock-steady nerve and a killer instinct on events.



**Name:** Markku Alen  
**Date of birth:** Feb 15 1951  
**Nationality:** Finnish  
**Group B starts:** 31  
**Group B wins:** 4  
**Group B podiums:** 19  
**Career wins:** 19

**A FINN FROM TURIN. HAVING DRIVEN FOR FIAT** and Lancia between 1974 and 1989, Markku Alen's nationality was pretty much split – certainly when things were going wrong, he had the fiery Latin temperament off to a tee. Inside the car, nothing was left, every ounce of performance was wrung

from the start of the first stage to the end of the last. Not for nothing was this man best known for two words: maximum and attack. It was the only way for Alen. Unlike many of his countrymen, Alen's talents were entirely transferable to asphalt. His first win in Group B was on the Tour de Corse in a O37, a car he adored. His hopes of winning a world title were hit by Lancia's failure to get the Delta S4 up and running quickly enough.

Alen only had one full season in the car and deserved a world title for longer than the 11 days he held it in December 1986, following the cancellation of the Rallye Sanremo results earlier in the season.



Kankkunen's stock rose after '85 Safari victory



Alen's final Group B runs came in Lancia's Delta S4



**Name:** Bjorn Waldegaard  
**Date of birth:** Dec 12 '43  
**Nationality:** Swedish  
**Group B starts:** 17  
**Group B wins:** 4  
**Group B podiums:** 6  
**Career wins:** 16

**THE FIRST WORLD RALLY CHAMP NEVER REALLY**

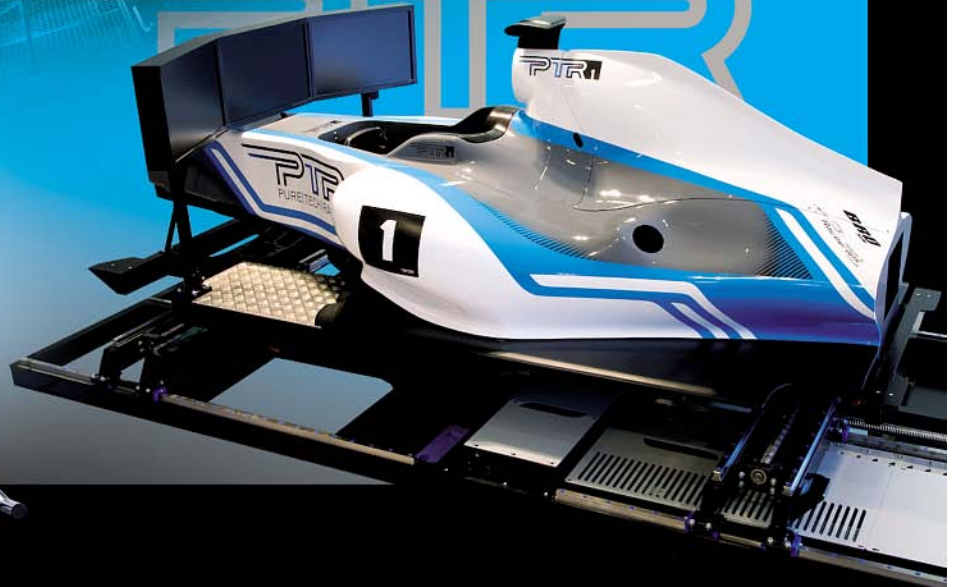
got a shot at Group B. Driving for Toyota, he won two of the three WRC rounds he started in '86 (Safari and Ivory Coast) in a Celica TCT – a car best suited to long-distance rallying. His big chance was coming with the 222D, a Group S car based on the MR2 for 1987. He tested it mid-way through 1986, but that was as close as he'd get.

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# GROUP B RALLY RETRO

# DRIVER PROFILES STARS OF STAGE



**Name:** Henri Toivonen  
**Date of birth:** Aug 25 '56  
**Nationality:** Finnish  
**Group B starts:** 16  
**Group B wins:** 2  
**Group B podiums:** 4  
**Career wins:** 3

### ONE OF THE TRUE TRAGEDIES OF GROUP B.

There's little doubt that Henri Toivonen would have been world champion – and quite likely in 1986 – had he shown *that* Corsican left-hander between Corte and Taverna a little more respect. As it was, he and co-driver Sergio Cresto went off the road and perished in the Lancia Delta S4 in which they led the rally. Suddenly, memories such as his fabulous win for the debuting S4 on the previous year's RAC became all the more important.



Toivonen won Monte in '86 but died in Corsica



Ragnotti rags the rear-drive 5 to Corsica win



**Name:** Jean Ragnotti  
**Date of birth:** Aug 29 '45  
**Nationality:** French  
**Group B starts:** 7  
**Group B wins:** 1  
**Group B podium:** 1  
**Career wins:** 3

**FEW PEOPLE HAVE SHOWN SUCH NATIONALISTIC solidarity with a manufacturer throughout their career as Jean Ragnotti. And he got his reward with the WRC debut of the 5 Maxi Turbo on the 1985 Tour de Corse. Unfortunately for 'Jeannot', he won the event that will be forever remembered for the death of Italian Lancia ace Attilio Bettega.**



**Name:** Bruno Saby  
**Date of birth:** Feb 23 '49  
**Nationality:** French  
**Group B starts:** 13  
**Group B wins:** 1  
**Group B podiums:** 3  
**Career wins:** 2

### BRUNO SABY WILL NEVER FORGET HIS SOLE

Group B win, but probably for the wrong reasons. First on the scene of Toivonen's fiery Tour de Corse accident, it was Bruno and co-driver Jean-Francois Fauchille who pitted their tiny handheld extinguisher against the inferno in the Finn's Delta. Saby had been battling hard against his rival on that event and was undoubtedly a talent worthy of a win.



Saby took sad Corsica win



**Name:** Miki Biasion  
**Date of birth:** Jan 7 '58  
**Nationality:** Italian  
**Group B starts:** 17  
**Group B wins:** 1  
**Group B podiums:** 4  
**Career wins:** 17

**MIKI BIASION'S SOLE GROUP B VICTORY WAS A well-crafted Rally Argentina win in a Lancia Delta S4 in '86. Biasion's team-mate and championship aspirant Markku Alen was close behind in second, but team boss Cesare Fiorio elected not to risk team orders, focusing – as he had always said he would – on the manufacturers' rather than drivers' championship. Hence, the Italian's maiden glory.**



Biasion's sole Group B win came in Argentina



**Name:** Joaquim Moutinho  
**Date of birth:** Dec 14 '51  
**Nationality:** Portuguese  
**Group B starts:** 3  
**Group B wins:** 1  
**Group B podiums:** 1  
**Career wins:** 1

### UNDOUBTEDLY THE LEAST-KNOWN DRIVER EVER

to win a Group B round, Joaquim Moutinho took the 1986 Rally of Portugal in his Renault 5 Turbo after three spectators died when Joaquim Santos's Ford RS200 went off the road on SS1. The factory drivers had elected to take no further part in the event after they felt the rally organisers were unable to guarantee the safety of spectators for the remainder of the event.

# Beauty of the **BEASTS**

The men would be nothing without their machines. And Group B monsters remain the most special. By *DAVID EVANS*

## PEUGEOT

**CARS: 205 T16/205 T16 E2**  
**16 RALLY WINS**  
**2 MANUFACTURERS' TITLES**  
**2 DRIVERS' TITLES**

**IF AUDI PIONEERED THE FOUR-**wheel-drive revolution, Peugeot dominated it. The 205 T16 was, quite simply, the best Group B car ever made. And it came at a time when Peugeot was down and almost out. Struggling with the burden of recent acquisitions of Citroen and Chrysler, not even the French were buying Peugeots. And then, in 1983, came the 205.

And the world fell in love with it. Especially, the GTi. Off the back of that came a rally car engineered by Jean-Claude Vaucard, one of the most technically-gifted men to grace the sport; a team run by Jean Todt and a driver called Vatanen.

Ari switched from Opel to Peugeot for 1984 and, like his new motor, was an instant hit. The 205 T16 was homologated just days before its Tour de Corse debut. And, with a phalanx of Peugeot

execs watching, Ari tiptoed through the first stage, unwilling to drop the baby at its christening. That done, he broke the record for stage two. At the end of day one, he was five minutes ahead. Early on day three, the car was on its roof.

It mattered little. Notice had been served. Audi had had its day.

The mid-engined 205 offered beautiful handling allied to plenty of power – all packed into a car weighing a smidgen over 900kg.

On the car's third outing Vatanen wiped the floor with the Quattros at home, winning 31 from 50 1984 1000 Lakes stages. Peugeot went on to win the makes' title in '85 and '86 and the drivers' title with Timo Salonen and Juha Kankkunen. Had Vatanen not been sidelined by a terrifying Rally Argentina shunt, he would surely have come close to a second world title.

Lancia's O37 took the makes' title in 1983



## LANCIA

**CARS: RALLY O37/RALLY O37 EVO/  
DELTA S4**  
**10 RALLY WINS**  
**1 MANUFACTURERS' TITLE**

**HAVING BEEN THE FIRST MARQUE TO BUILD AN** all-out rally car in the Stratos, Group B should have been manna from heaven for the Turinese. Unfortunately, they were caught betwixt and between with the Rally O37. Development of the supercharged rear-drive car was being concluded at around the same time the world was being introduced to the Italian word for four: Quattro.

Lancia saw no reason to worry. Confidence was high in its mid-engined, lightweight machine and the O37 was always more than a match for any Audi on asphalt, but on the loose it had little hope of matching the total traction of its rivals. The team rapidly developed the car into a quick and consistent finisher, whipping the 1983

manufacturers' crown from under Audi's nose.

Frustrated at missing a trick, Lancia hit back with the car originally codenamed O38 – but revealed as a Delta S4. Lancia had put everything into this car. It was lighter than the O37, had twice the number of driven wheels and 50 per cent more power. Not content with turbocharging the 1779cc motor, this was the first Group B car to be supercharged as well. At 5000rpm, super gave way to turbo in a wall of forced-induction ferocity.

The S4 collected a one-two on its debut, the 1985 RAC with Henri Toivonen and Markku Alen. Toivonen repeated that success on the season-opening Monte Carlo Rally months later and was leading the Tour de Corse when he went off the road and died alongside his co-driver Sergio Cresto. Alen then spearheaded Lancia's challenge, but with Peugeot fully into its stride, he would be unable to secure the title for more than 11 days following his victory on the last Group B event, December's Olympus Rally.



Peugeot's 205 was the perfect Group B weapon



Quattro Sport E2: Audi's final hurrah in Group B



**AUDI**

**CARS: QUATTRO A1/QUATTRO A2/QUATTRO SPORT/QUATTRO E2**  
**13 RALLY WINS**  
**1 MANUFACTURERS' TITLE**  
**2 DRIVERS' TITLES**

**AUDI WON THE FIRST TWO DRIVERS' TITLES** in the Group B era, but in its 1983 specification, the Quattro A1 was still frustratingly unreliable. Massively quicker than anything else down a dirt road at that time, it remained prone to engine failures or fires. The A2 had a slightly smaller engine allowing Audi to run the car in slightly lighter specification. By 1984, the A2 had been sufficiently debugged to deliver a drivers' title for Stig Blomqvist and the manufacturers' award for Audi.

The A2 had also been replaced by the Quattro

Sport, a shorter, wider, more powerful and meaner-looking machine. The Sport was an evil thing to drive on the limit with its 20-valve engine sticking out ahead of the front wheels and its shorter wheelbase taking away some of the A2's stability. It was little wonder Blomqvist clung on to the A2 for as long as possible.

Undaunted, Audi reworked the Sport into what was reckoned to be the ultimate Quattro Group B car, the E2. Courtesy of some intriguing transmission developments, the delivery of power to the car's four corners made the E2 more driveable and that, allied to the massive downforce available from the huge front and rear aero, meant this car could corner very quickly indeed. Altering the weight distribution was

difficult given the location of the engine and gearbox, but Audi worked hard to shift things like the alternator and cooling packages to the rear of the car, which helped tremendously.

Getting the car slowed for those corners caused the odd problem. Without sufficient cooling for the brakes, the E2 developed a nasty habit of shattering brake discs before water cooling was introduced. In the hands of Walter Rohrl, the E2 took an inspired win on the mixed-surface Sanremo Rally in 1985, but that would be the final success for the marque that had made this all possible.

Audi withdrew its factory effort from the world championship after the disaster of the Rally of Portugal in 1986.



