AUTOSPORT AWARDS SPECIAL ISSUE

Two impressive red lines.

The new 911 Carrera models.

The redline of a Porsche 911 has always been impressive. For almost 50 years now, each new generation has pushed the boundaries of performance further and further. The new 911 Carrera 4 models are no exception. As well as their legendary all-wheel drive handling, they feature broad shoulders, making for a striking presence.

And the iconic red LED light strip across the rear, means other road users can now appreciate the red line of a 911 too.

To find out more visit www.porsche.co.uk/redlines

Find more issues at
magazinesdownload.com

Model shown is a Carrera 4S Coupe at £88,774.00 including first year road fund licence and first registration fee. Fuel consumption figures for the new 911 Carrera 4S Coupe in mpg (l/100km): Urban 19.9 (14.2); Extra Urban 37.7 (7.5); Combined 28.5 (9.9). CO_2 emissions (g/km) 234.

PORSCHE

Find more issues at
magazinesdownload.com

GoPro®
Be a HERO.
World's Most Versatile Camera™

Also available in White and Silver Editions.

HERO3
BLACK EDITION

KEY CAMERA SPECS

- 1080p60 / 960p100 / 720p120 fps
- 4Kp15 / 2.7Kp30 / 1440p48 fps
- 12MP / 30 fps Burst
- Wi-Fi Built-In
- Wi-Fi Remote Included
- GoPro App Compatible
- Pro Low-Light Performance

Wear it. Mount it. Love it.™

See more mounts + accessories at gopro.com

LCD Touch BacPac™

Wi-Fi Remote

The Frame Mount

Suction Cup

Tripod Mount

Chest Mount, aka "Chesty"

Rollbar Mount

Adhesive Mounts

CONTENTS

December 6 2012 – vol 210 no 10

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

"In Brazil I spun and rolled down the hill, these guys do that every second corner!" SEBASTIAN VETTEL IS IN AWE OF THE ADVENTURES OF WRC DRIVERS

COVER IMAGES: HONE/LAT
INSET: POWELL/GETTY; LAT; GETTY

FEATURES & REPORTS

26 Three-time champ Vettel in the spotlight
How does the Red Bull star compare with F1's other living triple title winners Jack Brabham, Nelson Piquet, Niki Lauda and Jackie Stewart? We ask them...

34 AUTOSPORT Awards 2012
All the big winners from our annual London ceremony – including your choice of International Racing and Rally Driver of the Year and the identity of the 24th McLaren AUTOSPORT BRDC Award winner

54 World of Sport
Australian V8 Supercars; MRF Challenge

59 WIN A VIP TRIP TO THE DAYTONA 24 HOURS

60 Rowland's Silverstone McLaren F1 test prize run
Last year's McLaren AUTOSPORT BRDC Award winner gets to grips with Jenson Button's Montreal '11-winning MP4-26

62 Steve Rider book extract
The veteran broadcaster recalls a chaotic 2008 Brazilian GP – scene of Lewis Hamilton's title win and ITV's final race

64 WTCC review
We look back over Rob Huff's championship success for Chevrolet and pick our top 10 drivers

66 BMW retro track test
BMW ace Andy Priaulx samples Group 5 320, Group A E30 M3 and Super Touring E36 320i at the Nurburgring

72 Schnitzer saviour speaks
Charly Lamm on his BMW team's 2012 DTM success

74 International Superstars review
How Johan Kristoffersson lifted the title for Audi

76 McLaren F1 fallguy returns in GT racing
How Dave Ryan has bounced back with new team venture

NEWS

10 Vettel's Brazilian GP yellow-flag controversy settled
This is why there was no case to answer

12 Lotus to decide on Grosjean's future this week
Will Frenchman's pace be enough for a second season?

14 Hopes fade in efforts to save F1 minnow HRT
Time running out to rescue three-year-old team

16 This week in F1
A round-up of what's been happening in F1 this week

20 Top racers flock to Mercedes DTM test
Senna, d'Ambrosio and Conway sample German machine

22 NASCAR Trucks to race on Eldora dirt track
Truck series round scheduled for Tony Stewart's circuit

24 Solberg retirement forces early M-Sport decision
It's D-day for Malcolm Wilson following Solberg news

REGULARS

7 From the editor

8 Snapshot

18 Mark Hughes column

82 Subscribe for a free gift

104 Final drive
Letters and latest gear

106 On track/on screen
The best action in the next week

109 From the archive
Schnitzer in the DRM Series, 1977-78

110 Race of my life
Darrell Waltrip, Talladega NASCAR, 1977

SPORTS EXTRA

97 Jake Dennis targets third title with Eurocup campaign
McLaren AUTOSPORT BRDC Award winner sets '13 goals

98 Former VW Cup champ to return to series in 2013
Philip House to run Scirocco in comeback assault

102 Club/National top-10 drivers of 2012
Who stood out in the season past?

Find more issues at
magazinesdownload.com

PARTICIPATE IN THE 2013 EUROPEAN LE MANS SERIES

NEW CONCEPT

«ARRIVE AND DRIVE»

WIN AN INVITATION FOR THE
2014 LE MANS 24 HOURS

24 HEURES DU MANS

AN ALL-INCLUSIVE PACKAGE

5 ELMS RACES
+ 1 TEST SESSION

TEAM ENDURANCE CHALLENGE BY ORECA

180 000 € ex VAT

BE PART OF A TOP TEAM 100% BY ORECA
RACE ON THE NICEST EUROPEAN CIRCUITS
DRIVE A TRUE LE MANS PROTOTYPE

LIMITED NUMBER OF PLACES
BOOK YOUR SEAT :
Alexandre GIBOT
+33 (0) 494 885 736
agibot@oreca.fr
www.oreca-technology.com

AUTOSPORT

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

EDITOR-IN-CHIEF
Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

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

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

F1 EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

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

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

WEB MANAGING EDITOR
Pablo Elizalde

RALLIES EDITOR
David Evans
david.evans@haymarket.com

ART EDITOR
Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

SENIOR DESIGNER
Michael Cavalli

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

AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER
Pete Holmes
peter.holmes@haymarket.com

AUTOSPORT.COM PICTURE EDITOR
Chris Bird
chris.bird@haymarket.com

SECRETARY
Joanne Grove
joanne.grove@haymarket.com
ext.5804

PHOTOGRAPHS
LAT Photographic

CONTRIBUTORS

GRAND PRIX EDITOR
Mark Hughes
autosport.editorial@haynet.com

F1 COLUMNIST
David Coulthard

INTERNATIONAL EDITOR-AT-LARGE
Gary Watkins

NATIONAL EDITOR-AT-LARGE
Marcus Pye

US EDITOR
Mark Glendenning

SPECIAL CORRESPONDENT
Adam Cooper

TECHNICAL CONSULTANT
Gary Anderson

TECHNICAL EDITOR
Giorgio Piola

NEWS GRAPHICS
Alan Eldridge

CARTOONIST
Jim Bamber

CORRESPONDENTS

ARGENTINA Tony Watson
AUSTRALIA Phil Branagan
AUSTRIA Gerhard Kuntschik
BELGIUM Gordon McKay
BRAZIL Lito Cavalcanti
FINLAND Esa Illoinen
GERMANY Rene de Boer
GREECE Dimitris Papadopoulos
ITALY Roberto Chinchero
JAPAN Jiro Takahashi, Len Clarke
NEW ZEALAND Bernard Carpinter
RUSSIA Gregory Galyshev
SOUTH AFRICA Richard Asher
SPAIN Raimon Duran
SWEDEN Tege Tornvall
USA Jonathan Ingram, Bruce Martin, David Phillips, Diego Mejia, Robin Miller, Jeremy Shaw.
UK & EIRE David Addison, Dud Candler, Jonathan Crawford, Kerry Dunlop, Leanne Fahy, Paul Healy, Paul Jurd, Paul Lawrence, Stephen Lickorish, Marc Orme, Graham Read, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Matt Upton, Eddie Walder, Tim Whittington, Richard Young

ADVERTISING
Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER
Rachel Brock, ext: 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING
Peter De Vries, ext: 5961
peter.devries@haymarket.com
Karen Reilly, ext: 5576
karen.reilly@haymarket.com
Alex Newberry, ext: 5244
alex.newberry@haymarket.com

CLASSIFIED ADVERTISING
Matt Simpkin, ext: 5560
matt.simpkin@haymarket.com
Luke Ricketts, ext: 5992
luke.ricketts@haymarket.com
Emily Clark, ext: 5865
emily.clark@haymarket.com

ONLINE ADVERTISING
Leanne Foley, ext: 5846
leanne.foley@haymarket.com
Chris Gowland, ext: 5281
chris.gowland@haymarket.com
Billy Jones, ext: 5367
billy.jones@haymarket.com

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

ADVERTISING DIRECTOR
Matthew Witham

SPECIAL PROJECTS DIRECTOR
Derek Redfern

LICENSING DIRECTOR
Jim James

PRODUCTION MANAGER
Ailsa Donovan, ext: 5639
ailsa.donovan@haymarket.com

SENIOR DISPLAY PRODUCTION CONTROLLER
Roxy Agius, ext: 5740
roxy.agius@haymarket.com

PRODUCTION CONTROLLER
Marc Baker, ext: 5563
marc.baker@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974
EMAIL
autosport@servicehelpline.co.uk
US & CANADA 1-866-918-1446
US & CANADA EMAIL
haymarket@imsnews.com
AUTOSPORT, ISSN number 0269946X, is published weekly by Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE, United Kingdom. The US annual subscription price is $235. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE. Air Business Ltd is acting as our mailing agent.

BACK ISSUES
Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

MANAGEMENT

GROUP PUBLISHER
Rob Aherne

PUBLISHING MANAGER
Samantha Jempson

SPECIAL EVENTS MANAGER
Laura Coppin

SYNDICATION SALES MANAGER
Roshini Sethi, +44 208 267 5396
roshini.sethi@haymarket.com

© HAYMARKET CONSUMER MEDIA
Publishing, trade and further subscription details on www.autosport.com While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Consumer Media's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road Peterborough, Cambs, PE1 2TS. Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Heron Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9HS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporated Autoclassic, is published weekly by Haymarket Consumer Media. Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

EDITORIAL DIRECTOR
Mark Payton

CREATIVE DIRECTOR
Paul Harpin

STRATEGY AND PLANNING DIRECTOR
Bob McDowell

PUBLISHING DIRECTOR
Patrick Fuller

MANAGING DIRECTOR
David Prasher

CHIEF EXECUTIVE
Kevin Costello

haymarket

Haymarket is certified by BSI to environmental standard ISO14001

POLE POSITION

Loeb & Vettel: mutual respect between two all-time greats

I'M NOT NORMALLY STAR-STRUCK, BUT IT was difficult not to be at last Sunday's AUTOSPORT Awards in London. Over my left shoulder sat Jackie Stewart and Murray Walker. Over my right, Richie from Happy Days (Ron Howard) and Norse God Thor/soon-to-be James Hunt (Chris Hemsworth).

But it was on stage that the real heroes strutted their stuff. It was a rare privilege to have nine-time WRC champion Sebastien Loeb and three-time F1 champ Sebastian Vettel together. Their mutual admiration was clear: Loeb calling Vettel "a deserving champion", Vettel labelling Loeb "an exception – huge respect". Tomorrow (Friday) they'll be together again, as they officially receive their world titles in Istanbul. Vettel gave us a preview of his trophy envy, however: "My nice trophy starts with Farina and Fangio and then you work through all these great names until you get to mine. And then Sebastien shows me all his names... Nine! That's just taking the piss!"