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Sturdy Celica starred in the Safari marathons



**TOYOTA**  
**CAR: CELICA TWIN CAM TURBO**  
**6 RALLY WINS**

**UNWITTINGLY, TOYOTA BUILT A NEAR-PERFECT** Group B car for Africa. The Celica was strong, powerful and comfortable whistling its way along the Kenyan plains. It won on its debut in Africa in 1983 and would go on to be the last two-wheel-drive car to win the Safari three years later. In Europe, it was a different matter. The lack of drive to the front wheels hampered progress severely. On faster rallies such as the 1000 Lakes or the RAC, the car worked better, but trying to feed close to 400bhp on to hot, dry and twisty roads was far from easy.

The Celica TCT served Toyota well in Group B, sufficiently whetting the appetite of the Japanese to sanction an MR2-based Group S car, which Bjorn Waldegaard tested in 1986, but with the change of regulations was never used in competition.

**RENAULT**  
**CARS: 5 TURBO/5 MAXI TURBO**  
**2 RALLY WINS**

**THE 1527CC MID-ENGINE MAXI KICKED OUT CLOSE TO 400BHP BUT WAS** always up against it in 1985. Even though the car weighed in at 905kg, running with just rear-wheel drive was not enough and the car's handling wasn't what it might have been. Jean Ragnotti claimed the car's only win on the Tour de Corse, an event marred by the death of Attilio Bettega. A 5 Turbo in the hands of Joaquim Moutinho won in Portugal in '86 after the leading crews had withdrawn following the deaths of spectators.



Renault's Maxi 5 Turbo won Tour de Corse in '85

**OPEL**  
**CAR: ASCONA 400**  
**1 RALLY WIN**

**WALTER ROHRL USED** an Ascona 400 to win the world title in 1982, when his Group 4 car was mixed in with the Group B Audis. The following season the Ascona was switched to Group B spec, but without any major developments on the car – Opel saved those developments for the Manta 400 that arrived in Corsica in 1983. Ari Vatanen replaced a Lancia-bound Rohrl and provided Opel with its sole Group B win, taking an Ascona to victory on the Safari Rally. Opel had realised the importance of four-wheel drive and responded with the planned Group S Kadett Rallye 4x4 (Astra 4S as it was known in these parts), a car that headed for rallycross instead of the WRC at the end of 1986.



Vatanen gave Opel only Group B win on Safari

## THE OTHERS...

**OF THE GROUP B CARS THAT FAILED TO WIN A WRC ROUND, FORD'S RS200** is probably the biggest surprise. The car was ahead of its time in one sense, but woefully late by the time it arrived. Kalle Grundel led the Acropolis Rally in an RS200, but that was as good as it would get. Factory RS200s were pretty rare in the second half of the 1986 season. With the demise of Group B, Ford lost its appetite for arguably the category's most attractive car.

Austin Rover's MG Metro 6R4 hit the headlines on its debut, taking third on the 1985 RAC Rally, but neither works drivers Tony Pond nor Malcolm Wilson would be able to recreate that kind of magic through '86, frustrated by mechanical issues – usually centred on the V6 motor. Clearly the car worked from a handling point of view, however, as Didier Auriol still talks fondly about the perfect feel he had for his RED-run example in 1986.

Mitsubishi (Lancer 2000 Turbo), Nissan (240RS), Mazda (RX7) and Porsche (911SC RS) all ran Group B machinery as well.

Before we go, we must talk about Citroen. This titan of the modern-day sport produced two Group B cars, the Visa (in various forms) and the BX4TC. The former wasn't a bad class car, but the latter almost unmentionably bad. Let's leave it there.

## GROUP B – THE OWNERS' EDITION BOOK

Not many history books take almost as long to write as the period of time on which they are centred. The *Group B Owner's Edition* did – its two volumes and 1000 pages took three years to compile.

And, like its subject, it's excessive, outrageously expensive, unsustainable and only ever going to happen once on this scale. But, like Lancia's Delta S4, it's unmissable.

The world's finest rally photographer Reinhard Klein and his fellow Owners' Edition author John Davenport – the man who masterminded Austin Rover's Metro 6R4 assault – have indulged themselves. The books come complete with signatures from six of the Group B era's most talented drivers. Check it out at [www.thegroupbbook.com](http://www.thegroupbbook.com)



6R4: unfulfilled promise



RS200: Blue Oval and out



911: outclassed in Group B



240RS: Nissan's effort



RX7: rotary but not rorty



BX4TC: less said the better



# It's Allan McNikkola!

Audi sportscar star *ALLAN McNISH* finally samples a car he watched as a kid: the fearsome Audi Quattro E2

**I**wish I'd been born in Scandinavia 20 years earlier. And called Hannu... When AUTOSPORT called and asked me to test an Audi Quattro E2, I didn't have to be asked twice.

Every time I have the chance to drive something like this, it's like a flashback to my childhood. I think of watching this car on television, or standing knee-deep in the mud



McNish adopts unusual  
feet-below-bum stance

in Scotland watching these cars going past on the RAC, with the original drivers in them rather than the pretenders like me. For me, it's quite special to have the chance to feel a little bit of what it's about.

Getting in the car, it's upright: a sit-up-and-beg-type of driving position. I can't think of the last time I drove with my feet lower than my backside in a racing car. But it's a short wheelbase car and you can really feel that when you're driving it. You can feel how agile it is and how it moves around when you do get the turbo working. And when you're sitting in it, you're right in the middle of the car between the two axles. You can see the two front corners – you're not looking over the horizon like we do in the Audi R18 TDi sports car today. And that actually gives you a great feel of what you can do with it. It would help in tight confines, because you need to know where the corners of the car are.

The first impression is of unadulterated power. The car's got a split personality. You get into it and it's noisy, a bit rattly, and when you drive off it's a bit sluggish. Then suddenly, when the boost kicks in it turns into a monster. When it goes, Christ almighty, the speed... It's not very fast at the top end, but the acceleration is unbelievable.

The way the turbo behaves is one of the major features of this car. We've had turbos in the past 10 years in sportscars, but when we talk about turbo lag, it's wanting everything the instant you go on the throttle. With this, if you're not on the boost pressure when you get on the throttle, then it feels like minutes for it to kick in. You really have to anticipate it, and that's one of the techniques I haven't mastered running this morning. I've not got a grab of when it comes in and out yet.

It's so rudimentary, there's so much there and that's why the engine is like an on-off switch. There's so much power, but when it's not building boost then there's nothing. And the boost build-up is not linear, it's zero or 100 per cent. If we were going into competition with this car today, then that would definitely be one of the areas I would want to try to work on, to reduce what I cannot believe is such bad turbo lag! I'm sure [Audi Sport's head of engine technology, Ulrich] Baretzky will come back to me now and say that the next time I complain about turbo lag on my sportscar I should remember what this was like. There has been a big improvement in technology in that area.

It's amazing to think this car is 25 years old! If you think how much road cars have changed in that time, there has been such a leap. This seems like it's only 10 years old, in terms of the technique and what's gone into it. There are so many things that are fantastically clever on it. And there are so many little things – the brake pedal has this big grippy pad on it that looks like somebody has just melted down some tar and spread it on a standard pedal – it's not like a specially manufactured part.

The funny thing with the chassis is that it's actually quite easy to drive because it's soft, and it pitches around. But if you don't get it into the powerband, then it's docile and it just understeers. If you get it right, with the locked



Like Mikkola, but a bit  
younger and... Scottish

**“To manhandle this car on every stage, you need to have big forearms, pump up your balls and go”**

**Allan McNish**

diffs, then suddenly you can get it moving. Getting it moving going into the corner is the key. I guess that's where the Scandinavian flick came from: trying to get the car moving into the corner. And that's totally different to driving a single-seater or a Le Mans car with all its downforce. You rely on the front of the car to turn you, but in this you use the brakes, and the weight transfer of the car in the initial braking and turning phase to get the car around. It's an old-school type of driving. And when you get it right, boy is it nice.

It's quite educational, because there were times where it had good characteristics which made me think: “This is what a car should feel like.” We don't have this sort of car movement anymore with the downforce we have, but it's good to remember what a car is like at 45 degrees when you've got your foot planted on the throttle. These days, I never get a car to 45 degrees unless I'm in the middle of an accident. If my sportscar starts to move, the traction control kicks in. It brought back the sensations you grew up with, but you've not felt for 10 years because of technology.

As for driving it down a stage, well, I drove around a reasonably wide circuit, with a golf course down one side, and only a journalist and a photographer to hit – so things that are pretty disposable! I'm not sure I'd have had the balls to whizz down the roads in Corsica or between the trees on some of the famous old RAC stages. That is a totally different thing, to have to manhandle it in those environments. OK, I had to manhandle it a bit round here to get it to come alive. To do that on every corner of every stage, whether it's Tarmac, gravel, or on the Safari – well, you need to have big forearms, pump up your balls and go.

This has been an amazing flashback for me; a raw, bloody brutal flashback. What a car... ❧



## SPECIFICATION

**Audi Quattro E2**  
**Engine:** 2110cc turbo  
**Cylinders:** Five, in-line  
**Power:** 550bhp  
**Transmission:**  
**Six-speed gearbox,**  
**four-wheel drive**  
**Suspension:**  
**MacPherson struts,**  
**independent**

ALL PICS: STALEY/LAT



Keep the Quattro in the  
powerband and hold tight

# McRae's mighty Metro

It's 25 years since DAVID EVANS lusted after Jimmy McRae's MG Metro 6R4. And now he's had a go in it...

I first met this car face to face in the very, very early hours of Sunday May 4, 1986. It was still dark as Jimmy McRae was sitting waiting to start the stage on the other side of the A470 to Coed-Y-Brenin. The name escapes me. The sound doesn't. And nor does the sight.

Watching that Rothmans-coloured, but 'Racing'-branded MG Metro 6R4 go off the line in the pre-dawn Welsh gloom re-wired everything in my world. And now I'm sitting where McRae sat. Looking through the same screen and at the same lack of anything in front of me.

As seminal moments go, this is right there with the original – 25 years ago.

This car was run by Prodrive for McRae during the 1986 Shell Oils British Open Rally Championship and on the Lombard RAC Rally of that year as well. And Prodrive has been kind enough to wheel it out of its museum, pour some fuel into it and dust down the

original Dunlop slicks on which it sits.

Even better, David Lapworth is here with the car. As much as the car provides a trip for me, our location in Turweston, close to Silverstone, really is memory lane for Lappy.

"I would have driven this car around these roads in 1986," he says. "We did a loop of around 10 miles from Prodrive before every event as a systems check and it was usually always me who drove it."

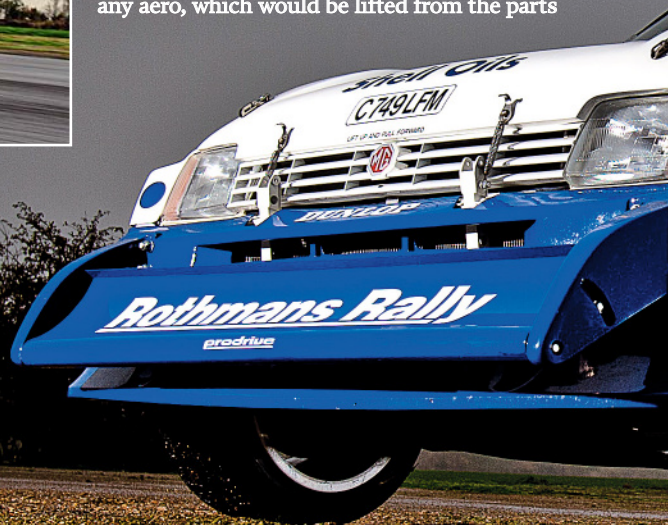
The Metro has always been a favourite for me. Maybe it's because I'm British, I don't know. It's just always worked. It was drawing the Computervision Metro that got me through Pythagoras theorem and the complexities of French verbs. It hadn't helped that between September and October in 1985, Monday nights had become all about David Savage driving a Ternco-backed 6R4 in television drama *The Winning Streak*.

Savage was fiction, but a month later, Britain was gripped by the 6R4's World Rally Championship debut – and Tony Pond's epic third place on the RAC Rally. That WRC debut had taken long enough to arrive. For a car first conceived in 1981, it was two years before the car first ran. And another year – February 1984 – before the car, developed in association with Patrick Head and the Williams F1 team, was revealed to AUTOSPORT and the world's media.

At that launch, the car bore little resemblance to the machine Pond would use to land the podium's bottom step at Nottingham in November 1985. The launch cars were red with white roofs (and devoid of any aero, which would be lifted from the parts



Prodrive-run 6R4 got an airing at Turweston



bin at Williams later in 1984) in deference to the works Minis that had come out of roughly the same corner of Oxfordshire to take on the world 20 years earlier.

And, on its debut, the Pond/Metro combo really did make a nation proud. It's not entirely unrealistic to think they could have won as the Lancia Delta S4s of Henri Toivonen and Markku Alen both suffered troubles that could have ruled them out – indeed Alen only made the finish because fellow Finn Juha Kankkunen stopped his works Toyota and hauled the Delta out of a Kielder ditch.