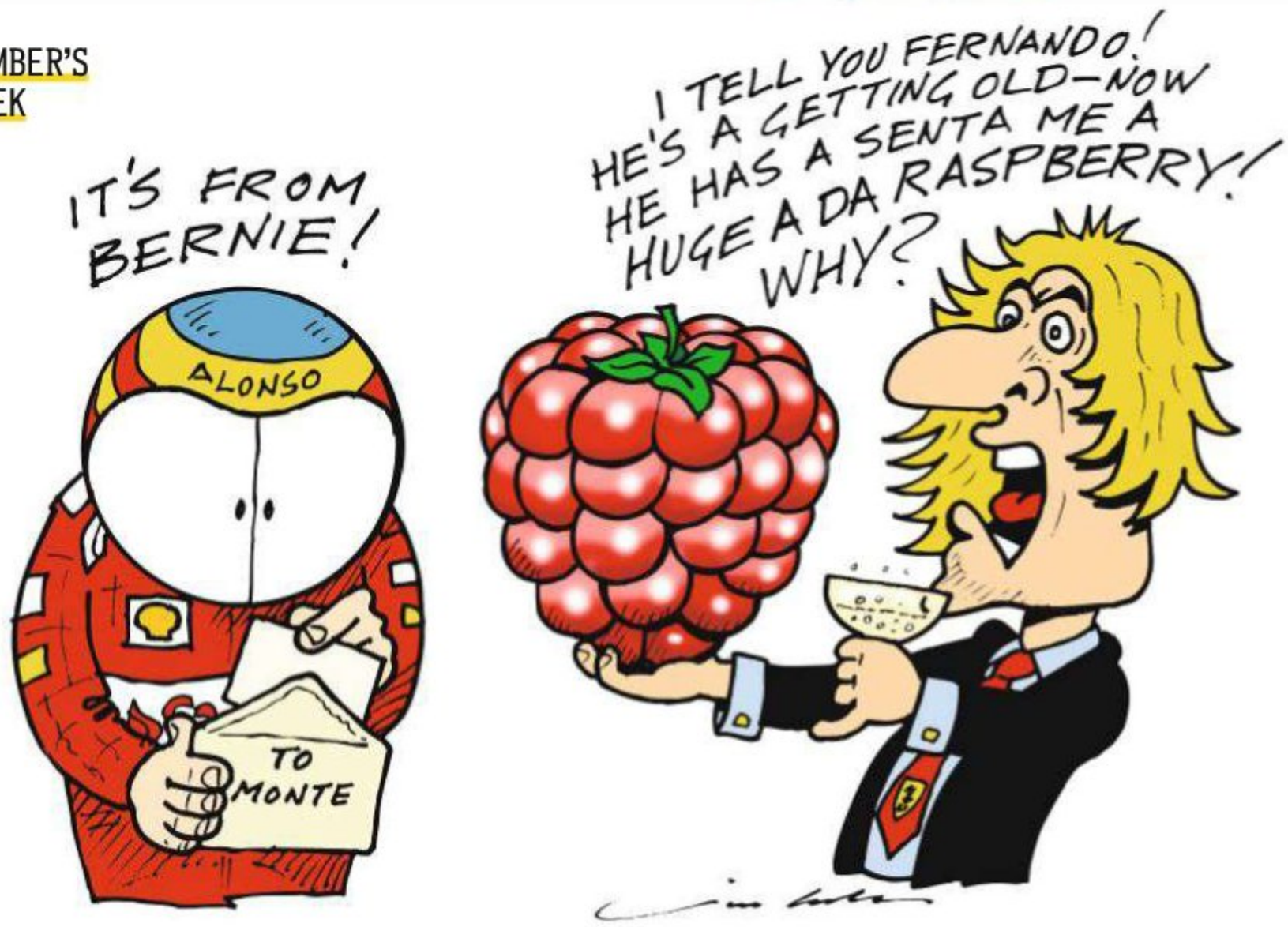
On page 26, Vettel's fellow three-time world champions give us their innermost thoughts about him. For what it's worth, my appreciation continues to grow and grow.

C Bradley

CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com

Find us on

BAMBER'S WEEK



BMW TRACK TEST

Priaulx takes a step back in time

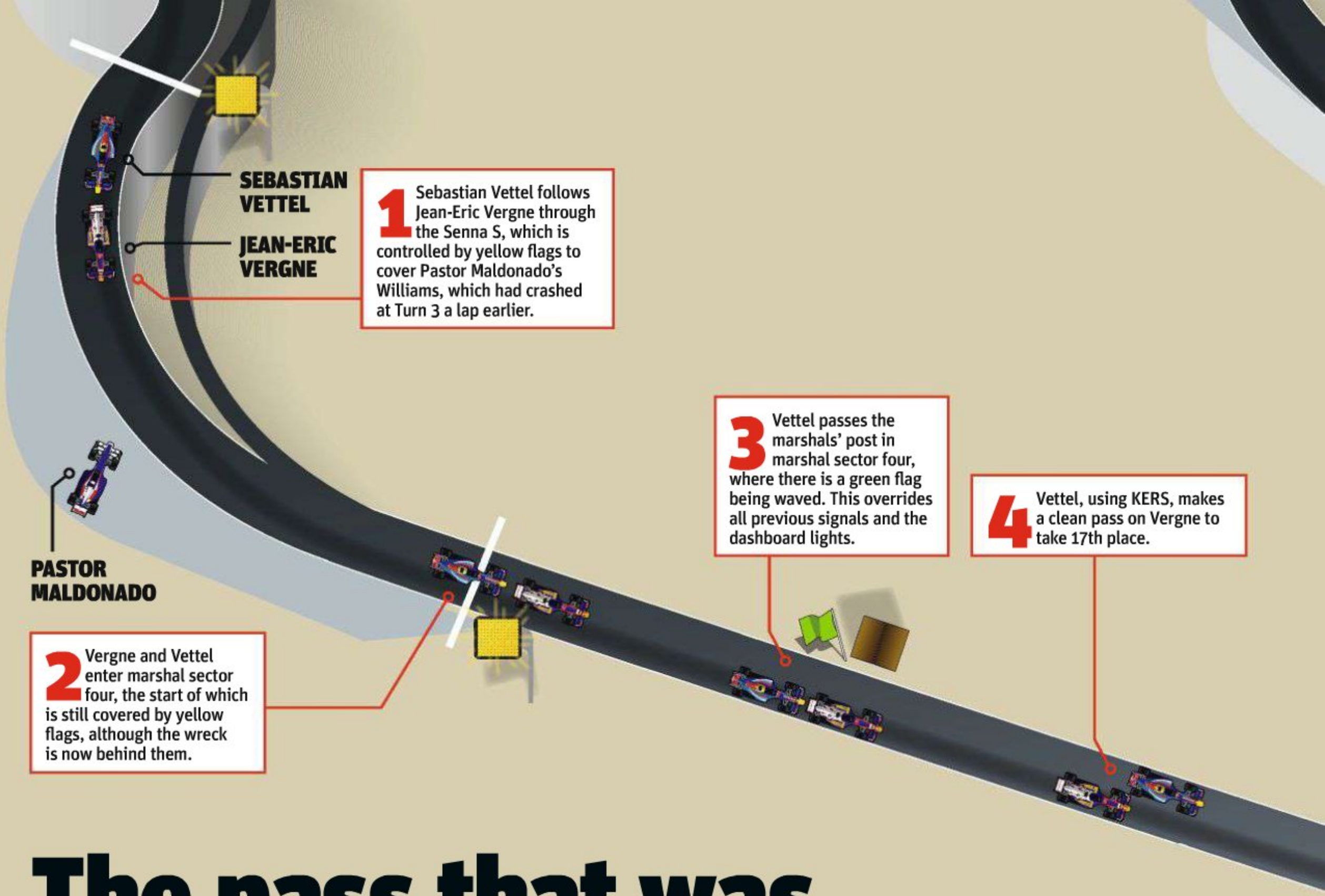
Three-time World Touring Car champion Andy Priaulx jumped out of his M3 DTM car to test this Group A M3 from 1987 at the Nurburgring for an AUTOSPORT track test. He also got to try a 320 Group 5 car from 1977 and a '95-spec Super Tourer – and loved every second of his busman's holiday. Full story, p66.

Pic: BMW

AUTOSPORT+

FOR THE BEST AUTOSPORT AWARDS PICS ONLINE, CLICK ON AUTOSPORT.COM/GALLERY

BMW M Team
RECARO
Winter Vogt
Alfred Haege
Motorenöl
winterhall
PIRELLI



The pass that was never in doubt

Why confusion over yellow flags caused such a fuss. By EDD STRAW

Ferrari, Red Bull and the FIA have all declared themselves happy with the disproval of claims that Sebastian Vettel had performed an illegal overtaking manoeuvre during the Brazilian Grand Prix.

Questions were raised over whether Vettel had overtaken Jean-Eric Vergne under yellow flags on the fourth lap of the race at Interlagos. This impression was given by him driving past a flashing yellow light and, while his dashboard was also indicating yellow, passing the Toro Rosso before reaching the flashing green indicator light.

But what many missed was the fact that a green flag, which was difficult to see in the onboard footage from Vettel thanks to the gloomy conditions, was being waved. The lights and the flags work in harmony, and the green flag waved after the previous yellow light cancelled it.

The cockpit lights were also misinterpreted. F1 circuits are divided into marshalling sectors, in the case of Interlagos there are 16, and the yellow lights simply indicate that there was a yellow flag in part of sector four. Look at the onboard footage, which is available on the BBC F1 website for viewers in the UK, and it is clear the yellows on the dashboard are cancelled just before Turn 4 at the end of marshal sector 4.

In this case, the yellow flag was triggered by Pastor Maldonado's crashed Williams. Vettel and Vergne passed the wreck at the exit of Turn 3, with the yellow cancelled in the middle of marshal sector four by the waving of the green flag. Vettel rightly disregarded his dashboard lights, which are for guidance, and relied on the trackside signals, as is normal.

Ferrari made no protest on the day and later sought clarification over the move. While the results were official, had an offence been detected, it's possible that a penalty could have been applied based on the availability of new evidence.

Maldonado hit the wall at Turn 3

PICS: TEE, FERRARO/LAT

TIMELINE

HOW THE FURORE OVER VETTEL'S PASS PLAYED OUT

Thursday, 0010
It emerges that Ferrari is evaluating footage circulating on the internet that some incorrectly believe showed Vettel overtaking under a yellow flag.

1052
AUTOSPORT reveals that the FIA considers that Vettel has "no case" to answer as he did not pass under a yellow flag.

AUTOSPORT SAYS...

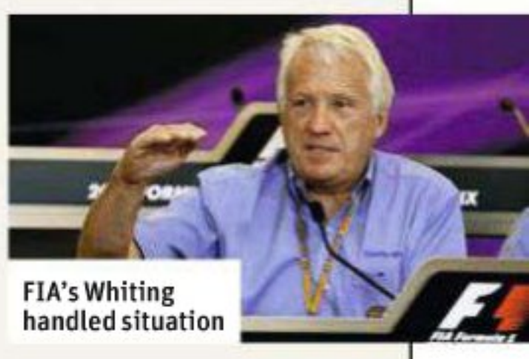
EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com

So that's it. For the rest of time, Sebastian Vettel's clinching of the title in that classic Brazilian Grand Prix will be tinged with the 'controversy' of him supposedly overtaking Jean-Eric Vergne under a yellow flag. But there was no real controversy. There was no suspicion. There was no close call. He drove past a green flag and then he overtook the Toro Rosso. Simple as that.

What there were plenty of were theories. Ferrari stated that videos circulating on the internet led to it seeking clarification. It's perfectly understandable why people not in possession of the full facts raised an eyebrow. But what was worrying was the willingness to form definitive opinions based on inconclusive evidence.

Inevitably, once this particular theory had been debunked, to the satisfaction of Ferrari, Red Bull, the FIA and any impartial observer, this ethereal controversy still had legs. Conspiracy theories started to gather pace. What really happened?


FIA's Whiting handled situation

This is what happened: Vettel drove out of a yellow flag zone, into a green flag zone and completed a totally legitimate overtaking manoeuvre. That's why there was no mention of it in AUTOSPORT last week. Amid the rumours of various yellow-flag infringements, the appropriate authorities were consulted and it was clear there was no suspicion of an illegal pass.

This wasn't an example of internet revelations exposing some terrible injustice. It was a storm in a teacup.

1301
A Ferrari spokesperson confirms that "We are seeing clarification about the overtaking move".

1547
Bernie Ecclestone tells *The Daily Telegraph* that Ferrari's possible protest is "a complete joke".

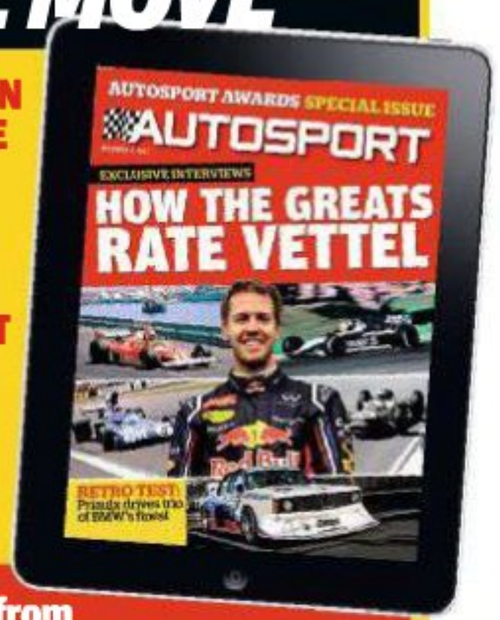
Friday, 1029
Ferrari confirms that it is satisfied that the case is now closed. A statement reads: "Ferrari duly takes note of the reply sent by the FIA this morning and therefore considers the matter now closed. The request for clarification from the FIA, regarding Vettel's passing move on Vergne, came about through the need to shed light on the circumstances of the move, which came out on the internet only a few days after the race. "The letter to the FIA was in no way intended to undermine the legality of the race result."

1100
FIA statement: "The FIA received a letter from Scuderia Ferrari, seeking clarification on Sebastian Vettel's overtaking manoeuvre in Sao Paulo on Sunday.
"In the spirit of transparency and goodwill, the FIA wishes to make public the receipt of this letter. The Federation also informs it has replied to Scuderia Ferrari, in the same constructive spirit, stating that as the overtaking manoeuvre was not in breach of the regulations, and therefore there was no infringement to investigate, it was not reported to the Stewards by Race Control."

1150
Red Bull statement: "We are pleased, but not surprised, that the FIA has confirmed there is no case to answer regarding the 2012 Brazilian Grand Prix. We are extremely proud of Sebastian's incredible achievement and his third historic title, which makes him the youngest-ever triple world champion."

1200
Speaking in Madrid, Stefano Domenicali says: "I believe it was the duty of our team to make sure that the championship finishes in the best way possible...it was our duty to ask for a clarification to the FIA to understand what was the thing that was circulating on the web without trying to diminish the victory of the driver who has won the title."

GET AUTOSPORT ON THE MOVE
- DIGITAL EDITION NOW AVAILABLE FOR iPAD
- STUNNING HI-DEFINITION VIDEO CONTENT
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from the Apple Newsstand AUTOSPORT

Find more issues at
magazinesdownload.com

Lotus to decide on Grosjean this week

Team weighing up Frenchman's pace against his errors during the season

Romain Grosjean's Formula 1 future will be decided this week by the Lotus team.

The 26-year-old's pace is not in doubt, but there are question marks over the number of mistakes that have characterised his volatile season. After being banned for one race for triggering a first-corner accident at Spa, Grosjean suffered clashes with Mark Webber at the start of the Japanese Grand Prix and Pedro de la Rosa in qualifying in Brazil that ended his season on a sour note.

But he also had the pace to outperform team-mate Kimi Raikkonen in qualifying 10-9 and claim three podium finishes in what was effectively his rookie season. His speed has been noted by several rival teams, including Red Bull, who recognise that he's a driver capable of emerging as a top-liner if he can cut out the errors.

Talks between Grosjean and the team were due this week as AUTOSPORT closed for press. Heikki Kovalainen and Kamui Kobayashi are both seen as potential replacements, although as neither has shown the kind of pace that Grosjean has they would be conservative options.

Given Grosjean's level of experience, it would be logical for Lotus to give him another shot. While either of the alternatives would do a good job, Grosjean at his best could emerge as one of the leading drivers on the grid and persevering with him for another year would be a declaration of intent for Lotus as it bids to become a title-winning team.

Feelings about Grosjean are mixed within the team. His pace is widely hailed, but his lack of consistent results, scoring just 96 points compared with Raikkonen's 207, proved costly in the constructors' championship. But his promise is recognised and the transformation in his approach since his difficult half-season three years ago, which led many in the team to dislike him, has been noted.

Boullier manages Grosjean's career

Grosjean's problem is one of risk assessment. At Interlagos, he assumed HRT racer de la Rosa would leave room for him to pass at the final kink on the main straight. De la Rosa was unaware he was there and under no obligation to move aside, resulting in contact.

As this came in Q1, there was little for Grosjean to gain from making the pass and a lot to lose. Ultimately, it led to him not making the next phase of qualifying. It also resulted in him being given a dressing down by team principal and manager Eric Boullier.

This failure to evaluate risk properly is compounded by his desperate desire to deliver on his

PICS: TEE, FERRARO/LAT

"If I come back next year, I will be much stronger"
Romain Grosjean

Grosjean had an action-packed 2012

potential, something that has led to him overdriving at times. But Grosjean has no doubts that his second season would be stronger.

"If I come back next year, I will be much stronger," he said at Interlagos. "One year in F1 teaches you a lot and even if you learn a lot of things before coming into the season, you learn so much in 20 races from simple things to complex things. The second year will be much easier in some ways because you're much better prepared."

The Enstone outfit values its reputation as a team of 'racers'. The decision over Grosjean's future gives it the chance to live up to this reputation. If, halfway through 2013, he is still making the same mistakes it will be time for the team to cut its losses. Then, and not before, he will have run out of excuses.

With a driver who appears to be able to produce single-lap pace that's a match for anyone, it would be a mistake to discard him so easily.

CASE STUDY GROSJEAN IN GP2

Romain Grosjean has been a man under fire in a championship before, and last time the result of all that pressure was a dominant run to the 2011 GP2 title. After causing a first-corner crash (where have we heard that before?) at Valencia, several rival teams and drivers railed against the championship leader for his irresponsible driving. Claims to his face that he was the same old driver who got spat out of Formula 1 in 2009 hit him very hard, but he came back stronger.

For the next nine races he always finished in the top four. He was patient, twice taking wins by harrying race leaders until they hit trouble or made a mistake. And he was still able to carve through the field, as proved by his drive from 13th to fourth at Silverstone. Not once over that nine-race run did he ever finish lower than where he started.

Grosjean always played down the significance of the hammering he took in the Valencia paddock, but his performances in the second half of 2011 showed that he can bounce back from being the bad guy.

Grosjean (11) caused GP2 Valencia crash

TOP 6
Troubled starters

This bunch proved that you can recover from an incident-packed early F1 career

1 GIUSEPPE FARINA

Farina was an elder statesman when he won the 1950 world title. But pre-war he had a reputation for aggression – not helped by his role in Marcel Lehoux's and Laszlo Hartmann's fatal crashes.

2 JODY SCHECKTER

In only his fourth grand prix, Scheckter lost control of his McLaren exiting Woodcote at Silverstone, triggering one of F1's biggest pile-ups. It wasn't his only incident, but he went on to win the 1979 world championship for Ferrari.

3 GILLES VILLENEUVE

The Italian media was clamouring for Villeneuve's sacking after drama-filled early races, notably a huge accident with Ronnie Peterson at Fuji that killed a marshal and photographer.

4 JAMES HUNT

Earned a reputation for accidents in the junior categories and had a few wild moments in his early years with Hesketh. But matured to become a formidable competitor, winning the 1976 world championship for McLaren.

5 RICCARDO PATRESE

His early aloofness made him unpopular and he was unfairly blamed – but later exonerated – for the Monza pile-up that led to Ronnie Peterson's death. Recovered to become one of the best-loved drivers in F1.

6 MICHAEL SCHUMACHER

Schumacher showed promise during his early years with Benetton, but a lot of damaged parts and run-ins with Ayrton Senna got him noticed. Once he calmed down, he became a dominant force in F1 racing.

HRT: is this the end?

There's interest in backmarker squad, but chances of a revival are slim

There is still a chance that a new Formula 1 team could emerge from the ashes of the doomed HRT squad.

Thesan Capital, the owner of the Madrid-based operation, started to shut HRT down last week. There are several interested parties who have not given up hope of reviving its entry, but the failure to lodge the requisite $500,000 entry fee in time for last week's FIA deadline makes the creation of a 'phoenix team' a long shot.

Although the FIA is able to offer an extension on the payment deadline, the publication of the official entry list last Saturday without HRT means that it would require the unanimous consent of the other 11 teams for an entry to be accepted, even if the money is found.

Among those believed to be working on a revival of the team is ex-team principal Colin Kolles, who played the key role in ensuring the team made it to the grid at all after original owner Adrian Campos ran out of money before the 2010 season.

But with Thesan negotiating with its creditors to close the team without debt, the winding-up process is possibly too well advanced. AUTOSPORT understands that most suppliers are being offered 25 per cent of the money owed.

With all of HRT's staff having left, any potential buyer would have to make late recruitments to tread water for 2013. They would also likely have to run this year's F112 machinery – HRT used the same three chassis throughout 2010 and '11.

Team boss Perez Sala with drivers

But it is possible to operate an F1 team on a limited budget: HRT spent around $35 million to run last season, and Kolles could return the team to working out of his own

F1 GRAVEYARD

Over the past 20 years, 14 teams have had to close down their Formula 1 operations because of financial pressures. This does not include teams that were bought and rebranded or works squads that withdrew from the sport.

SUPER AGURI
2006-08
The Honda offshoot shone brightly in 2007 but ran out of money early the following season.

ARROWS
1978-2002
Had a troubled birth amid claims of copying the Shadow DN9 and a sudden death in mid-2002.

PROST (LIGIER)
1976-2001
After several years of dismal results, Alain Prost's team dropped out of F1 ahead of the 2002 season.

LOLA
1997
A rush to join the grid backfired as the team was way off the pace and failed to qualify on its one outing.

FORTI CORSE
1995-96
F3000 race-winning squad lasted a year and a half in F1 before it shut down in mid-1996.

PACIFIC
1994-95
Showed signs of improvement in 1995 after dismal first season, but pulled out after two years.

Find more issues at magazinesdownload.com

There's very little left of HRT to buy

Owners stopped investing in 2012

Staff have been let go

Team only just made 2010 grid

base at Greding in Germany.

Then there is the question of the entry. HRT has not agreed commercial terms with Bernie Ecclestone, and it is believed that the lack of such a commercial agreement played a part in Thesan's sudden unwillingness to continue to invest in the team. While it was never planning to hold onto HRT for the long term, the objective was to invest to the point where it had a value as a minnow F1 team and could be sold.

Given that HRT is being wound up, any continuation would be a *de facto* new team. Even if a buyer could gain control of the team for nothing, they would have to pay the entry fee, pay off any remaining debt and invest in re-staffing. On top of that, they would need guarantees from the other teams and the FIA that a late entry would be accepted and that a commercial agreement with Ecclestone would be forthcoming.

Without the Ecclestone agreement, the team would not be entitled to the $10 million 'column three' payment available to teams who have not featured in the top 10 of the constructors' world championship.

This is one of the reasons why Kolles appears to be the only credible buyer. Although as he has been trying to put together a deal with backers for some while, time has almost run out. Thanks to his relationship with Ecclestone, he could potentially get the necessary assurances. But this is now a long shot.