That third place would remain the best result for the 6R4 on the world stage.

But, the one I'm sitting in now, won the Ulster Rally in '86 and finished eighth on that year's RAC (one of four 6R4s in the top 10).

The first thing you notice when you get behind the wheel is nothing. Beyond the steering wheel, there's nothing else there to look at – save for the throttle cable moving through the bulkhead when you prod the throttle. The dash from a left-hand drive Metro was used, with the co-driver treated to all the dials and details. For McRae, and now me, there's an off-set rev counter to the left and the windscreen.

Turning on the electric, flicking the fuel pumps and pushing the starter is something you never tire of doing – especially when six cylinders sing in your ear. It's a beautiful song.



Dash comes from left-hooker



Evans does McRae imitation



McRae took P8 on 1986 RAC



**SPECIFICATION**

MG Metro 6R4  
Engine: 2991cc  
Cylinders: Six (90-degree)  
Power: 380bhp  
Transmission: Five-speed gearbox, variable 2WD/4WD  
Suspension: MacPherson struts, independent

Unlike the gearbox, which is not easy to get used to. First is on a dog-leg under reverse, but as Lapworth points out, there's a rather more fundamental problem.

"We're not used to driving competition cars in right-hand drive," he says. "And we're not used to thinking about the process of changing gear – you actually have to think about double-declutching to make the drop down between gears."

It's not easy to find the sweet spot with this car. The long ratios and H-pattern dog 'box bring the odd clunk here and there. But then, out of nowhere, Lappy hooks it all up with a big second-gear drift through a left-hander leading us perfectly up the straight and then gear, gear, gear in an urgent horizon-bound rush.

This car remains very, very quick. And there's nothing deceptive. It's raw fast.

"It was only in about the past five years that the Subaru were quicker than this thing where we test at MIRA," says Lapworth. "The new cars might have had all the technology, but the Metro had slicks, wings and a lot of power."

The Metro is all about brute force. When you turn the car full circle at low speed, you can feel the plated differentials working at the front. Knock the car out of gear and the resistance in the transmission will soon bring it to a halt. It wasn't one of the most refined Group B cars, but it was neat and functional.

And neither, to some, was it one of the most aesthetically pleasing. It was, and still is, beautiful to me.

Stirring it and pushing a bit harder through the corners makes you realise just what heroes the likes of McRae, Pond, Malcolm Wilson and David Llewellyn really were. Here I am prodding this tiger of a car with a big stick, safe in the knowledge that there's plenty of room to run – those boys got in there and wrestled this thing on Metro-width Manx lanes and on the world's fastest gravel.

Devoid of forced-induction of any kind, this car was doomed in Group B. But to those in the know, it remained one of the most satisfying rally cars ever. When you got it right. ☒

# Going sideways for Britain



Evans is strapped in, and ready to go

The co-driver's seat in Ford's RS200 Group B weapon was a scary place to be, as *DAVID EVANS* discovers

**T**wenty-five years on, my feet replace those of Bruno Berglund. He was a very brave man. Such was the ferocity of Group B rallying, the footplate on Ford's RS200 has straps to hold your feet in place.

My feet are in those same straps from which the Swede stepped out for the final time when the car's turbocharger let go on the Lowther stage of the 1986 Lombard RAC Rally. Driven by Stig Blomqvist, this car had led the event after the opening stage, but a dream departure

for Ford's most extravagant rally project to date wasn't on the cards.

Ford Motor Company had entered four RS200s and only Kalle Grundel's machine finished, taking fifth place.

Grundel was also the man who claimed the car's first finish, taking the bottom step of the podium on the 1986 Swedish Rally – the RS200's World Rally Championship debut. It had been hoped the new Ford would make it in time for the opening round of the season in Monte Carlo; it had been hoped the car would make it in time for the final round of the previous season, the RAC Rally.

In the end, the RS200 was homologated on January 31, 1986.

Having enjoyed astonishing success with the Ford Escort a decade earlier, the Blue Oval lost ground with Group B while being sidetracked by the RS1700T – a stillborn Boreham project to cut-and-shut a front-wheel drive MkIII Escort into a turbocharged rear-drive rally car. It would be unfair to label this exercise as an outright failure, the new car was more than a second per mile faster than the MkII Escort that preceded it, but it was never in the same ballpark as Audi's Quattro.

Incoming motorsport chief Stuart Turner made the cancellation of the RS1700T his first priority. His second was the RS200.



This is what happens when the Garrett turbos kick in!

Ford granted Turner approval to build his prototype, which was done in six months and went down well. Five more were built and, in 1984, the project was signed off.

Famed for the 'plastic pig' Robin, Midlands firm Reliant was charged with building the cars – given its expertise in working with fibreglass. Unfortunately, getting the 200 cars required for homologation took longer than anticipated and target dates came and went. On paper, the RS200 had the look of the ultimate Group B car. It was – aside from chopped-down Sierra doors and windscreen – an entirely purpose-built, Ghia-designed, mid-engined race car.

Placing the gearbox, front and centre differentials ahead of the longitudinal engine might have required two propshafts, but the result – when sitting on twin dampers at each corner – was a beautifully balanced car.

Arriving late, the car was slightly weightier than its rivals and, while the 450bhp from an 1804cc BDT engine was a good start, the others were already heading north of 500 horses. In the original timeline for the project, an evolution version of the RS200 was planned for October 1986, which would have solved any power issues by hiking displacement to 2137cc and around 600bhp from a Brian Hart-developed motor.

Not that, 25 seasons down the line, this car seems to have any issues with a lack of power. Since switching it off on Tuesday November 18 all those years ago, this car hasn't done much at all. Briefly owned by Stig himself, it moved through various owners before arriving in the hands of Steve Rimmer, a British businessman with a passion for rallying. Ian Gwynne from BGMSport has spent four years restoring the car on Rimmer's behalf.

And today's the first time it's turning a wheel in anger since.

Anger? Hmmm, make that irritation. Firing the engine brings echoes of Escorts passed. You can hear the lovely warble of a BDA at low revs, but build those revs and the noise changes as the monstrous Garrett blower works its magic. Outrageous on the outside, inside it's just insane.

Sliding in across the wide sill, you're aware that side-impact protection wasn't high on the list of priorities. This car was built to go fast. And look gorgeous.

Having potted around on a systems check for a while, Gwynne's thumb is up coming out of a slow left-hander. The revs build and build, but still nothing and nothing.

Then... *everything*. I've been lucky enough to ride in some pretty potent cars, but nothing like this. The force, the shove and the continued shove is staggering. But the turbo lag is shocking.

Driving this car below 5000rpm, is pointless. Driving this car at anything above 5000rpm transports you to another world. So, all warmed up, we head for the dirt.

With trees around, the speed suddenly feels real. Off the line we're clocking 100mph in less than five seconds. On very old and very tired tyres.

Those covers don't help much when it comes to the end of the straight bits, either. The RS200 understeers like mad on turn-in and only works Gwynne's arms once the turbo's in action. In a corner, it's a balancing act, a real knife-edge car. Keeping the engine on the boil is vital and, fortunately, Gwynne's soon up to speed with it. The mid-corner lift on the loose is sensational.

Still sitting in Berglund's seat after the test

An RS200 looks purposeful...



...from any angle you choose



it's hard to order thoughts, hard to consider the sensory battering the Swede took. It's a low-slung racer, from which you can't gain much perspective of the road ahead. The Sierra stalks and grey fascia sit in stark contrast to the rest of what should have been a world-beater.

Turner remembers facing up to the moment he knew it wouldn't be.

"If you want to know what real fear is," he says, "set off from Chelmsford down the A12 to see Ford's finance chief to say, 'We've got 200 cars up at Tamworth, they retail at £49,950 each and the category has been cancelled...' I remember saying to my wife, 'I may not have a job when I come back!'"



**SPECIFICATION**

Ford RS200  
 Engine: 1804cc turbo  
 Cylinders: Four (in-line)  
 Power: 420bhp  
 Transmission: Five-speed  
 gearbox, variable 2WD/4WD  
 Suspension: Double  
 wishbone/twin coil springs

In a year of turbulent economic outlook, Robert Wickens's stock has risen dramatically.

Two years after being dropped from Red Bull's junior driver programme, the insouciant Toronto driver emerged from a fierce scrap with Carlin team-mate Jean-Eric Vergne to claim this year's Formula Renault 3.5 crown.

After the end of his Red Bull patronage, Wickens was taken under the wing of Nikolai Fomenko's Marussia supercar concern, which backed his GP3 campaign prior to this year's successful FR3.5 assault. While the 22-year-old Canadian admits that the Russian company's growing Formula 1 involvement at Virgin helped fuel post-championship ambitions of securing an F1 race seat, he now accepts that such hopes are effectively on hold in the wake of the announcement that French GP2 graduate Charles Pic will partner Timo Glock next season.

"It seems like every day that passes, F1 opportunities are getting smaller and smaller," says Wickens. "I'm still in touch with a couple of Formula 1 teams, but I think realistically a race seat is out of the question now. The aim is to try and get a reserve driver role, ideally with a race option."

Despite the absence of an immediate opening, 2011 has served to propel Wickens's name onto the F1 radar. Championship victory brought a prize Lotus Renault outing at the Abu Dhabi Young Driver test, where Virgin also took the opportunity to evaluate the man who served as its third driver.

"In Abu Dhabi everyone told me I did a good job," reflects Wickens, "both at Lotus Renault and then Marussia. I guess that gave me false hopes, as you expect maybe to have a different negotiating position. But unfortunately nothing changed."

The difficulty of securing a drive was brought home at the Young Driver test, where several less-well-funded teams fielded paying pilots.

"Right now, in the F1 market, money probably speaks more than talent," he says. "Together with the people behind me [Matt Greasley and Maple Leaf Management] we have been trying to raise the funds needed, but it doesn't seem like it's enough."

This year's FR3.5 series has been widely recognised for its swollen pool of talent. Australian Daniel Ricciardo attracted attention to the field after being plucked into Formula 1 by HRT, while Vergne also appeared at ease during three Friday-practice runs with Toro Rosso. Boasting a season tally of five wins and seven poles, Wickens can rightly claim to have had the measure

# LIVING ON THE CEILING

The next step for Formula Renault 3.5 champ Robert Wickens is F1, but opportunities are frustratingly scarce, he tells *PETER MILLS*

Joyful after FR3.5 success





of his high-calibre rivals. How does he explain his performance breakthrough?

“To be honest, I think it was one of those things where everything came together for me,” says Wickens. “In Formula 2, I had seven mechanical issues in 16 races. It’s kind of hard to put together a championship campaign when you’re not finishing. In GP3, Esteban Gutierrez and I were fairly close the whole year. We had an engine problem in Istanbul. The series didn’t believe that there was one. We went through junk and had to do the whole weekend with an engine that was definitely down. We ended up losing the championship by about 15 points.”

Having finished runner-up in the inaugural F2 and GP3 championships, Wickens returned to his former team Carlin, where results had failed to match his inherent speed during their previous collaboration in 2008.

“In terms of the actual races this year, we didn’t have many problems at all. I think that was pretty much key to winning the championship,” he says.

By round two at Spa, it was apparent that the Carlin men would contest the championship. Ahead of Barcelona’s final race, Wickens carried a slender nine-point lead. A messy crash with Vergne at the first sequence of corners helped spare him the indignity of finishing as a series runner-up for a third straight year.

“As Trevor [Carlin, team boss] said, it was bound to happen,” says Wickens. “We were coming closer and closer, and finally it just blew up. As the season wound down, the friendship Jean-Eric and I had became a little bit less. It wasn’t in terms of any hatred, but when you’re competing against your team-mate for the championship it becomes very hard to be friends. For sure he must have had his hatred for me immediately after Barcelona, just because he lost the championship and I was able to win it, but after that he was very mature.”

Praise of Wickens’s stellar achievements this season has been forthcoming from many quarters. Should a third-driver role in F1 not materialise, Trevor Carlin has stated his desire to field him in GP2. “I would jump at the chance to run him there,” asserts Carlin, “but I want him to go all the way. Until he has exhausted all of those F1 opportunities, I won’t hassle him.” ❧

## THE LOST WEEKEND

Although it’s perhaps unfair to draw attention to an under-par performance among so much brilliance, one race weekend stands out as an anomaly in Wickens’s year: over the course of Paul Ricard’s penultimate round, his 34-point lead was reduced to just two.

The wobble was initiated by Jean-Eric Vergne having a victory at Monza reinstated on appeal. “At Paul Ricard, the biggest thing from my side was that I screwed up mentally,” admits Wickens. “When he got that win back on Thursday it basically got under my skin a little bit. I was talking myself up in the weeks prior to it saying I could take as many risks as I wanted. Then I found out that he had his win back.

“I was probably overdriving from then on. It was one of those weekends where you look back on it and would change almost everything that you did.”



Wickens got F1 run for taking FR3.5 title

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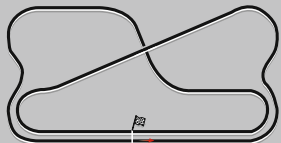


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# DUSSELDORF

GERMANY  
December 3-4  
Esprit Arena



## AT A GLANCE

- **RoC Sebastien Ogier**
- **Losing finalist Tom Kristensen**
- **Nations' Cup Team Germany**

## REPORT RACE OF CHAMPIONS



# Ogier flies the flag for rally boys

**New Volkswagen WRC star signing Sebastien Ogier got one over his circuit racing rivals with outright victory in Germany**

Ogier soaks up the applause with TK

**THE FRENCH HAVE A** pretty good record when it comes to the Race of Champions, and could claim a record seven victories in the event prior to last weekend courtesy of Didier Auriol and Sebastien Loeb.

Now it can claim eight after Sebastien Ogier became the latest man to join the winners' club with a winning performance in Dusseldorf's Esprit Arena.

Ogier's route to the final was not the most straightforward; a defeat by Jan Kopecky in Skodas in the group stage meant he had to rely on having set a

faster time than another group rival, Martin Tomczyk, to qualify for the knock-out stages as group winner.

Once through, he defeated Andy Priaulx in Volkswagen Scirocco Cup cars and Tomczyk in Audi R8 GT3 machines to find himself matched up against Le Mans legend Tom Kristensen in the final.

The Dane, who had brilliantly put out Michael Schumacher by just 0.0175s in the semis, was up for the challenge of the Volkswagen's new WRC employee, but was soundly

beaten in the final.

Given RoC buggies ideally suited to the confines of the short and twisty Dusseldorf track, Ogier produced an easy victory. He then doubled up in R8s to become 'Champion of Champions'.

"I'm so happy," said Ogier. "There were so many new cars to learn, and to win this at the first attempt is pretty amazing, especially against Mr Kristensen."

The Nations' Cup went, for the fifth year running, to Team Germany's unchanged line-up of Sebastian Vettel and Schumacher, the pair overcoming Team Nordic duo Kristensen and Juho Hanninen 2-1 in the final, having knocked out Great Britain's Jenson Button and Andy Priaulx – the tin-top ace undefeated until that stage – in the semis.

Vettel didn't fare so well in Sunday's individual contest, going out in the quarters to Schumacher. He felt that perhaps a plan had

been hatched the previous night though.

"The last couple of years Michael's been saying on Saturday night 'Come on, have a few drinks, and I've walked away. Last night I couldn't walk away though.'"

Button was put out by Kristensen in X-Bows in the semis while ex-F1 man David Coulthard also made the last eight before losing to Tomczyk in Skodas.

Filipe Albuquerque's title defence got off to a bad start; the Portuguese suffering an engine problem on his R8 at the start of his first race. He failed to win any of his group encounters. "It's a real shame," he said. "I was on full revs in the collecting area, but had no wheelspin. I kept going with it because I had a race to do, but then it just failed during the race. At least I've won this thing once."

At least he fared better than event debutant Brian Deegan. After losing all his Nations' Cup rubbers, the

X-games legend kicked off his RoC campaign with a five-second penalty for a jumped start and two spins against Schumacher in the X-Bows. Another spin came in his last race.

His Team USA partner Travis Pastrana crashed during his first race in Skodas in the Nations' Cup, the rally driver clambering up on top of one barrier at the chicane and ending up head-first in another.

### RESULTS

#### Race of Champions Final:

**Sebastien Ogier** bt Tom Kristensen.

**Semi-finals:** Ogier bt Martin Tomczyk; Kristensen beat Michael Schumacher. **Quarter-finals:** Ogier bt Andy Priaulx; Tomczyk bt David Coulthard; Kristensen bt Jenson Button; Schumacher bt Sebastian Vettel.

#### Nations' Cup Final: Germany 1 (Vettel/Schumacher)

bt Nordic (Kristensen/Juho Hanninen); **Semi-finals:** Germany bt Great Britain (Jenson Button/Priaulx); Nordic bt France (Ogier/Romain Grosjean).



Schumacher helps Germany to fifth Nations' Cup success



V8 SUPERCARS HOMEBUSH (AUS), DECEMBER 3-4, RD 14/14  
**Three up for Jamie Whincup**

Whincup did enough for title

**JAMIE WHINCUP WON HIS** third V8 Supercar title in four years with a measured drive at Homebush. After a litany of problems in Saturday's race, highlighted by a broken shock absorber, it was a cautious Whincup who drove to eighth the next day. With the only man who could take the title from him – Craig Lowndes – taking second in the race, it was enough to ensure that it was Whincup who led a one-two for the Triple 8 Holden squad in the championship. "I was expecting Craig to charge through today and go close to winning the race, so I knew I had to finish better than 14th," he said. "I've never driven so soft before. I knew I just had to finish, wherever it was."

Lowndes took a solid win in race one from Garth Tander (Holden Racing Team) and the Stone Brothers Ford of Shane van Gisbergen to halve the gap to his team-mate, but had left himself too much to do. Unreliability was high in Sydney, much of it down to steering arms being bent against kerbs. That accounted for the leading Ford Performance Racing Falcon of Will Davison in race one and Whincup. The champion passed Steve Owen's Paul Morris Holden brilliantly at Turn 5, but arrived at the corner with no steering on the next lap. Repairs dropped him to 20th. Michael Caruso was second until his Garry Rogers Holden slowed, short on fuel, on the final lap and dropped to fourth.

Sunday's race had some last-minute drama as well. FPR was heading to a one-two, and Mark Winterbottom did win. But Paul Dumbrell (Rod Nash Ford) spun away second within sight of the flag, taking Lee Holdsworth's GRM Holden with him. Dumbrell admitted that, facing the final laps of his racing career, he had simply lost concentration. It was a better weekend for HRT's James Courtney, who ended a tepid defence of his title with two seventh places, results that a year ago would have had him wringing his hands, not clapping them. ● Phil Branagan

1h59m35.125s; 2 Garth Tander (Holden), +0.881s; 3 Shane van Gisbergen (Ford Falcon FG); 4 Michael Caruso (Holden); 5 Mark Winterbottom (Ford); 6 Tim Slade (Ford). **Race 2 1 Winterbottom**, 74 laps in 2h05m05.276s; 2 Lowndes, +0.726s; 3 van Gisbergen; 4 Jonathon Webb (Ford); 5 Russell Ingall (Holden); 6 Caruso. **Points** 1 Jamie Whincup, 3168; 2 Lowndes, 3133; 3 Winterbottom, 2710; 4 van Gisbergen, 2672; 5 Tander, 2574; 6 Rick Kelly, 2358.

**IN BRIEF**



Andros win for Panis

**ANDROS TROPHY**  
Ex-Monaco GP winner Olivier Panis seized an early points lead with victory on day two at Val Thorens to follow-up a fourth place on day one, when his Skoda team-mate Benjamin Riviere won.

**BRAZILIAN TOURERS**  
Chevrolet Astra driver Thiago Camilo sealed the country's inaugural title for two-litre racers with a pair of sixth places at Curitiba. Honda men Daniel Serra and Fabio Carbone won the races.

**JK ASIA SERIES**  
Three second places and a third at Sepang were enough to crown EuroInternational-run Austrian Lucas Auer as champion. Title rival Afq Ikhwan Yazid (Meritus) won all four races to come within seven points of the crown.

**FUJITSU V8 SUPERCARS**  
Andrew Thompson ensured Triple 8 won the second-tier V8 title in Australia too, with victory in race one at Homebush. Jack Perkins won race two.



Winterbottom won race two

**Castrol EDGE Rankings**

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2	<b>Mark Webber</b>	◇	<b>21,777</b>
3	<b>Jenson Button</b>	◇	<b>19,745</b>
4	<b>Lewis Hamilton</b>	◇	<b>19,305</b>
5	<b>Fernando Alonso</b>	◇	<b>18,663</b>

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**WHAT HAPPENED THIS WEEK**

Jamie Whincup's third V8 Supercar title fails to move him up from his 60th place, but eight and 13-place gains for Craig Lowndes and Mark Winterbottom move the pair up to 93rd and 122nd. 2010 champion James Courtney (295) gains 17 with a pair of sevenths.

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

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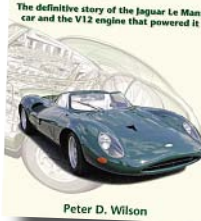
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# APPOINTMENTS



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**Senior R&D and Structures Engineer - ref. "HR SRDSE 46"**

You will be working within the Structures Group of the R&D and Structures Department. Reporting to the Department Manager, the successful candidate will be self-motivated, a good communicator and be expected to work under pressure to meet critical deadlines. You will work closely with Designers and Aerodynamicists and provide guidance for junior engineers. You will possess strong stress analysis skills and be able to demonstrate extensive experience in all aspect of a car structural design and calculation. Most of those skills have to be developed on F1 cars or top level race cars. An excellent knowledge of current manufacturing processes is also required, both in composite and metal environments. Good knowledge and experience of structural testing methods are also highly valued. You will be expected to take a pro-active approach to improving analysis quality, time and processes. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is necessary. Place of work: Faenza (Italy)

**Senior Vehicle Dynamics Engineer - ref. "HR SVDE 47"**

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**Race Engineer - ref. "HR RE 48"**

With a minimum of 3 year experience in a relevant high level motor racing environment, you will be involved in all aspects of the running operations of the cars. You will have to take responsibility to identify report and implement improvements to the car reliability and performance. The successful candidate will need to be a team player, working closely with race and factory based engineering groups. Excellent communication skills and analytical approach are essential. Applicants should be educated to mechanical engineering degree level. The position is based in Faenza, Italy and requires extensive travelling.

To apply please send a covering letter and your CV, quoting the relevant reference number and your current salary details to:  
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**If you wish to be considered for this post, please email [hr@teamlotus.co.uk](mailto:hr@teamlotus.co.uk), quoting TL/NDT/052/11 and attaching an up to date CV.**

**Closing date for applications: 3rd January 2012.**

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**If you wish to be considered for this post, please email [hr@teamlotus.co.uk](mailto:hr@teamlotus.co.uk), quoting TL/HR/JRE/051/11 and attaching an up to date CV.**

**Closing date for applications: 19th December 2011.**



In its plans to continuously develop its Team, Scuderia Toro Rosso has exciting opportunities for a number of dynamic, skilled and highly motivated people able to work under minimal supervision.

### CFD Aerodynamicist – Team Leader - ref. "HR CFDATL 44"

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Place of work: Faenza (Italy)

### Junior Model Design Engineer – ref. "HR JMDE 45"

You will be working within the Model Design Group of the Aerodynamic Department.

Reporting to the Design Team Leader, you will support the Model Design Engineers with the modelling and detailing of components for the Wind Tunnel test program.

A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is necessary. Some experience of modelling and drafting in a CAD environment is preferred. The ability to work to a high level of accuracy and tight deadlines is essential.

The successful candidate will possess good communication skills, be self motivated and have a flexible approach to working hours.

Place of work: Bicester (UK)

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To apply, please visit our website at [Williamsf1.com](http://Williamsf1.com) and select the Recruitment option under the Team heading.

Closing date: Friday 23 December 2011.



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# Sports Extra

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## More Renault for Rowland

McLaren AUTOSPORT BRDC Award winner to race in Eurocup in 2012



Another year in Formula Renault awaits Rowland

» **McLAREN AUTOSPORT** BRDC Award winner Oliver Rowland will switch to the Formula Renault Eurocup in 2012.

Rowland, who was runner-up in Formula Renault UK in 2011 before winning the Finals Series title, will continue with Fortec Motorsports with support from the Racing Steps Foundation. The 19-year-old is returning to Formula Renault partly because RSF-backed Jack Harvey is set to remain in British Formula 3 for a second year.

Rowland has starred in testing at Jerez and Motorland Aragon, and Fortec is convinced that he can attack for the squad's maiden Eurocup title.

Team manager Jamie Dye said: "He is absolutely the guy we wanted. After his season in 2011 we thought, 'OK, what can

we do for him?' because it was clear Harvey was staying in F3.

"We thought we'd try to get him into Eurocup because he's got a good chance of winning it. We got the ball rolling with RSF and it's come together really well."

Rowland added: "I've been P1 all four test days, so the aim is to win the championship. Nothing else will do."

Rowland and his Fortec team-mates are also set to contest at least part of the FR UK championship next season.

"Ollie will definitely do the first one or two rounds," said Dye. "We could do most of the championship, and it's good to keep up knowledge of British circuits if anyone wants to graduate to our F3 team."

Fortec has also snapped up Finnish karting ace Mikko Pakari, who is 16 next week, for the Eurocup.