HRT IN NUMBERS

5238 LAPS RACED

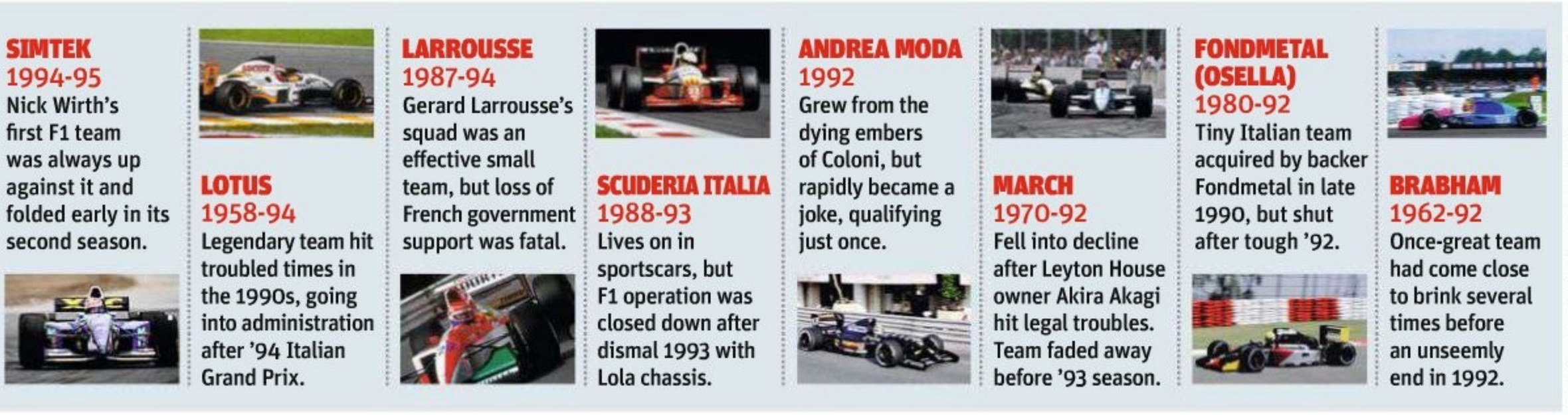
0 POINTS

BEST FINISH 13TH

56 RACES STARTED

7 DRIVERS
CHANDHOK, SENNA, YAMAMOTO, KLIEN, LIUZZI, KARTHIKEYAN, DE LA ROSA

4 FAILURES TO QUALIFY



SIMTEK
1994-95
Nick Wirth's first F1 team was always up against it and folded early in its second season.

LOTUS
1958-94
Legendary team hit troubled times in the 1990s, going into administration after '94 Italian Grand Prix.

LARROUSSE
1987-94
Gerard Larrousse's squad was an effective small team, but loss of French government support was fatal.

SCUDERIA ITALIA
1988-93
Lives on in sportscars, but F1 operation was closed down after dismal 1993 with Lola chassis.

ANDREA MODA
1992
Grew from the dying embers of Coloni, but rapidly became a joke, qualifying just once.

MARCH
1970-92
Fell into decline after Leyton House owner Akira Akagi hit legal troubles. Team faded away before '93 season.

FONDMETAL (OSELLA)
1980-92
Tiny Italian team acquired by backer Fondmetal in late 1990, but shut after tough '92.

BRABHAM
1962-92
Once-great team had come close to brink several times before an unseemly end in 1992.

PICS: COATES, FERRARO, GIBSON/LAT, MASON/GETTY, LAT ARCHIVE

THIS WEEK IN F1

NO EXCUSES FOR BOTTAS

Williams executive director Toto Wolff insists that the team's new recruit, F1 rookie Valtteri Bottas, must deliver in 2013. "It is his rookie season, but it's not the case that everything is excused," said Wolff, who is also part of the Finn's management team.

"At the start I paid too much attention to these things, but then in August I told myself I should only think about racing and having fun to drive as quickly as I know how"

Felipe Massa on how he set aside rumours about his future to finish the season strongly.

CHAMP JONES HAILS RAIKKONEN RETURN

Former world champion Alan Jones, who made an unsuccessful F1 comeback in 1985/6, has paid tribute to Kimi Raikkonen's return. "He's come back to Formula 1 and he's done extremely well. It's probably one of the most successful comebacks, next to [Niki] Lauda," he said.

ENTRY LIST REVEALED

The FIA revealed the entry list for the 2013 Formula 1 season last Saturday.

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Fernando Alonso	Ferrari
4	Felipe Massa	Ferrari
5	Jenson Button	McLaren
6	Sergio Perez	McLaren
7	Kimi Raikkonen	Lotus
8	TBA	Lotus
9	Nico Rosberg	Mercedes
10	Lewis Hamilton	Mercedes
11*	Nico Hulkenberg	Sauber
12*	Esteban Gutierrez	Sauber
14*	Paul di Resta	Force India
15	TBA	Force India
16	Pastor Maldonado	Williams
17	Valtteri Bottas	Williams
18*	Jean-Eric Vergne	Toro Rosso
19*	Daniel Ricciardo	Toro Rosso
20*	Charles Pic	Caterham
21	TBA	Caterham
22*	Timo Glock	Marussia
23	TBA	Marussia

* driver's number TBC

WATKINS MEMORIAL

A memorial service honouring Professor Sid Watkins will take place in London on January 18. It will be held at Marylebone Parish Church, 17 Marylebone Road at 11.30.

DE VILLOTA OUT OF HOSPITAL

Marussia test driver Maria de Villota underwent a seven-hour operation in Madrid last week. She is now recovering at home.

$3.26 MILLION

The entry fee that Red Bull had to pay to the FIA last week based on the new points-based structure

BRAWN: HAMILTON CAN WIN NEXT YEAR

Mercedes team boss Ross Brawn is adamant that new signing Lewis Hamilton and incumbent team-mate Nico Rosberg can win races next year, despite the 2008 champion's public pessimism. "I think Lewis was just playing things down," said Brawn. "He understands the journey we've got to go on."

MONTEZEMOLO QUESTIONS 'OLD-AGE' CHIEF ECCLESTONE

Luca di Montezemolo has called into question Bernie Ecclestone's leadership of Formula 1. "Certainly, old age is often incompatible with certain roles and responsibilities," said the Ferrari president.

PICS: COATES, DUNBAR, TEE/LAT

DEEP FREEZE
Jägermeister
ICE COLD SHOT
drinkaware.co.uk for the facts
Jägermeister
IT RUNS DEEP

MARK HUGHES
GRAND PRIX EDITOR

The end is looming for HRT. Under F1's current philosophies on 'prize' payouts, commercial inertia and technical straitjacketing, it doesn't look good for some of the others either

HRT limped into and through its life, lurching from one financial crisis to the next, and it's easy to dismiss its likely demise as just the passing of yet another little team that underestimated the challenge of the sport's top category. Its name joins a long list.

But there is also surely a warning message in there for a grid in which perhaps five of the teams are financially secure, with the remaining six in various states of financial stress. Formula 1 has yet to grasp the nettle of cost control.

The top budget in the peak years was reckoned to be Toyota at £250 million and, while that has come down – particularly with FOTA initiatives such as test bans and long-life engines and gearboxes – Red Bull Racing's accounts still showed it spending £176 million in 2011. Team boss Christian Horner is adamant that his team will not even be the top spender once driver salaries and engine costs are taken into account.

The whole structure of any top team is still based around boom-time money. Teams quadrupled and more in size in the late 1990s/early 2000s as the car-manufacturer money poured into the sport. It's easy enough to do when fuelled by money, but trying to shrink those teams back down when the money runs out is akin to putting the genie back in the bottle.

The global economic forecast remains dark and, with a big increase in up-front engine costs due in just over one year's time, it's difficult to envisage all the current teams surviving. Yet there is plenty of money generated by the sport, and the potential for even more; it's just not distributed very well.

Aside from the circa 40 per cent that leaves as undiluted profit for the various companies that own F1, the top teams still receive a lot more FOM income than the smaller ones. This has been a guiding principle of F1 for decades, a sort of free-market meritocracy that ensures those that break through are made of the right stuff. But that principle was formed back when a big budget was a couple of million and a Frank Williams might scratch through on a couple of hundred thousand. The gap was way more bridgeable, and if you then got yourself a Patrick Head there was nothing stopping him designing you a car as good or better than those of the top teams – and you then became a top team.

Now, as the competitiveness of your car is in large part defined by the size of your resource – as design now is all about multiple-iteration optimisation within very tightly-defined regulation – there is no chance of that happening. The small teams are locked into their role – and therefore, under the current payment system, locked into being financially rocky as they try to take on the big boys.

There is surely a case to be made now for the payment system to be looking after the financially weakest. But that's looking only at the income side of the equation. As for costs, recall that HRT was one of three teams attracted to F1 by Max Mosley's promise of a £40 million budget cap, a promise it turned out he couldn't fulfil, as his power base was no longer strong enough to bear the weight of such a commitment. It was argued that Max's motivation in conceiving the budget cap was political, but even if it was that doesn't mean the idea was wrong. That is the sort of budget cap that F1 needs to be looking at a few years down the road, rather than congratulating itself for having limited a competitive spend to £150 million.

Furthermore, there are people involved in the commercial side of the business adamant that the sport could be generating way more revenue, if only it woke up to the possibilities. "I'd estimate that higher investment in marketing of the sport of F1 – there is none outside what the teams do at the moment – would double the sport's revenue," says one commercial manager.

Imagine a doubling of income and a regulation-enshrined two-thirds reduction in costs. Now imagine an opening up of the technical rules, clearing the way for a clever small team to get a technical jump on the big squads. Then bear in mind that in 1992 Williams won the world championship with an active-suspension car on a budget of £32 million. In years to come, the sport may look back on today and shake its head in dismay at where it was heading.

PIC: DUNBAR/LAT

This could be the end for F1 minnow HRT

"Formula 1 has yet to grasp the nettle of cost control"

Find more issues at magazinesdownload.com

GIVE IT A SHOT

ICE COLD SHOT

Jägermeister

IT RUNS DEEP

drinkaware.co.uk for the facts

Find more issues at
magazinesdownload.com

V8 SUPERCARS

NISSAN'S PUBLIC DEMO

V8 Supercar ace Rick Kelly demonstrated Nissan's 2013 Altima racer, with a development version of its race-spec front end, at Homebush last weekend. Kelly Racing will run the car, designed by ex-Honda/Vauxhall BTCC man Alex Somerset, for Kelly and brother Todd.

DTM

Big guns in frame for DTM seats

Senna, d'Ambrosio, Frijns and Conway test for Mercedes, while Filippi gets BMW tryout in Portugal

The race for drives in the DTM next year stepped up a gear when a horde of top-line drivers tested in southern Europe last week.

Ex-Formula 1 drivers Bruno Senna and Jerome d'Ambrosio both drove Mercedes machinery at Estoril. Others to test included new Sauber F1 reserve Robin Frijns, IndyCar race winner Mike Conway, McLaren GT driver Oliver Turvey and European Formula 3 champion Daniel Juncadella. Mercedes has at least one drive available for 2013, even if its line-up is reduced from eight cars to six.

While Formula Renault 3.5 champion Frijns would not confirm that he had tested, the Dutchman did say that he was determined to supplement his Sauber role — which does not currently include any running on grand prix Fridays — with a race seat elsewhere.

"We are looking for any way we can do anything," Frijns told AUTOSPORT. "I don't know what we will do, but just sitting still for a year would be crazy.

"Maybe I will do nothing next year, maybe I will get something. We will have to see."

British driver Conway, whose IndyCar prospects have receded since he announced in September that he was quitting oval racing, said that he would not rule out a return to racing in Europe next year.

"I'd be open to doing anything really at the moment," he said. "I'm just seeking what's out there. Hopefully I'll know something in the next month. It would be nice to know something before Christmas."

Audi, meanwhile, fielded a host of young drivers in old-spec A4 DTM cars at Monteblanco. Among those tested were F3 race winners Carlos Sainz Jr, Will Buller and Tom Blomqvist, experienced sportscar driver James Rossiter, Superstars champion Johan Kristoffersson, Formula Renault 3.5 racer Nico Muller, ex-Formula 2 ace Miki Monras and Italian GT frontrunner Andrea Sonvico.