Pakari was second quickest at one of the Aragon test days, and Dye added: "He's blindingly quick for a guy of his experience. He'll be pushing Ollie along."

The team also has an agreement in place with Ed Jones, who contested InterSteps with Fortec this year before graduating to FR UK later in the season.

### ATECH TO EXPAND

Fortec's FRUK rival Atech Reid GP is set to expand into the Eurocup next season, and is already testing extensively with Australian Geoff Uhrhane.

Uhrhane, who won races with JTR in British Formula Ford this season, has already raced with Atech in the Brands Hatch GP round of FR UK and the Finals Series this year.

Team co-principal David Hayle said: "We want to run three cars in the UK, and we're exploring options to run a maximum of three in the Eurocup."

### SLAGHEKKE TESTS

British Formula Ford Championship runner-up Jeroen Slaghekke tested with FR UK squad Mark Burdett Motorsport at Oulton Park last week.

The team is keen to run the Dutchman in 2012 after an impressive run.

Team boss Burdett said: "It was his first time in an aero car and he did a very good job. He was on the pace straight away, and he's a potential driver for us for next year."



Slaghekke went well in Burdett test run

### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com



**OLIVER ROWLAND HAS MADE** quite an impact in his first season of car racing.

A year that has culminated in him becoming the 23rd McLaren AUTOSPORT BRDC Award winner marks a watershed moment in a career that looked to be going nowhere fast when McLaren dropped him at the end of 2010.

Picked up by the Racing Steps Foundation and plunged into Formula Renault UK to learn the single-seater ropes, Rowland had to hone his craft while contending with the deaths of his father Dave and mentor Martin Hines.

The 19-year-old Sheffielder's talent has shone through it all though, with increasingly impressive displays in Formula Renault UK leading to his successful MABA nomination.

Rowland now faces the unusual prospect of a second year in Formula Renault - this time in the ultra-competitive Eurocup - rather than a more conventional progression to Formula 3 or an equivalent.

It may seem like a sideways step for someone who is already a slight latecomer to cars, but the RSF wants to give Rowland more time to get his personal life settled before committing him to the professional rigours of F3 and beyond.

RSF trailblazer Oliver Turvey is the last MABA winner to progress into the Eurocup (in 2006), and he went on to claim the 2008 British F3 title, and wins in Formula Renault 3.5 and GP2, before landing a McLaren F1 test driver role.

Hopefully, Rowland can reward the faith of his many supporters by making a similar path work for him.

### Extra contact details

**Kevin Turner**, features editor  
kevin.turner@haymarket.com

## CONTENTS

**p90** TOP 10s of 2011 NATIONAL DRIVERS

**p91** TOP 10s of 2011 CLUB DRIVERS

British Formula Ford

# Thirlwall in UK Ford tryout

New Scottish champion enjoys maiden runs in British championship-spec machinery



**SCOTTISH FORMULA FORD** champion Kenneth Thirlwall shone on his British Formula Ford test during the category sampler day at Silverstone last week.

Thirlwall, who was dominant in Scotland in his Kent-engined Van Diemen, had prize drives in a Fluid Motorsport Van Diemen-Duratec and Ford's EcoBoost car.

Fluid Motorsport boss Lindsay Allen said: "He did really well. I'm not sure where they are budget-wise, but I'd love to run him next year."

Ginetta Junior racer Sennan Fielding, FF1600 driver Alex Drabble, and karters George Blundell, Fred Martin-Dye and Laura Tillett also tested for a variety of teams. Jon Malvern, younger brother of category champion Scott, also tested Ray

and Mygale chassis. He gave up karting a few years ago, but is now looking to return to motorsport.

"I was very overweight and had to stop," said the 19-year-old. "Watching Scott go racing successfully was the spur I needed to get a grip and lose the weight."

Ex-Fiesta champion and FFord racer David Ellesley is hoping to run a new team, Race Car Consultants, next season.

Racing rookie Ryan Cullen is set to drive a new EcoBoost machine and RCC could run a Duratec car alongside him.

British Formula Ford has now released its 2012 dates. Oulton Park, Brands Hatch (Indy and GP), Snetterton, Silverstone and Donington Park remain on the 24-race calendar, while Rockingham returns. The championship will also race at the Nurburgring for the first time.

## Formula Ford 1600

### Monza date for European FF1600

**THE INAUGURAL EURONATIONAL Formula Ford 1600 series will conclude with a race at legendary Italian Grand Prix venue Monza next season.**

Kent-engined Formula Ford guru James Beckett's new four-round series will visit Italy for a double-header on September 21-23, completing a calendar that also includes trips to Irish venue Kirkistown, Croix-en-Ternois in France and the Brands Hatch Grand Prix circuit.

Beckett said: "Monza was always high on my wish list for EuroNational

and I'm pleased a deal has been agreed that will allow Formula Ford 1600 to visit the legendary venue. It is one of the world's iconic tracks; a must for every racing driver.

"Many thought that Spa would be the fourth circuit to be announced for EuroNational, but sadly for 2012 it proved too difficult to conclude a suitable deal.

"The race dates at Spa would not have been ideal, as they clashed with events run by other organisers in the UK and Europe. Monza became a real possibility two weeks ago and I jumped at the opportunity."

## British GT

### More British GT for Audi squad

#### LEADING BRITISH GT SQUAD

United Autosports will field upgraded Audi R8s in the series next season.

UA ran up to three Audis in British GT this year, and took a victory with Matt Bell/Michael Guasch at Snetterton.

It had put the cars up for sale after committing to a Blancpain Endurance Series campaign with McLaren MP4-12Cs, but deals to run in the Dubai, Abu Dhabi and Bathurst enduros at the start of 2012 have persuaded the team to keep the German machines.

Although no drivers have yet been signed, team boss Richard Dean

believes the upgraded cars will be competitive next year.

"There's a very good possibility we'll run two," he said. "If you look at the performance of the [upgraded] car in Blancpain, the Spa 24 Hours and Macau - all of which it won - it won't just be on the pace, it should be the car to beat."



Audi R8 LMS was competitive in 2011

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Toyota Racing Series

## King, Marciello and Evans set to join Toyota Racing Series field

**FORMULA RENAULT UK RACER**

Jordan King, Italian Formula 3 frontrunner Raffaele Marciello and GP3 race winner Mitch Evans will all contest the Toyota Racing Series in New Zealand at the beginning of next year.

British driver King and Swiss-born Ferrari Academy driver Marciello will be team-mates at M2 Motorsport, which ran Aussie Jordan Skinner and British

F3 National Class champion Kotaro Sakurai in this year's series.

King, 17, who finished eighth in Formula Renault UK this year with Manor Competition, said: "I'm hoping to gain a lot of seat time, learn some different circuits, build up my level of experience and progress my career.

"It's always important to try to keep your hand in and stay race-sharp and fit over the winter."

King and Marciello will contest the full five-round series, while Kiwi Evans will return for the New Zealand GP at Manfeild on February 9-12.

Series manager Barrie Thomlinson said: "TRS is starting to resemble the glory days of Tasman in the 1960s when Chris Amon was part of Ferrari's F1 line-up."



TRS has become a popular destination

British Rallycross

## Super1600 to stand alone in '12

**THE BRITISH RALLYCROSS Championship will introduce Super1600 as a standalone class in 2012, and has a sponsorship deal lined up that will give competitors free entries.**

Super1600 cars have featured in the European championship since 2003, and have gradually been accepted into most national series in the intervening years, but the front-wheel-drive cars have previously only been eligible for

the Supernational class in the UK.

It is hoped the move will encourage drivers to move up from the entry-level categories and race European championship-type cars at a national level and in international events.

British Super1600 racer Hal Ridge said: "For anyone with Citroen Saxo, C2 or even a Swift, this is a great chance to enter the class quite cheaply and then develop the car as they go."

Porsche Club

## Porsche 996s to join club series

**THE 996 MODEL WILL** be allowed into Porsche Club next season.

Previously, the 993-model 911 has been the newest model permitted, but the later 996 Carrera 2 will now be eligible for Class One.

The 300bhp machine will be the most powerful base model in the series, but will run with the heaviest minimum weight to try to maintain close racing.

Series coordinator Steve Kevlin said: "We have had a lot of interest

from competitors about bringing in the 996 C2, and the time was right to do it.

"It will be part of a reappraisal of car

weights and classes over the next two seasons to ensure that whatever model a driver chooses, they can be competitive within their class."



Porsche Club will now take 996-type 911s

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Rowland needs to stay focused

Motor racing is blessed at present. While some Formula 1 world champions of the PR-speak generations have come over as dull, monosyllabic even, the last two incumbents are a joy. At Sunday's AUTOSPORT Awards the repartee between Sebastian Vettel, Jenson Button and MC Steve Rider - like the drivers a mischievous juggler of words - was priceless.

Vettel, the most engaging and unGermanic of Teutonic *kinder*, again won rave reviews for his charm, wit and consummate command of colloquial English. And faultless timing. That Sebastian eschewed a home TV gig to be feted by his peers at London's Grosvenor House Hotel spoke volumes for the double *weltmeister's* passion. Compatriot Michael Schumacher spurned six opportunities to attend as champion and, alas, was grounded by fog the one time he accepted.

Of all the McLaren AUTOSPORT BRDC Award winners selected via rigorous tests - pioneer David Coulthard was simply propelled into the limelight by editor Peter Foubister and ally Ron Dennis in 1989 and is a true ambassador for the scheme - '98 top gun Button's achievement stands out for me.

I had first seen Jenson racing, as a lad, in the Gulf TVS Karting Superprix at Clay Pigeon. I'd forgotten the detail, but friend

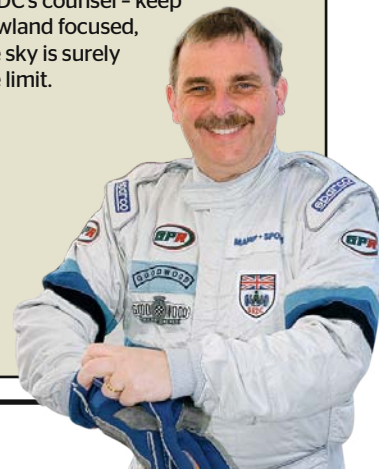
(and current British Superkart Championship prime mover) Rob Willshire, who I went with, insists that I said that day that Button would be world champion. His towering mastery of evil conditions at Silverstone's MABA run-off a decade or so later was certainly a eureka moment for the judges.

Newly-crowned champion Oliver Rowland's brilliantly gutsy showing in last month's tests reminded me of Jenson's 13 years previously. Like DC, both kart graduates displayed phenomenal car control at the end of whirlwind rookie seasons. Rowland's consistency in the 500bhp F2 machine on a treacherous circuit verged on Senna-esque, a quality that always wowed team chief Dick Bennetts.

Rowland - the fourth Oliver after Gavin ('91), Jarvis ('05) and Turvey ('06) to scoop the jackpot - clearly has the raw driving talent to reach the top. He's had to contend with the tragically early death of his father last year and mentor Martin Hines this summer, so I vehemently hope that believers around him can harness his prodigious gifts and help him "make them proud".

Oliver has earned a stunning opportunity. If his Fortec team and the Racing Steps Foundation can - with McLaren, AUTOSPORT and the BRDC's counsel - keep Rowland focused, the sky is surely the limit.

“Rowland's brilliantly gutsy showing in last month's tests reminded me of Jenson's 13 years ago”



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## Sponsorship and Racing expertise

# SEMINAR

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Managing Director, Tesa UK  
'A Satisfied Sponsor'

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## IN BRIEF



Smith tried E46

**FORMER PRODUCTION BMW**

champion Rob Smith has acquired a BMW M3 E46 to contest next year's German VLN endurance series. "The car is also eligible for Britcar Production too," Smith confirmed after testing it for the first time at Donington Park last week. Former Australian Superbike racer Ben Lake will also drive the car.

**MARTIN O'CONNELL, BRITAIN'S**

second Formula Vauxhall Junior champion in 1992, will compete in Historic Formula 2 next season. He will drive Sandy Watson's ex-Jacques Laffite Chevron-Hart B40.

**HSCC GUARDS TROPHY CHAMPION**

Tom Smith will race a rare Tornado Talisman as well as his customary MGB in 2012. Smith said: "The Talisman was homologated and competed on the RAC Rally. It only had a 1340cc Ford engine but was very light and handled well. We're looking forward to the challenge."

**SUCCESSFUL MG T-TYPE RACER**

David Clewley lost his fight with cancer on Monday (December 5), two months after his final race at the Goodwood Revival. Worcestershire driver Clewley, 67, had graduated from his TB to the unique ex-Stirling Moss F2 Cooper-Alta for HGPCA events.

**THE LANCE MACKLIN AUSTIN-HEALEY**

100S that was involved in the 1955 Le Mans disaster sold for £840,000 at auction last week, after disappearing for more than 40 years. The ex-factory car, chassis SPL 226/B, was repaired after its part in the accident, in which more than 80 people were killed, and subsequently raced at national level in the hands of David Buxton in the late 1950s.

**GT4 RACER JAKE RATTENBURY**

tested Scuderia Vittoria's Ferrari 458 at Donington Park last week. "I am keen to move up to GT3 next year," he said. Ginetta boss Lawrence Tomlinson and G55 racer Ian Stinton also had a run.

Rattenbury drove 458



Cobras are already popular at Goodwood

**Goodwood Revival**

# Goodwood jubilee for Cobras

V8 grunTERS to be celebrated with special race at 15th Revival meeting

**GOODWOOD MOTOR CIRCUIT WILL** celebrate the 50th anniversary of the AC Cobra with a special race at next September's 15th Revival meeting.

The single-make race for examples of the V8 Anglo-American hybrid follows successful jubilee events for the Mini (2009) and Jaguar E-type (11).

Event host Lord March hopes that 1959 Le Mans winner Carroll Shelby - who created the legendary Cobra by shoehorning a 4.7-litre Ford V8 engine into AC's Ace-derived sportscar chassis - will in his 90th year be able to oversee the projected 30-car race as the event's guest of honour.

Following the Cobra's debut at Le Mans in 1963, the model's first

appearance at Goodwood was for the Tourist Trophy race in August that year, although the John Willment-entered cars of Jack Sears and Bob Olthoff were excluded by scrutineers before practice for wheel-clearance irregularities.

Thus it was not until March 30 1964 that one raced there, Sears finishing second to Graham Hill's Ferrari GTO/64 in the Sussex Trophy.

Lord Cross (Britain's first Cobra owner) entered his in a BARC Members' meeting a month later, before Dan Gurney finished third and won the GT class at the TT in one of two Shelby American Daytona Coupes, with Sears and Olthoff fourth and fifth for JWA in its cars.

The fifth Cobra in the race was Tommy Atkins's car (now Grahame Bryant's, which Gerhard Berger crashed at this September's Revival meeting), but that retired.

Next year's retrospective, which will take the form of a 45-minute two-driver showpiece, promises "the finest collection of significant and authentic racing AC Cobras ever assembled in the UK, including some of the special aerodynamic coupes," according to a Goodwood statement.

Numerous original examples are currently based in the UK, although selectors will scour the globe for the most historically-significant cars to grace Goodwood's annual Revival.

**750 Motor Club**

## Southgate to lead 750 Motor Club

**EX-FORMULA 1 AND** sportscar designer Tony Southgate is the new president of the 750 Motor Club.

Southgate, who has designed cars that have won in F1 and at the Le Mans 24 Hours, replaces the late Bill Boddy MBE at the top of the club's tree.

The appointment of the 71-year-old Southgate is the culmination of a long involvement with an organisation he first joined in 1957.

"I'm quite chuffed because the 750MC has been in my blood since day one," said Southgate. "I started building my first Formula 750 special, the Emlo, in 1958 and raced it in 1961."

Southgate returned to the wheel with the 750MC at the end of a



Southgate (r) built 750 racer

career that included designing grand prix-winning cars for BRM and Shadow and a Le Mans 24 Hours winner for Jaguar. He raced a Sylva Phoenix in the Kit Car series from 2001-08.

"I'm an ex-competitor, so I hope I can influence things a bit," he added. "I'll be quite happy to put my two pence worth in."

**Formula Ford 1600**

## Winn title tilt with new car

**CLUB FORMULA FORD ROOKIE**

Neil Winn has acquired Chris Middlehurst's National and Northern FF1600 championship-winning Van Diemen for an attack on the National title next season.

Winn finished 12th overall and third in Class B in his debut half-season of the Northern BRSCC FF1600 championship, driving an older Van Diemen RF92.

He hopes to become an outright Post-89 title contender by switching to the Van Diemen LA10 driven to multiple wins by 16-year-old Middlehurst in his first season of car racing.

Winn, who will race with leading squad Medina Sport, said: "This has been my first attempt at competitive motorsport. I am hoping to win the championship next year, which I feel is necessary if I want to move on."

# TOP 10

## National drivers of the year

We commend the drivers that have impressed us most in the BTCC and British F3 support races this season



**10** **Steve Chaplin**  
*1st in Volkswagen Racing Cup*

The VW Racing Cup was again hard-fought, with five drivers winning races across the 14 events. Chaplin's familiar Beetle triumphed five times, and was only out of the top four once, as he retained his crown.



**9** **Jamie Orton**  
*1st in Caterham R300 Superlights*

Reigning Roadsport A champion Orton graduated to the top level of Caterham racing full-time and took the title at his first attempt. Won six times and edged third-year R300 racer Paul Wilson at Silverstone finale.



**8** **Tom Sharp**  
*3rd in Ginetta GT Supercup*

Lost out to ultra-consistent Adam Morgan and perennial bridesmaid Carl Breeze in the title race, but Sharp was the pacesetter in the first season of the new G55 on the TOCA package. Also won more races than anyone.



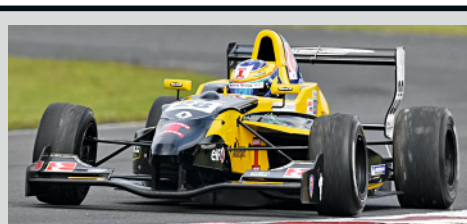
**7** **Paul Rivett**  
*1st in Renault Clio Cup*

Wasn't expecting to be racing this year, but answered late call to lead Stancombe attack on the Clio Cup. Having cut short travels in East Asia to do it, he duly toppled a clutch of Clio young guns to claim a third crown.



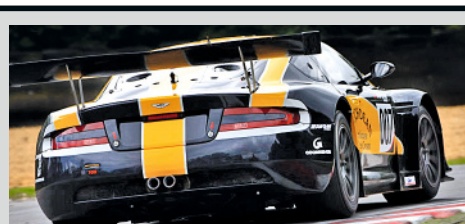
**6** **James Sutton**  
*1st in Porsche Carrera Cup GB*

Returnee to Britain's hairiest one-make GT category was drafted in to help Redline Racing hit the ground running with the latest generation of 997 GT3 Cup car. Pipped team-mate Michael Meadows to net second Carrera title.



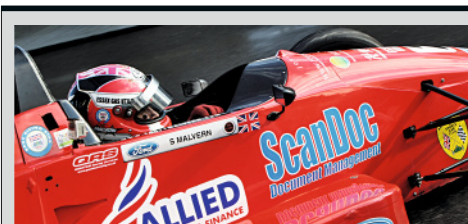
**5** **Tio Ellinas**  
*3rd in Formula Renault UK*

Talented Cypriot led Atech Reid GP in taking the fight to Fortec in Formula Renault UK. Impressive graduation from British Formula Ford netted two wins and he only missed out on the runner-up spot on victory countback.



**4** **Jonathan Adam**  
*5th in British GT*

Former Clio and SEAT Cupra Cup ace starred in his first season of British GT. Hauled ageing Aston Martin DBRS9 to two wins, which included impressive defeat of sportscar ace Richard Westbrook in Silverstone finale.



**3** **Scott Malvern**  
*1st in British Formula Ford*

Budget issues prevented the 2010 British Formula Ford runner-up from moving on this year. Had to win the title after returning, and duly became Jamun Racing's seventh straight champion with a record 17 wins.



**2** **Oliver Rowland**  
*2nd in Formula Renault UK*

Dropped by McLaren, then picked up by the Racing Steps Foundation, Rowland grappled with tragedy during his first season of car racing, which he capped by winning the McLaren AUTOSPORT BRDC Award.



**1** **Alex Lynn**  
*1st in Formula Renault UK*

A record-breaking season for this likeable Essex lad. The field was small this year, but sophomore driver Lynn made the most of experience and continuity with top team Fortec Motorsport to dominate the UK's top single-seater category. A year in which he claimed a record 12 race wins was capped by a deserved nomination for the final of the McLaren AUTOSPORT BRDC Award.

# TOP 10

## Club drivers of the year

Club racing is full of cash-strapped rising stars and hidden heroes. Here's our pick of the most impressive weekend warriors of 2011



**10** **Mike Tovey**  
*1st in Production BMW*

Production BMW is a thriving low-cost tin-top category and Tovey became king of the E30 3-series castle in 2011. Ex-Clio Cup champion Ben Winrow won more races, but Tovey carried the fight impressively.



**9** **Stephen Treherne**  
*1st in UK Legends*

Legends continues to provide good grids and close racing. Treherne took his first outright title by winning twice as many races (18) than runner-up Dean Brace and three times more than reigning champ Lawrence Davey.



**8** **Endaf Owens**  
*1st in Mini Miglia*

Popular Welshman has been one of the fastest drivers in the Mini 7 Racing Club for over a decade, but never managed to claim a championship. He put that right this year by winning eight times in 13 Miglia races.



**7** **Mark Sumpter**  
*1st in Porsche Club*

Sumpter had to 'make do' with his old 911 Carrera while a new car was prepared at the start of 2011. Four straight wins suggested that wasn't too much of a hardship and Sumpter stayed with the car to take the title.



**6** **Aaron Steele**  
*MSV F3 Cup dominator*

OK, so as a former McLaren AUTOSPORT BRDC Award finalist with British F3 experience, Steele was expected to dominate club-level F3, but he did it with some style. A totally dominant effort won him an F2 test.



**5** **Ivor McCullough**  
*FF1600 pacesetter*

The cash-strapped former F3 racer utterly dominated Northern Irish Formula Ford this season and set the pace at Silverstone's ultra-competitive Walter Hayes Trophy event. Brands Festival win was a seminal moment.



**4** **Garrie Whittaker**  
*1st in Kumho BMW*

Bad luck and the Kumho BMW class system had denied Whittaker the title before 2011. A superb campaign finally brought him the championship, and he also had great outings in other series, scoring over 20 wins in all.



**3** **Tom Roche**  
*1st in Ma5da MX5 Mk1*

Faced fresh threats from the much-improved Adam Gore and impressive newcomer Jordan Stip, but saw them off to reclaim UK club racing's most-popular championship. The definitive benchmark for all Mk1 MX5 racers.



**2** **Josh Webster**  
*2nd in Formula Renault BARC*

Webster was a real force in his second year of car racing. He may have had the power of Fortec behind him, but he also had less experience than rival Zamparelli. Webster scored three wins and took the title fight to the finale.



**1** **Dino Zamparelli**  
*1st in FRenault BARC*

Most would agree that this was Formula Renault BARC's strongest year and Zamparelli was the star. He helped Antel move to the front and topped five of the 10 qualifying sessions. Having not raced for a year, Zamparelli's starts weren't always the best, but still he took four victories on his way to the crown. It was also enough to earn him a place in this season's McLaren AUTOSPORT BRDC Award.

# FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



Seems there's room for just one Seb at Citroën – and it's not Ogier

### Don't bite the hand that feeds

In last week's AUTOSPORT you say Sebastien Loeb "effectively engineered [Sebastien] Ogier's exit" from Citroen. OK, there was no love lost between them, but remember that Ogier didn't do himself any favours with his outspoken comments. Team orders, as we know, have been prevalent in motorsport for many a year. All top drivers are very competitive, but I think Ogier should be held responsible for some of his actions.

Citroen hasn't forgotten what Loeb has done for them, and Ogier should have remembered who was paying his wages.

**Andy Maclean**, Churchill, Oxon

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

**Has Bernie Ecclestone** lost the plot? To suggest that Europe is 'finished' and will probably only have five races in the future is absurd.

All the teams are based in Europe, a huge percentage of the fan base is European, and F1 itself was born in Europe. Moreover, many non-European countries are now questioning the viability of hosting a GP.

In isolating the very heartland where F1 is most popular, Bernie is sticking the knife into his own organisation.

**Gemma Coventry**  
Bracknell

**The "brightest brains** in F1" have indeed "figured out the lack-of-overtaking conundrum". Paul Stewart (November 24) is correct regarding the problems of the acceleration lag from slow corners, but prior to 2009 slow corners were the only ones a chasing F1 car could negotiate without the dirty air denying them closeness to the car in front.

However, DRS is designed to make up for the lost distance through medium to fast corners caused by aerodynamic turbulence, enabling the car to get level at the end of a straight.

And KERS is designed to make up for the car's-length acceleration lag out of slow corners.

But most of all banning refuelling, and proper tyre degradation, once again make the most significant part of the car the nut holding the wheel.

**Paul Irwin**  
Bexleyheath

**Yes, DRS and KERS** have improved the show, but let's have more action through the field. Bin the blue flags – that'll keep the camera crews from nodding off.