BMW did not run a test last week, but is in action at Estoril this week alongside Mercedes and Audi. Luca Filippi, runner-up in the 2011 GP2 Series and a race winner in the category this year, was set to drive an M3 for the first time at the track.

The 27-year-old Italian was due to be joined by BMW's six 2012 drivers, all of whom have been retained for a further season, and Marco Wittmann, whom the manufacturer announced last Saturday has been promoted from his test and reserve role to a race seat, as predicted by AUTOSPORT (September 6).

Frijns wants to keep racing

P66 BMW RETRO TEST

WEC

DAMS eyes sportscar return in GTE

THE FRENCH DAMS SINGLE-SEATER team is plotting a return to frontline sportscar racing in the GT ranks.

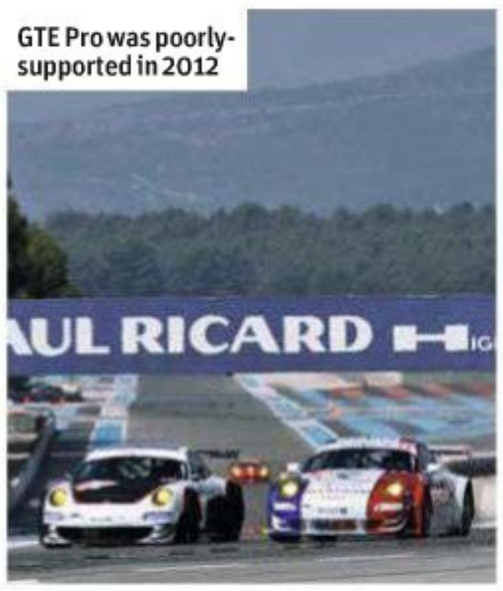
Team boss Jean-Paul Driot, whose squad won the GP2 title for a second consecutive season in 2012, told AUTOSPORT that he believes the natural home for DAMS is the GTE Pro class of the World Endurance Championship. He outlined his plan to try to secure a factory deal for 2014.

"A team like DAMS has a place in the WEC in GTE," he said. "It is unlikely that we will become a factory LMP1 team. And if you're not with a manufacturer, what's the point? LMP2 is the highest level of amateur racing, but we want to run professional drivers.

"There are many manufacturers involved in GTE and more coming in, so there are great opportunities for us. I see us being a factory-supported team in the future."

DAMS formerly worked with Panoz in 1997-98 and Cadillac in 2000-01. It made a comeback in '09 in Formula Le Mans and then briefly in P2 in '11 in alliance with OAK Racing.

DAMS ran Panoz GT car in '98 FIA GTs



GTE Pro was poorly-supported in 2012

ELMS

ELMS drops GTE Pro class

ALL-PROFESSIONAL DRIVER line-ups will be banned in next year's relaunched European Le Mans Series.

New ELMS boss Gerard Neveu, who is also general manager of the World Endurance Championship, has revealed that there will be no GTE Pro category next season and that the new GTC class for GT3 cars will also run to a pro-am format. They join the LMP2 and LMPC prototype divisions, which already mandate at least one amateur driver per machine.

Neveu, who said the class would be called GTE Pro-Am, said: "The WEC is the natural place for teams wanting to run professional drivers. We also have to consider the state of the market: it makes no sense to have two GTE classes with three or four cars each."

Formula E announces Rome street race for 2014
Rome will host a street race as part of the inaugural Formula E Championship in 2014. Series development driver Lucas di Grassi drove the electric-powered prototype around the city last week.

PICS: LAT ARCHIVE, WILLIAMS/LAT

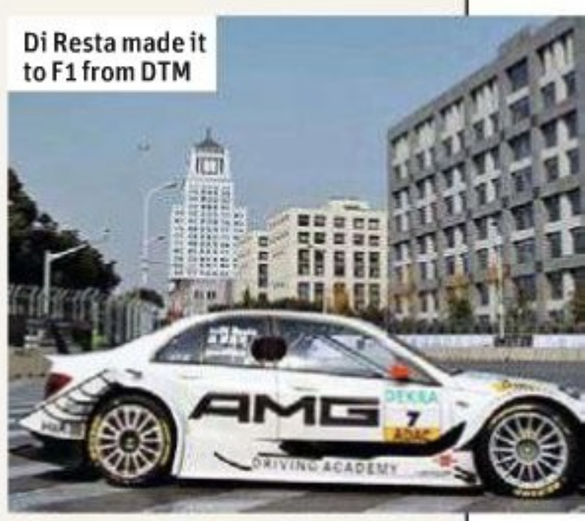
AUTOSPORT SAYS...

JAMIE O'LEARY
REPORTS EDITOR
jamie.oleary
@haymarket.com

Ah, the return of the 'secret' DTM test, that annual occasion when impressionable young single-seater exponents, experienced sportscar racers and the odd high-profile guy whose career momentum has taken a bit of a nosedive get together in an attempt to impress themselves into the minds of the championship's decision makers.

It's at events such as these that David Coulthard, Anthony Davidson and Nick Tandy have tested DTM machinery in recent years, and at which some highly-fancied drivers have been outclassed by some far less-heralded names (Adrien Tambay, for example, owes his Audi drive to a stunning testing performance last winter).

This year's Mercedes crop is particularly interesting as it comes at a time when the manufacturer has some key decisions to make on its 2013 driver line-up.



Di Resta made it to F1 from DTM

Bruno Senna and Jerome d'Ambrosio both need to keep their careers going while their F1 futures hang by a thread. Even more interesting is the assertion by Sauber reserve Robin Frijns – a man with a seriously bright Formula 1 future ahead of him – that a year on the sidelines would be a bad thing. Paul di Resta made it to F1 by winning the DTM, so there are worse places he could be.

REMEMBER WHEN...

Tony Stewart last raced at the Indy 500?
Should Stewart accept Roger Penske's offer to compete at Indy (see p23), he would break a 12-year layoff since finishing sixth for Chip Ganassi Racing in a G-Force-Oldsmobile.

Find more issues at magazinesdownload.com

Find more issues at
magazinesdownload.com

www.autogp.org

AUTO GP

WRAPS OFF NEW CAR

Auto GP's heavily-revised 2013 car was due to run for the first time at Barcelona this week in the hands of 2012 series champion Adrian Quaife-Hobbs. The car is expected to be 1.5s per lap on average faster than its predecessor.

NASCAR

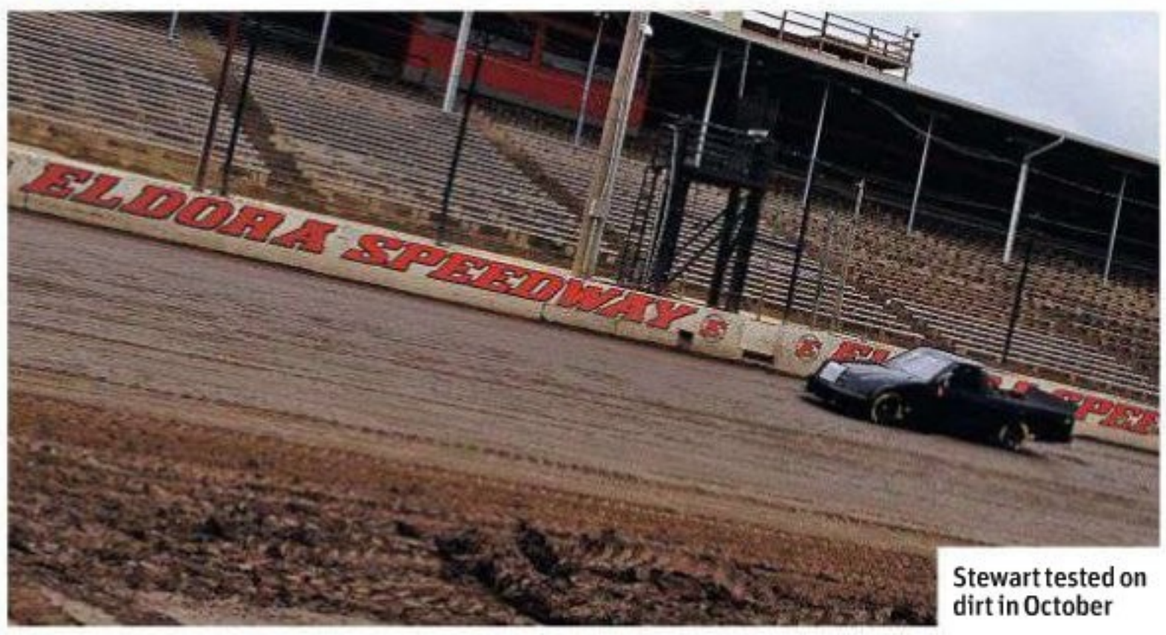
NASCAR to race on dirt track

Eldora Speedway owner Tony Stewart wants Cup and IndyCar racers to join dirt aces at 2013 event

NASCAR star Tony Stewart expects drivers from championships across North America to join the NASCAR Truck Series field when his Eldora Speedway facility hosts the first national-level dirt race since 1970 next summer.

NASCAR confirmed last week that the Eldora dirt track will host the trucks — NASCAR's third-tier series — next July. IndyCar racer Tony Kanaan has already expressed an interest in the race, while Stewart expects drivers from NASCAR's top-level Cup series to sign up along with various dirt-racing specialists.

"It's a great opportunity for the Truck regulars, but also the Cup and Nationwide series drivers, as well as younger guys, and veterans from things like World of Outlaws, Late Model and Sprint Car racing, and USAC drivers to land rides," he said. "It's going to be a great day, and a very historic day for NASCAR and Eldora Speedway."



Stewart tested on dirt in October

HOW DID IT HAPPEN?

NASCAR senior vice-president of racing operations Steve O'Donnell said that the organisation is keen to "go back to our roots", which was the catalyst for discussions with Eldora.

Stewart, a three-time Cup champion, said that talks had been taking place for over a year about his half-mile track being the scene for the first leading-level NASCAR series race on dirt for 43 years.

"This has been one of the hardest things to not talk about in my entire career," said Stewart. "When people have asked me what I would change on the schedule I've always joked that I would add a dirt race.

"I didn't believe it would gain the momentum that it has. When I saw the interest NASCAR had in the race I was caught off guard by it. Now it's happening it's a dream come true."

HOW DIFFERENT WILL IT BE?

One of the key factors in the race getting a slot with one of NASCAR's top championships was that very few modifications are required to get the trucks ready to race on dirt. Stewart and 2011 Truck Series champion Austin Dillon conducted a test in October, which confirmed the spec required for a dirt race.

"All we had to do was take the splitters off the front," said Stewart. "At any race track it's about how close you can get the nose to the ground, and on dirt the splitters can dig in. Taking it off was a simple change that seemed to be enough."

The race format is also likely to resemble that of a dirt event rather than a conventional NASCAR oval race, with heats and qualifying races likely to be used.

Older MSV Cup cars will be allowed in

BRITISH F3

British F3 casts net wider for B-class

THE BRITISH FORMULA 3 International Series is to throw its doors open to cars from other F3 championships for the National Class.

Series prime movers hope to attract runners from the UK's MSV F3 Cup for pre-2008 cars, the German F3 Cup and Italian F3 Championship for 2008-11 machinery, and current European F3 Open chassis, which use slower Toyota engines.

Competitors will be eligible for points if they register for the championship, but organisers are expecting racers to pick and choose the races they contest.

British F3 kicks off at Oulton Park with support from MSV F3 Cup, meaning drivers from the club-level series could easily contest both events. The July Spa and September Nurburgring rounds could be attractive for German F3 contenders, whose Volkswagen turbo engines would be monitored to avoid potential upsets at the front of the field.

Championship manager Benjamin Franassovici said: "We are seeing if we can open it up. This is one way of looking at it and I think it will attract extra cars."