**Phil Christian**  
Lincs

**What a championship!**

It's like a happy ending to a Christmas pantomime: the ugly sisters, Lewis Hamilton and Felipe Massa, end their childish feud; 'Buttons' loses out to Sebastian Vettel (a Prince Charming if ever there was one); Bernie Ecclestone (Fairly Godmother) waves his wand to pave the way for F1 to visit Russia, South Africa and Mexico; and Kimi Raikkonen climbs down the beanstalk to rejoin the fold.

It's just a shame Michael Schumacher's car turned back into a pumpkin...

**Graham Talbot**  
Dunmow, Essex

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. RENAULT CONFIRMS RAIKKONEN FOR 2012
2. FERRARI, RED BULL WITHDRAW FROM FOTA
3. FIA REVEALS 2012 ENTRY LIST
4. RICCIARDO IN 2012 CATERHAM SEAT LINK
5. MCLAREN IN NO RUSH OVER HAMILTON DEAL

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### TOP STORY ONLINE

**HOW FERRARI STILL BEATS RED BULL**

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.

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### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

- We misspelled the name of the First Lady of the United States in our Week in Pictures (November 24). She is, of course, Michelle Obama – not Michele, as in Alboreto.
- The November 24 issue's contents page featured a pic of the Beechdean Aston Martin V12 Vantage. We managed to spell Beechdean (sic) incorrectly and describe the car as V8-motivated...

# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

## F1 DIECAST MODELS (1:43 & 1:18)

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There are dozens of diecast F1 models to choose from, in both popular scales (1:43 and 1:18), but these are our favourite retro and current racers.

Main: 1990 Lotus 102 (1:43), Martin Donnelly, £49.99. Insets (clockwise from top left): 1959 Cooper T51 (1:43), Stirling Moss, £79.99; 2008 Toro Rosso STR3 (1:18), Sebastian Vettel, £64.99; 2010 Mercedes MGP W01 (1:18), Michael Schumacher, £89.99; 2011 McLaren MP4-26 (1:43), Jenson Button, £59.99; 2011 Ferrari F150 Italia (1:43), Fernando Alonso, £44.99; 1990 Benetton B188 test car (1:43), Mika Hakkinen, £36.99



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## LE MANS 2011 YEARBOOK

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## HOT ON THE WEB THIS WEEK

**YOUTUBE: GROUP B – JUST FOR THE NOISE OF IT**



**SEARCH FOR:** Group B - Pure sound (5:41)

To complement our 14-page Group B 25th anniversary special, here's almost six minutes of noise. Plug your best headphones in, click on 'fill screen', sit back, hold on and enjoy the whooshing, popping and banging!

# 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 2/7

Andorra

December 9-10

[tropheeandros.com](http://tropheeandros.com)

The Andros Trophy ice racing series heads from Val Thorens to Andorra for the second round of 2011. Ex-F1 race winner Olivier Panis leads the points standings after the opening event, with four-time F1 world champion Alain Prost 14 points behind in fifth.



## NEW ZEALAND V8 TOURING CARS

Rd 2/6

Ruapuna, New Zealand

December 11

[nzv8s.co.nz](http://nzv8s.co.nz)

**ACCESS  
ALL  
AREAS**

Our guide on how to keep the motorsport flame burning through the cold winter months

## GROUP B RALLY SIM AT THE RACE CENTRE

Unless you're very rich or incredibly lucky, the chances of you being able to find out what one of the Group B rally cars we've been salivating over in this issue actually feels like to drive are practically nil.

But this is the 21st century, and what can't be experienced in real life can usually be simulated, so we've teamed up with our friends at The Race Centre at Chandlers Ford in Hampshire to create a fantastic virtual race series.

The fire-spitting Audi Quattro, Peugeot 205T16 and Lancia Delta S4 are the weapons of choice, but rather than pit your skills against the clock in time-honoured rally fashion, why not take advantage of the 10-pod set-up, and race them, rallycross-style, at Lydden Hill or Croft?

In fact, if you mention 'AUTOSPORT' when booking, you'll get a 25 per cent discount. Events can cater for groups of between five and 50 people, but in

Fancy driving one of these? Now you can



AUTOSPORT's experience 20 is the ideal number. This means you're either racing or watching a race, which is just as much fun.

While it's tempting to drive/race the fastest cars available on classic F1 circuits, if you're going there for fun, wheel-to-wheel action, running underpowered cars around short tracks is the way forward. It means the less-experienced (or

talented) among you don't spend all night learning the track, struggling to get to grips with high downforce.

The Race Centre is also running a three-for-two offer on gift vouchers. There are two types of voucher – "The Open Race Meeting" at £32, which is a three-hour race event, and "The Open Practice" at £24 is three 20-minute sessions. Visit [theracecentre.co.uk](http://theracecentre.co.uk) to book.

## Television

### THURSDAY DECEMBER 8

0630-0730 **ESPN**

WRC: Season Review

1015-1045, 1600-1630 **ESPN**

Planet Speed

1340-1750 **Motors TV**

Formula 2: Season Review

### FRIDAY DECEMBER 9

1500-1530, 1830-1900 **ESPN Classic**

F1 British GP 1978

2030-2130 **Motors TV**

ILMC: Season Review

2200-2300 **ESPN**

WRC: Season Review

### SATURDAY DECEMBER 10

0400-0500, 0715-0815, 1500-1600 **ESPN**

WRC: Season Review

0405-0430 **Channel 5**

Motorsport Mundial

0900-1000 **ITV 4**

Motorsport UK

1500-1530, 1830-1900 **ESPN Classic**

F1 British GP 1979

1855-2100 **Motors TV**

V8 Supercars: Sydney Highlights

2100-2205 **Motors TV**

Formula 3: Macau Grand Prix Highlights

### SUNDAY DECEMBER 11

0535-0605 **ESPN Classic**

F1 British GP 1973

0800-0830, 1630-1700 **ESPN Classic**

F1 British GP 1975

0830-0900, 1700-1730 **ESPN Classic**

F1 British GP 1977

1445-1750 **Motors TV**

Race of Champions: Replay

1750-1850 **Motors TV**

Formula 3: Macau Grand Prix Highlights

1845-1945 **ESPN**

WRC: Season Review

2305-0015 **Motors TV**

V8 Supercars: Sydney Highlights

### MONDAY DECEMBER 12

0200-0250 **ITV 1**

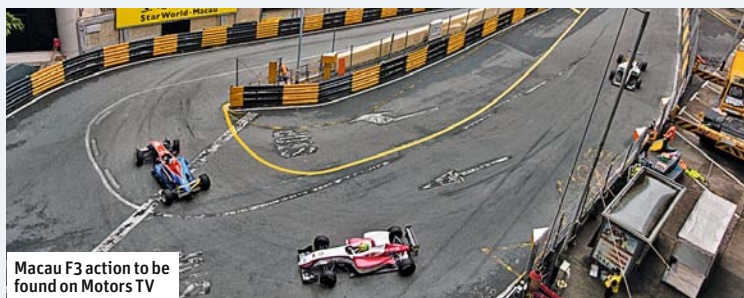
Motorsport UK

1340-1445 **Motors TV**

Formula 3: Macau Grand Prix Highlights

1545-1750 **Motors TV**

V8 Supercars: Sydney Highlights



Macau F3 action to be found on Motors TV

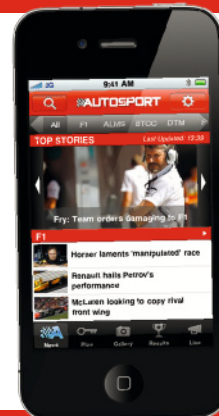
## Online

# AUTOSPORT.COM

Coming up on the web this week

### END-OF-SEASON REVIEWS

With the international motorsport season over, AUTOSPORT.com continues its in-depth reviews of the world's top championship for 2011. This week, find out what Mark Glendenning made of the intra-Chevrolet battle for the World Touring Car Championship, and read Diego Mejia's take on a dramatic NASCAR Sprint Cup.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV shows

REVVED UP taking a pop at the confusing, bloated and underwhelming Race of Champions end-of-season bash is about as predictable as Jeremy Clarkson having a go at some public servants around the time of his latest DVD release. So while Motors TV filled its schedule with the live "action" from Dusseldorf, I was left scanning the airwaves in search of real entertainment.

Thank God for ESPN Classic, sausage-and-mash comfort eating in TV channel form. Things were better in the old days, so the opportunity to revisit the 1974 and '75 British grands prix

was too good to miss.

The 1974 event, held at Brands Hatch, opened with some funky cut-outs of the legends of the day, and was introduced by a windswept Raymond Baxter in a natty cravat, who informed us that we were in line for "the best British Grand Prix ever".

The editor very nearly missed the start as he cut between cameras, before the softly-sprung, fat-tired machines, led by Niki Lauda's Ferrari, blasted into the Brands forest. Jody Scheckter gave chase in what co-commentator Jackie Stewart described as "my old car", before lurching into a scathing (and

justified) attack on BRM's Francois Migault for ignoring a black flag.

Lauda had the race in the bag until he picked up a puncture with six laps to go, setting up a famous finish as he's prevented from leaving the pits by a brown Ford Cortina MkIII, sparking a great rant from a fresh-faced Luca di Montezemolo.

JYS introduces highlights of the "John Player Grand Prix", held in 1975 at Silverstone in mixed conditions, and its

Jackie who performs lead commentary duties for the whole of the opening lap before handing over to Murray Walker. As was his style, Walker spends most of his time simply listing the order of the race, with the only analysis coming from Stewart.

Again the race ends in chaos; cars spinning off all over the place. The one time we need the running order, it's completely lacking. Different? Yes. Better? No way! *Revved Up*



1974 British GP: better than the Race of Champions

"Me having a go at the Race of Champions is as predictable as Jeremy Clarkson taking a pop at some public servants"

# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Milton Keynes to Kenya

## THE STARS COME OUT TO REMEMBER DAN IN KART RACE SPECTACULAR

The Dan Wheldon Memorial kart event at Daytona in Milton Keynes was a huge success on Monday night, featuring a bevy of star names - and Dan's dad Clive was on the winning team!



## EDWARDS IN STEWART'S SLIPSTREAM AGAIN

After just missing out in the NASCAR Chase for the Cup, Carl Edwards follows champ Tony Stewart on the streets of Las Vegas



## MAKING A SPLASH ACROSS THE SAVANNAH

Stephen Troman's Porsche found the going in last week's Safari Rally just a little moist



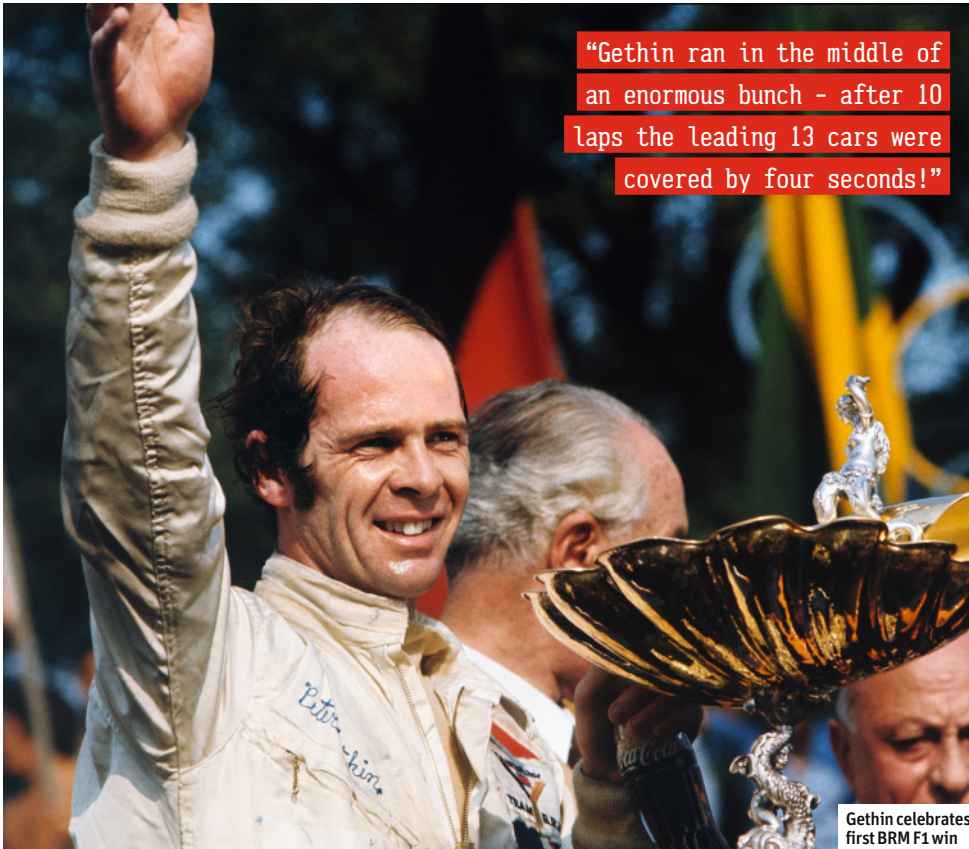
## NOW THAT IS A BIG CHEQUE!