British F3 has also cut its Monza round in a bid to form a calendar that has no clashes with the revamped European F3 Championship, potentially allowing runners to contest both series.

The Monza event was scheduled for the same weekend as the European round at Silverstone. There is also a clash between the European date at Brands Hatch and British at Pau, although AUTOSPORT understands that the French street circuit could yet host both championships in 2013, as it did this season.

NASCAR/INDYCAR

Penske offers NASCAR rival Stewart a ride in Indy 500

INDIANAPOLIS MOTOR SPEEDWAY chiefs have started an online petition in an effort to convince Tony Stewart to enter next year's Indy 500.

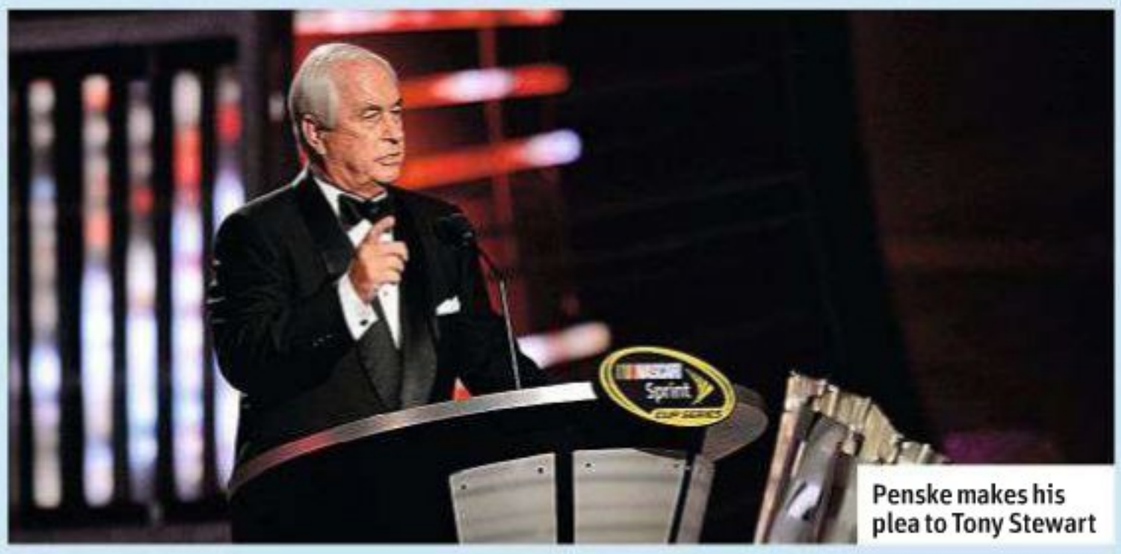
The three-time NASCAR Cup champion was offered a drive in the race by legendary team boss Roger Penske, who was on stage at last week's NASCAR end-of-season prize-giving gala in Las Vegas.

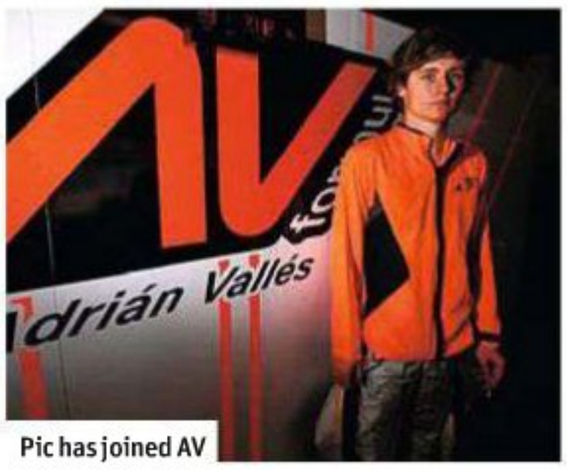
"You're a car owner, you're a race driver, you're a track promoter," Penske said. "How about doing the double at Indy this year? Are you available?"

Although laughed off at first, Penske later clarified that his offer had been a serious one to Stewart, adding that his comments had simply "made the offer official".

The IMS's #Smoke2Indy petition, which had already amassed over 1500 signatures as AUTOSPORT closed for press, is calling for Stewart to compete at Indy on May 26 before jetting off to Charlotte for NASCAR's 600-mile Cup race later the same day.

Stewart won the IndyCar title in 1997 when it was known as the IRL, and contested the Indy/Charlotte double in 1999-2001 after making a full-time switch to NASCAR competition.


Penske makes his plea to Tony Stewart



Pic has joined AV

FORMULA RENAULT 3.5

AV aiming for debut title

ADRIAN VALLES'S NEW TEAM AV Formula believes it can fight for the title in its debut Formula Renault 3.5 season after its entry was confirmed last week.

The Spaniard, who finished second to Robert Kubica in the 2005 FR3.5 championship, took over Team RFR's entry for the post-season tests. Once its entry for 2013 was confirmed, the team announced race winner Arthur Pic and Yann Cunha as its drivers on Monday.

AV technical director Philippe Gautheron, who comes with experience as a top engineer in GP2, believes Pic should be able to run at the front.

"Our target must be to fight for the title next year," said Gautheron. "Testing went perfectly, and we will put in a great deal of effort to achieve our goal."

IN BRIEF

Car is a downscaled DW12

DALLARA'S LIGHTS CONTENDER

Dallara has revealed images of its proposed Indy Lights car for 2014. The Italian constructor's design would become the first new Lights car since 2002 if its bid is accepted.

MAGNUSSEN JOINS DAMS

Formula Renault 3.5 post-season-test pacesetter Kevin Magnussen will race for DAMS next year and will be joined by Formula Renault Eurocup graduate Norman Nato. Pons Racing, meanwhile, has retained Zoel Amberg for 2013.

INTERSTEPS MAN GOES F3

InterSteps podium finisher Cameron Twynham will step up to the European F3 Open next year with Team West-Tec. The 16-year-old Brit will race a Dallara-Toyota F308 in the Copa class.

NO INDYCAR ROLE FOR CRAIG

Former CART series boss Andrew Craig has ruled out returning to US single-seater management as part of IndyCar's latest series reshuffle. "I would not be interested in going back," he told AUTOSPORT.

V8 SUPERCARS' NEW CHAIRMAN

Former Australian Grand Prix chairman James Strong is V8 Supercars' new non-executive chairman. He effectively replaces Tony Cochrane, who stood down as executive chairman in September.

SPEEDWORKS TESTS BTCC TRIO

Multiple hot rod champion Carl Boardley was due to test a Speedworks Motorsport NGTC Toyota Avensis at Donington Park today (Thursday) as he considers a British Touring Car campaign for 2013. Dave Newsham and Lea Wood tested with the team at Donington last week.

TECH-SPEED TESTS TURBO

BTCC squad Tech-Speed tested its turbocharged S2000 Chevrolet Cruze for the first time last week. Driver Joe Girling, who hopes to race the car in 2013, shook the car down at Bruntingthorpe before moving on to Donington Park.

Girling drove Cruze

PICS: CLIFFE/NORWICHPHOTO, BOTTARI/GETTY

M-Sport's Qatar-backed Fiestas may look like this

WRC

D-day for M-Sport

Squad must choose Mads Ostberg's team-mate this week. By DAVID EVANS

M-Sport World Rally Team boss Malcolm Wilson has a shortlist of four drivers vying for his second Ford Fiesta RS WRC seat in the 2013 World Rally Championship, and must decide who will partner Mads Ostberg before the end of the week.

AUTOSPORT understands that Evgeny Novikov, Juho Hanninen and Thierry Neuville are the leading contenders for the seat, but that Ott Tanak is also ready to step in to the team if asked.

Hanninen, who won last year's SWRC crown to add to his Intercontinental Rally Challenge title of 2010, has already secured a deal to drive an M-Sport-run Fiesta on the first two rounds of the championship.

It is unclear, however, whether this will be in the organisation's leading Qatar-backed team alongside Ostberg.

Wilson said: "It wouldn't phase me to go to Monte with young drivers. We know that Citroen is going to be strong, but Monte being Monte anything can happen. It's going to be difficult get a strong result on that event. It'll be tough against the likes of Sebastien Loeb and Dani Sordo in the Citroens. But then when you look further into the season at events like Sweden, then I would certainly be looking at a strong result with a young team on an event like that.

"Why not take the gamble? I'm not frightened of taking that challenge. Financially we have still got a hole to fill, but the great thing is that we are still going to be up there challenging with the budget to continue to develop the car and the chance to really shake things up with a couple of young guys. This year could be about taking a risk and I'm ready to embrace that."

M-Sport has to let Monte Carlo Rally organisers know the identity of its second driver by December 14.

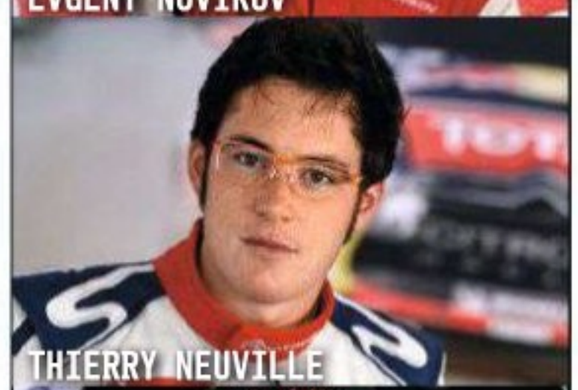
Reiterating his decision not to pay for a drive next season, 2003 World Rally Champion Petter Solberg has ruled himself out of next year's series.

Solberg, who drove for the M-Sport-run factory Ford squad in this year's championship, said: "I am so grateful and happy for what I have experienced during my 15 years in the WRC.

"For now it's really quite sad, you know, I would have loved to have driven for a few more years, but I do realise there will not be a WRC programme for me next year."

M-SPORT'S LEADING 2013 CONTENDERS

EVGENY NOVIKOV


THIERRY NEUVILLE

JUHO HANNINEN

MIS Motorsport – setting the standards in motorsport insurance
ON TRACK / ON EVENT / MOTOR TRADE /
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY
www.mismotorsport.com or call 01943 884 555
M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.
MIS MOTORSPORT

Find more issues at magazinesdownload.com

LE MANS/WEC

HVM joins forces with Status for WEC assault

THE HVM INDYCAR SQUAD IS JOINING forces with Status Grand Prix for an assault on the LMP2 class in next year's World Endurance Championship.

HVM, which contested this season's IndyCar Series with a Lotus-engined Dallara, and European Le Mans Series frontrunner Status plan to field at least one Lola-Judd/BMW B12/80 in the eight-race WEC.

A second car is a possibility, as is a concurrent American Le Mans Series campaign in the same class.

HVM boss Keith Wiggins, who announced his plans to enter the WEC last month (see AUTOSPORT November 8), said: "We believe that LMP2 in the WEC is the best way forward and working with Status is a good opportunity to team up with a group that already has experience in P2, as well as the equipment and facilities in Europe."

Status team principal Teddy Yip Jr said: "For the step up to a full-time WEC programme, our combined strengths create a very strong platform for technical personnel, resources and contacts with drivers and sponsors in both Europe and the USA."

The new partnership, which will run under the HVM Status GP banner, is close to finalising drivers for one car.

Wiggins has not ruled out continuing in IndyCar as HVM in 2013, and added: "We will have an engine deal [with Chevrolet or Honda] once the dust settles and we are talking to two groups about next season."

Wiggins has previously had an involvement in sportscar racing when his Pacific team, which raced in Formula 1 in 1994-95, ran the BRM-Nissan P301 prototype at Le Mans in 1997.

Wiggins (centre) has teamed up with Status

IN BRIEF

Lappi has driven Skodas already

LAPPI JOINS SKODA
Esapekka Lappi has been announced as a Skoda factory driver for next year's WRC-2 series. The 21-year-old Finn, who won every round of his domestic championship this year, replaces his countryman Juho Hanninen in the squad. Jan Kopecky remains on board and will tackle selected European rounds as well as working on the new Fabia R5 car.

OSTBERG'S MONTE TEST
Mads Ostberg will begin his first test as M-Sport's lead driver this week when he arrives in the French Alps for two days of running. Ostberg has never contested Monte Carlo before, but did complete the recce for this year's World Rally Championship opener.

VW AND CITROEN LAUNCH
Volkswagen and Citroen officially launch their 2013 World Rally Championship campaigns this week. The German manufacturer will unveil its definitive-specification Polo R WRC in Monaco on Saturday while Citroen will reveal the new livery for its factory DS3 WRCs in the UAE today (Thursday).

RACERS FOR DAKAR
Former World Touring Car driver Tim Coronel will drive a solo Suzuki buggy on the Dakar Rally. Emiliano Spataro, Juan Manuel Silva and Jose Luis di Palma – all racewinners in Argentina's top series, Super TC2000 – have also signed up for the event and will drive, respectively, Renault, Volkswagen and Toyota machinery.

PRODRIVE COURTS DRIVERS
Prodrive WRC Team is working to close a deal with a lead driver for its Mini squad ahead of next month's Monte Carlo Rally. Team boss Richard Taylor said: "We're talking to numerous drivers, but we firmly believe we've got the car to win Monte after finishing second last year."

Prodrive was P2 on 2012 Monte

Latvala was uninjured in crash

WRC

VW upbeat in the face of test crash

VOLKSWAGEN IS CONFIDENT THAT ITS POLO R WRC will be competitive from the start of the 2013 World Rally Championship, despite its week-long test in Mexico last week being interrupted by a road accident for new recruit Jari-Matti Latvala.

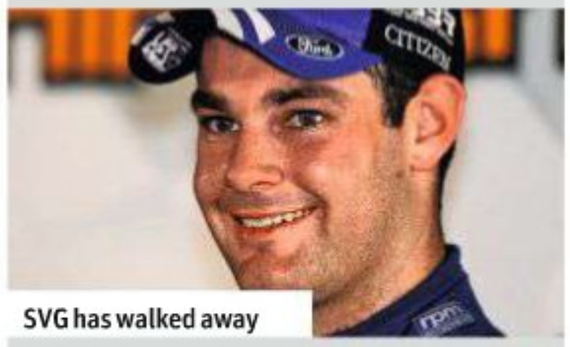
Latvala was driving back to the start of the test stage when he collided with a member of the public's car in Leon. The driver and passengers from the road car were taken to hospital, but released later the same day.

Latvala and team-mate Sebastien Ogier shared driving duties in Mexico during a test that was described as one of the most positive yet by VW technical director Francois-Xavier Demaison.

"Now we have the car we are happy with," said Demaison. "The test went very well with perfect conditions between 25 and 30C.

"It was really important for Jari-Matti to get the chance to drive in these conditions – his only chance before Mexico next year."

IN BRIEF


SVG has walked away

VAN GISBERGEN QUITS SBR
V8 Supercars frontrunner Shane van Gisbergen has quit the series and returned to his native New Zealand, citing personal reasons for his decision. AUTOSPORT understands his Stone Brothers seat was not threatened by the team's switch from Ford to Mercedes machinery for 2013.

WORKS PORSCHES IN WEC
Porsche will enter a factory team in next year's World Endurance Championship and the Le Mans 24 Hours as it develops its new 991-shape 911 GT3-RSR. Manthey Racing will run the two cars for the factory in the full series.

MARTIN JOINS BMW ROSTER
Maxime Martin has joined BMW's roster of factory drivers for 2013 but has yet to have a race programme confirmed, the Belgian having also tested DTM machinery for the manufacturer this year. Veteran Jorg Muller is not expected to be retained for the American Le Mans Series campaign.

PIQUET FOR DAYTONA 24 HOURS
NASCAR Truck Series racer Nelson Piquet Jr and 2011 British Formula 3 Champion Felipe Nasr will drive for Action Express Racing at the 2013 Daytona 24 Hours. They join a line-up that includes Mike Rockenfeller, Joao Barbosa, Christian Fittipaldi, and Brian and Burt Frisselle.

ASTON BACK IN ALMS
Aston Martin will return to the ALMS next year after linking up with The Racer's Group. Porsche specialist TRG will field the Vantage GTE as well entering the Vantage V12 GT3 in the Grand-Am GT class and the Vantage GT4 in the Continental Tire feeder series.

BMW TO RUN Z4 IN ALMS
BMW and Rahal Letterman Lanigan Racing will switch from the M3 GT to a GTE version of the Z4 GT3 car for next year's American Le Mans Series. BMW Motorsport boss Jens Marquardt said: "This change in model shows we are focusing fully on the BMW Z4 as an all-encompassing GT car."

Z4 will run in ALMS

PICS: MCKLEIN.DE, MCKLEIN, EBREY/LAT

Vettel: latest triple champ

Find more issues at magazinesdownload.com

WHAT THE TRIPLE CHAMPS THINK OF VETTEL

Sebastian Vettel joined an exclusive club in 2012, so what do Jack Brabham, Jackie Stewart, Niki Lauda and Nelson Piquet make of the latest triple champ? *EDD STRAW* finds out

Only nine men have ever known the feeling Sebastian Vettel now has: what it's like to be a triple world champion. Two – Juan Manuel Fangio and Ayrton Senna – are no longer with us, leaving just six others who have achieved three crowns. Of those, Michael Schumacher and Alain Prost went on to add more, which leaves four living triple world champions – Jack Brabham, Jackie Stewart, Niki Lauda and Nelson Piquet – alongside Vettel.

There are reasons why it's so exclusive a club. Few ever earn the chance to sit in a grand prix car capable of challenging for the title; fewer still capitalise on that opportunity. Of those, only some can sustain success. Only 32 men have been crowned Formula 1 world champion. Even among them, Vettel is one of the elite.

Most remarkably, Vettel is only 25. That's younger than any of the other four living triple champions were when they won their first titles: Brabham was 33, Stewart 30, Lauda 26 and Piquet 29. So it's easy to argue that Vettel has yet to reach his peak. If he can continue into his late thirties, who knows what records he could break? And who would bet against him joining Prost (30 when ▶

PIC: THOMPSON/GETTY

CIRCUITO MIKE G GUADIX

Helping drivers and teams become **winners,**

and winners become world CHAMPIONS

Superb **improved circuit layout** and **safety features** with, special **medium abrasion tarmac** plus **total image improvement**

The **BEST VALUE** exclusive **TESTING in Europe**

From **3000€** per day **exclusive, plus quality share testing dates.**

DRY SUNNY south Mediterranean climate: GRANADA **south** Spain

NO NOISE restrictions: UNBEATABLE safety record: 24HR TESTS FROM 7000€

(to view 600 photos link to **www.flickr.com/photos/guadixcircuit-direct-photos)**

CONTACT **Clive Greenhalgh 0034 660329070**

clive@guadix circuit.com www.guadixcircuit.com

Find more issues at magazinesdownload.com

THREE IN A ROW: WHERE IT WENT WRONG

All four of Vettel's fellow living triple world champions had the potential to win three consecutive crowns, although none of them did so. With Vettel seemingly on the road to winning many more titles, his predecessors' failures are a warning of how easy it is to slip out of contention.

JACK BRABHAM VICTIM OF RULE CHANGES

The combination of Jack Brabham, the 2.5-litre Climax engine and Cooper chassis took the Australian to consecutive titles in 1959 and '60. But in '61 he scored a paltry four points.

"The formula changed from 2.5-litre down to 1500cc in 1961," said Brabham. "We didn't have a 1500cc engine and we were out of business. Ferrari, unfortunately, had the engine. I think they probably influenced the change of formula and they won the championship."

JACKIE STEWART VICTIM OF A BAD CAR AND OVERWORK

After winning his first world title in the Ken Tyrrell-run Matra-Cosworth in 1969, Stewart was against running the stipulated Matra powerplant in '70. This led to Tyrrell fielding the March 701, not a car of title calibre.

After again triumphing in 1971, Stewart's punishing schedule of racing in multiple categories and sponsor engagements contributed to his suffering a duodenal ulcer. Without this, it's possible he could have added the 1972 title and completed a 1971-73 hat-trick.

NIKI LAUDA VICTIM OF A NEAR-FATAL CRASH

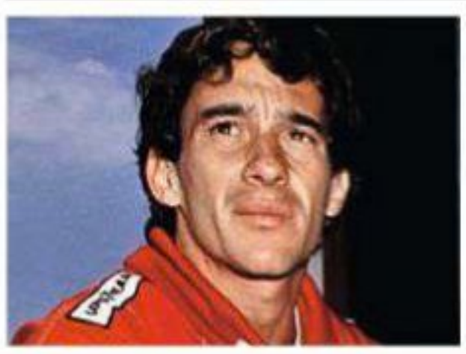
The Austrian won his first world championship for Ferrari in 1975 and was well on the way to adding the '76 title when he suffered his famous crash at the Nurburgring. Despite missing two races and suffering burns, he still came within an ace of taking the crown.

In 1977, he reclaimed the championship in the face of Ferrari's best efforts to replace him as lead driver. Without the Nurburgring crash, this would surely have completed a hat-trick.

NELSON PIQUET VICTIM OF UNRELIABILITY

Nelson Piquet won his first world title in 1981 for Brabham, adding his second in '83. In '82, he finished only four races thanks to the unreliability of the BMW turbo engine Brabham was developing.

Arguably, had Piquet continued to run the Cosworth, he might have won a second title. But those involved in the project reckon that the work done in 1982 was essential to winning with BMW the following year, by which point a normally-aspirated engine had no hope.



AYRTON SENNA VICTIM OF PROST... AND A LOSS OF SUPREMACY

Had Alain Prost not decided to turn in on Senna at Suzuka in 1989, it's debatable whether the Brazilian would still have gone on to win the title and complete the missing piece for four in a row (1988-91). But '92 was arguably the lost opportunity.

Unfortunately for Senna, the writing was on the wall in 1991, where the Williams-Renault emerged as the fastest car but wasn't reliable enough. The following year, McLaren-Honda struggled and Senna won only three races.

◄ he won his first crown) as a quadruple world champion, perhaps as early as next year?

Perhaps the triple champion who would be most engaging on the topic of Vettel would be Senna, simply because they share so many characteristics. Such is the myth that has built up around the Brazilian since that terrible day at Imola in 1994, that some will bristle at that claim as some kind of sacrilege. But the comparison stands up. Both are/were forces of nature in qualifying. Like Senna, if you put Vettel in a decent car that gives him the feedback he needs to be fully confident, he becomes close to unbeatable. Like Senna, he has a single-minded determination that transcends that of the majority of his rivals. And like Senna, he has won races in machinery that is not always the best.

And while Vettel has not developed the penchant for quotable profundity that Senna had, the pair share a remarkable intensity. Maintaining that intensity appears to be key to Vettel continuing to rack up successes that, statistically, will likely leave him way ahead of Senna.

"Oh yes, he's still improving." says Stewart. "I was 34 when my number was up and I had got to the point where it was time to retire. Sebastian will know when the time is right and he can go on not just until he's 34. You're still good in your mid-to-late thirties, physically. But there does come a time when you think that maybe it's time to move onto something else."

Nelson Piquet, champ in 1981, '83 and '87, agrees that we have only seen part of the Vettel story so far. He draws a startling comparison between what Vettel has already achieved and where he was in his career at the same time.

"He's young, just 25," says Piquet. "I got into F1 when I was nearly 26 years old. He's already done 100 grands prix, half of what I did in my whole life! He has time and I think that the things ahead will be fantastic for him."

But that's yet to come. The question is: just how good is Vettel now? Since becoming the youngest world champion in 2010, he has established himself as the dominant force in F1.