The UBS-backed 'Run That Track' campaign raised \$192k for the Make-A-Wish Foundation

PIC: BLOXHAM, DUNBAR/LAT. GRAYTHEN/GETTY

# FROM THE ARCHIVE

Peter Gethin wins at Monza, September 5 1971



“Gethin ran in the middle of an enormous bunch - after 10 laps the leading 13 cars were covered by four seconds!”

Gethin celebrates first BRM F1 win

**PETER GETHIN, WHO DIED ON MONDAY AT THE** age of 71, earned himself a place in the history books when he claimed the closest-ever Formula 1 victory in the 1971 Italian Grand Prix.

The Briton took the chequered flag just 0.01 seconds ahead of Ronnie Peterson, with 0.18s covering the top four and 0.61s the top five. No fewer than eight drivers took spells leading the race, with Gethin only moving to the front in the final four laps in what was a breathless slipstreaming classic at Monza.

Gethin had failed to score a point in the opening seven races during an unhappy stint at McLaren. Then he joined BRM to replace the late Pedro Rodriguez, and on his maiden grand prix appearance with the squad in Austria a splendid victory for team-mate Jo Siffert buoyed spirits in the team.

The four-car BRM team ran strongly in practice for the following race at Monza. Siffert and Howden Ganley qualified third and fourth respectively to lock out the second row, with Gethin and Helmut Marko claiming the sixth-row positions.

Come the race, Gethin ran right in the middle of an

enormous slipstreaming bunch – after 10 laps, the leading 13 cars were covered by just over four seconds!

Various retirements, including the Tyrrell of Jackie Stewart and the Ferraris of Jacky Ickx and Clay Regazzoni, helped break up the field a little, but by the halfway stage Gethin was coming on strong and with 10 laps to go was part of a six-car scrap for the lead.

Chris Amon headed the fight, only for his challenge to fade when he accidentally tore off his visor. The battle for victory was therefore between Peterson, Francois Cevert, Mike Hailwood, Ganley and Gethin.

In the final five laps Peterson, Hailwood and Gethin all swapped the lead across the line. It was Cevert's Tyrrell that led on the final lap going into Lesmo, but after passing Peterson's March on the grass Gethin had the run on the Frenchman and burst ahead on the run down to the flag.

Peterson was tucked into his slipstream and pulled out in the final metres, but the Swede missed out by one hundredth of a second. It was to be Gethin's only grand prix win, and remains one of the closest race finishes in F1 history. ❄

## THIS WEEK IN...



**CanAm: a good year?**  
The story behind Tambay's title: Grovewood Awards, Motorsports and saloons reviewed: Books for Christmas

**DECEMBER 4 1980**

**THE LATE DAVID LESLIE SCOOPED** the top prize at the annual Grovewood Awards this week in 1980 after an outstanding season in Formula Atlantic. With the Scottish-based Hope Scott Garage team, Leslie notched up 17 wins from 20 races, winning the Atlantic and Scottish Libre titles.

Such success would pave the way for a move into British Formula 3 and later sportscars with Ecurie Ecosse. He would spend a decade in the British Touring Car Championship, coming closest to winning the title in 1999 with Nissan.

We reviewed a Can-Am season dominated by Patrick Tambay. The Frenchman, who had been replaced at McLaren for 1980 by Alain Prost, won six of the first seven races – missing the other race due to illness – to seal a seventh-straight US road racing title for team owner Carl Haas.



PICS: LAT



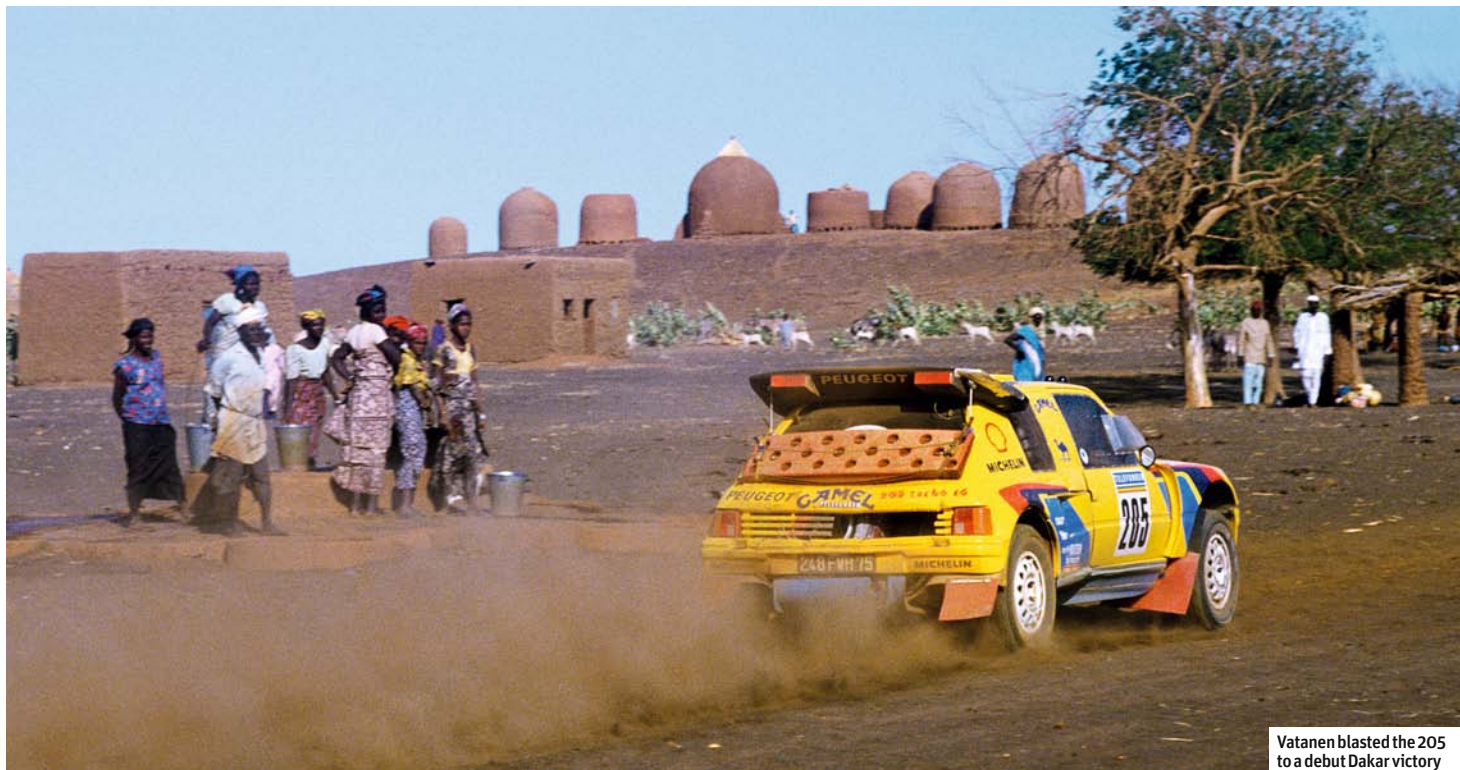
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# ARI VATANEN

■ Paris-Dakar Rally ■ January 1-22 1987 ■ Peugeot 205 T16 ■ Back from the brink for debut African success



Vatänen blasted the 205 to a debut Dakar victory

## I SUPPOSE I COULD HAVE

chosen one of my world championship wins as the rally of my life – maybe my first win, the Acropolis in 1980, or the Safari for Opel in '83, or the RAC for Peugeot in '84. Maybe the comeback victory over Walter [Rohrl] in Monte Carlo in '85.

They would all be good, but the most important rally for me was the first time I drove in the Dakar, the famous marathon in Africa.

It was a watershed moment in my life because it marked the start of my new life after my accident [in Argentina '85] 18 months before.

Driving in this amazing adventure that I knew nothing about proved to me I was still 'alive' and in the right state of mind. I thought it was all over after the crash. I saw nothing but darkness for 18 months.

My team boss at Peugeot Jean Todt was very fair to me. He told me he would have a car available for me when I was ready. But while I was convalescing, the Group B cars were banned at the end of '86 so Peugeot decided Dakar was the future. Still, this was OK because the 205, engineered by Jean-Claude Vaucard, was such a fantastic car. They made it perfect for the desert.

**“Doing the Dakar was like going to the University of Life. The vastness, the beauty and the isolation make you realise just how small you really are”**

I had had one test in the car, in a remote part of Niger, just one week after coming out of my dark days of depression and it was great. The contrast between where I had been and where I had got to was amazing. It was time to prove to people that not only had I survived but I was ready to drive again.

The prologue [to decide the starting order for the run into

the desert] got underway and I was really, really slow. I didn't want to take any chances. I remember even dear old Shekhar Mehta coming past me. I then had a suspension collapse, which meant I had to stop. Everybody thought, 'Ah, Vatänen's gone off'; but I got to the end ready for the 13,000km journey through the desert.

When we got into the desert,

I started to take big risks and got faster and faster. The terrain was so inhospitable in places, but what an adventure!

I had had no opportunity to drive for so many months and here I was doing three weeks in the desert. And to win it, with [co-driver] Bernard [Giroux] was amazing. It felt more special a few months later when Bernard was sadly killed alongside Formula 1 driver Didier Pironi in the powerboat crash off the Isle of Wight.

Doing Dakar – and winning it four times – was like going to the University of Life. The vastness, the beauty and the isolation made you realise just how small you really are.

I am so glad that I was able to do it, otherwise I would have had no idea what it was like. ✪

*Ari Vatänen was talking to Henry Hope-Frost*

## IN PROFILE



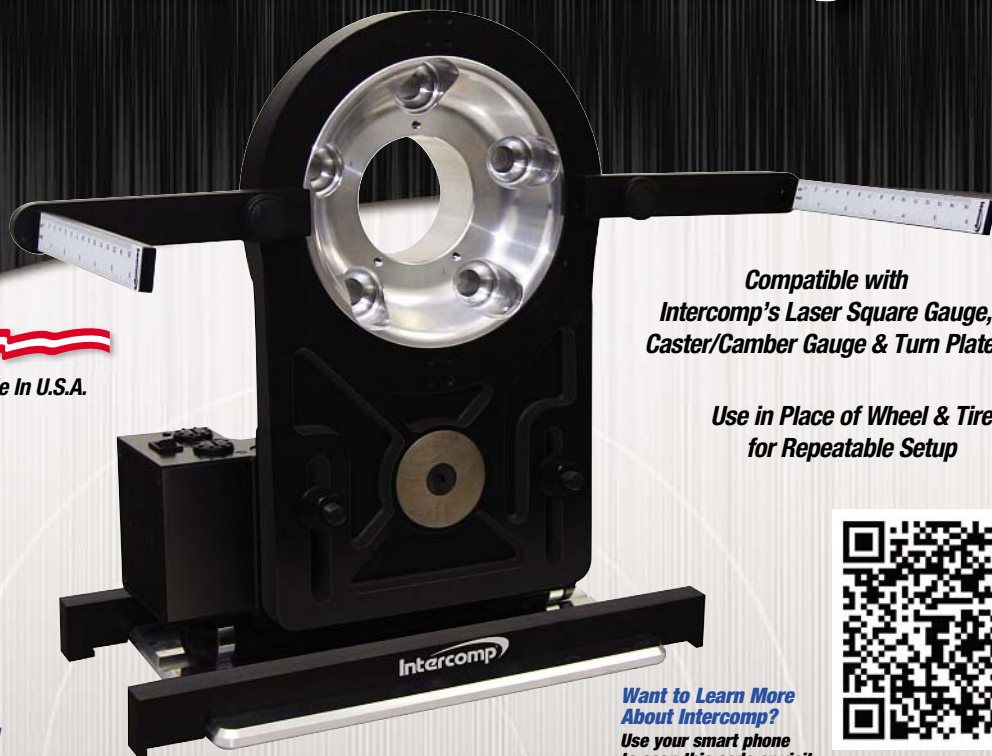
### FINNISH RALLYING LEGEND ARI

Vatänen made his WRC debut in 1974, aged 22. He joined Ford in '75 and won the British title a year later. Sticking with Ford in the WRC, his first win came in Greece in 1980 and the world title followed in '81. He went on to drive for Opel, Peugeot, Subaru and Mitsubishi, racking-up his 100th start in 1998. A Pikes Peak success and (car-class) record four Paris-Dakar wins followed, before a move into politics and the European Parliament.

NEXT  
WEEK  
**Peter  
GETHIN**



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Sources: Met Office; Tyresafe