When it comes to a comparison ►

PIC: HUDSON/LAT, RONDEAU/GETTY, LAT ARCHIVE

BOOK IN ADVANCE TO SAVE*

AUTOSPORT INTERNATIONAL
12 - 13 January 2013, NEC

AUTOSPORT INTERNATIONAL
CARS STARS ACTION

NEC BIRMINGHAM | TRADE ONLY DAYS
10-13 JANUARY 2013 | 10-11 JANUARY 2013

Take your passion for motorsport and road cars up a gear at Autosport International. Get up close to real F1 cars on the F1 Racing Grid. See your favourite TV personalities and celebrities. Smell the burning rubber from the screeching tyres in our Live Action Arena. Then hit the Kart track or feel the white-knuckle acceleration of a real-life Caterham. Experience the cars you love like never before. Buckle up!

BOOK YOUR TICKET NOW AT AUTOSPORTINTERNATIONAL.COM OR CALL 0844 581 1370

Includes access to:
THE PERFORMANCE CAR SHOW
Powered by PistonHeads.com

* Advance price including booking fee is cheaper than on the door price, see website for more details

Find more issues at magazinesdownload.com

with the drivers of the past, it's clear that F1 is a very different sport to how it was even when Senna, the most recent of the triple champions, was racing. But despite that, Lauda thinks that the fundamental skills of the greats remain similar.

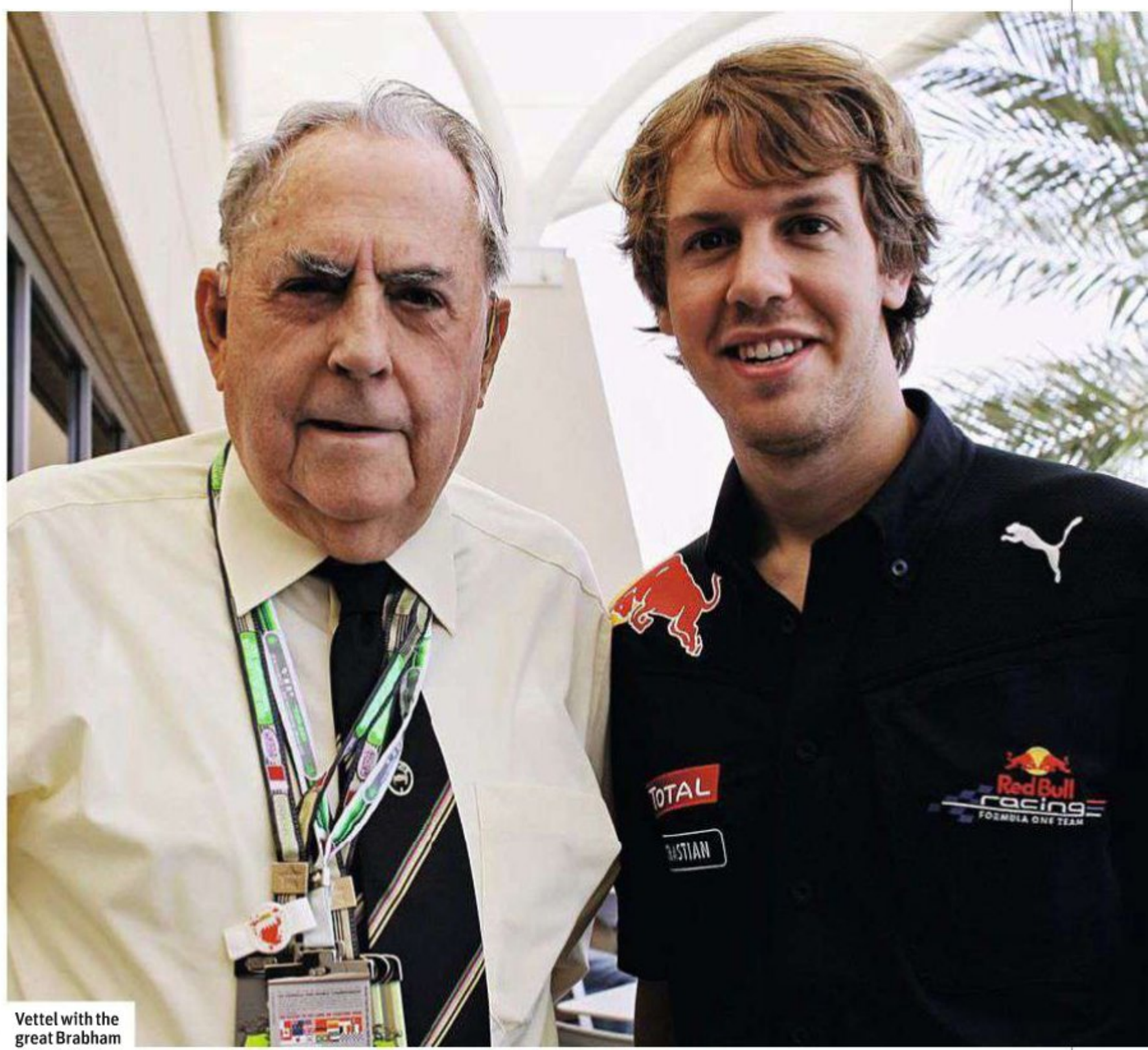
"What you need to be world champion doesn't change so much, I think," reckons Lauda. "It's important to be a whole package and you have to work. Other things have changed, but not that."

Piquet disagrees, citing not only the fact that drivers no longer put their lives on the line to the same extent, but also the technical change that he believes makes it easier to realise your talent.

"It's much easier," he says. "If you simply have the talent, you can do it but in the past you had to have the talent and the knowledge. The cars were more difficult to drive and in my time a lot of drivers were killed. We had no power-steering; we had to change gears. It was much more difficult.

"This is a new era. You can now drive more easily. In my time, you had to be a good mechanic to understand the car and understand where the limit was as well as giving all of the information to the engineers. You also had to be more mature. Today, you simply have to be quick and not make mistakes."

In turn, Red Bull chief technical officer Adrian Newey would disagree with that, telling AUTOSPORT after the season-closing Brazilian Grand Prix that the ability to provide a focal point of



Vettel with the great Brabham

CHAMPION MACHINERY AT HIS DISPOSAL

A criticism often levelled at Sebastian Vettel is that he needs to win races in cars not designed by Adrian Newey to prove himself. Of all the triple champions, he's the one who has raced the fewest makes in Formula 1, but then again he is only 25.

Vettel has only raced a non-Adrian Newey car in F1 once: the BMW Sauber in which he made his grand prix debut at Indianapolis in 2007. All but one of his 26 wins have come in Red Bull-Renaults produced by Newey; the Toro Rosso-Ferrari in which he sensationally won the 2008 Italian Grand Prix was a Newey car with modifications to the suspension and brakes.

Jack Brabham is arguably the most impressive on this score. He won two titles in Cooper machinery, then added a third in a car bearing his own name. While a large share of the credit for the car's design lies with Ron Tauranac, Brabham was involved in the car at every level technically.

Jackie Stewart won grands prix in four different makes of car – BRM, Matra, March and Tyrrell – and took titles with Matra and Tyrrell. Niki Lauda won his first two titles for Ferrari and added his third with McLaren.

As for Ayrton Senna, he often seems to escape criticism for only winning titles in McLaren machinery, although it's possible that he might have come back from his points deficit in 1994 had he walked away from his Williams after his Imola crash. But he did also win races for Lotus.

It's unlikely that Vettel will spend his entire F1 career with Red Bull, but even if he did, would it be that bad? After all, Jim Clark is celebrated for his remarkable partnership with Colin Chapman that yielded two titles. Perhaps it's this laudable aspect of Vettel that we should focus on...

How would Vettel do away from Red Bull?

PIC: BONGARTS, MASON/GETTY

Vettel on the limit in Monaco

understanding what the car is doing, independent of the many sensors on it, is the mark of a true great. But Piquet is right that the role of the driver has changed, even if his view of the modern driver is perhaps a little reductive.

Jack Brabham, who uniquely won a title behind the wheel of a car bearing his own name, could argue that just as Vettel drives in a safer era as Piquet, so it was for the Brazilian relative to Brabham – who was famously flung from his Cooper at Monsanto Park in 1959 and almost run over by Masten Gregory. Brabham is quick to praise Vettel and reckons he has demonstrated his greatness already.

"There is no doubt that Sebastian is an excellent driver," says Brabham. "Compared to myself, he is younger and he has a great future! I do not believe there is any need for him to further prove himself and I expect him to achieve more championships in F1."

That particularly applies to the mental side of his game. Stewart is recognised as perhaps one of the masters of what he calls "mind management". Many are the drivers that had the speed to win titles but couldn't string everything together, and Vettel's consistency in taking three straight championships proves that he has that ability.

"His greatest asset is that, for one of 25 years of age, he's very mature," says Stewart. "His mind management seems to be very good and he doesn't let himself drop out mentally, which can easily happen either as a result of success or, from time to time, failure. He keeps a level head and that's perhaps the most important element. The natural talent is God-given, he can claim nothing for that, but what he has done is develop that.

"He's probably got no more than others who are gifted in that fashion, but what he's done is thread the needle more often in a cool and calculated way. He made the odd mistake early on, the collision with Mark Webber in Turkey [2010] for example, but he wouldn't do that again. When you get that calculated mind working well with that superb ability, you get a very unspectacular driver and that is usually the best driver.

> "Sebastian realises there's no point being a dumb hero. There's a lot of measurement"
> **Jackie Stewart**

"You didn't see Jim Clark with his arms and elbows all over the place. You didn't see Fangio doing that either. I hope you didn't see Alain Prost or Jackie Stewart or Niki Lauda doing it either. The really good drivers are not that spectacular; they are the ones who can deliver consistently."

What happened at Interlagos two weeks ago is an example of what Stewart is talking about. While Vettel played a part in the initial contact with Bruno Senna, his recovery with a damaged car was remarkable. The way that he reacted mentally is something Piquet picked up on.

"He did a fantastic job to end a fantastic year," says Piquet. "It was a very exciting race and it was difficult to understand a lot of what was happening from the outside. But Vettel played it safe all of the way after that. I want to know what he felt when he spun and when he was hit! It must have been so difficult for the first laps and to win the championship after that was great."

Inevitably, there have been criticisms of Vettel, primarily that he has benefited from top machinery for each of his titles. That's far from unusual. The majority of the titles won by the triple champions have come in the best car. But while there can be no doubt that Vettel is a true great, there are still question marks over whether he's the greatest of his era. Although that, as much as anything, is down to the sheer depth of talent on the grid.

"Vettel was in a very good position this year," says Lauda. "Lewis Hamilton had bad luck, as there were times when he did a perfect job but didn't finish. And the Ferrari didn't improve in terms of performance even though Fernando Alonso always got everything out of it. They are all top drivers."

Perhaps what Vettel lacks so far is a career-defining rivalry. Senna had that with Prost, Lauda had Hunt, and Stewart had Jochen Rindt and Emerson Fittipaldi. Brabham, who most of the ubiquitous great-driver lists rank below these, didn't have a great head-to-head to hang his reputation on. But Vettel is well on the way to creating such a legend with Alonso, who he has now twice beaten to the

Stewart has admiration for 2010-12 champion

PICS: TEE/LAT, BONGARTS, KING, MASON, POWELL/GETTY, LAT ARCHIVE

Find more issues at magazinesdownload.com

STATS OF THE TRIPLE CHAMPS

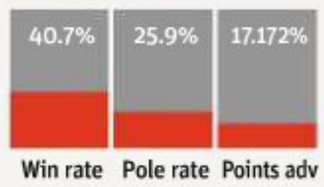
BRABHAM'S TITLES

1959*
Win rate: 25% (2/8)
Pole rate: 12.5% (1/8)
Points advantage: 14.815% (over Brooks)
*Discounts Indianapolis 500

1960*
Win rate: 55.6% (5/9)
Pole rate: 33.3% (3/9)
Points advantage: 26.471% (over McLaren)
*Discounts Indianapolis 500

1966
Win rate: 44.4% (4/9)
Pole rate: 33.3% (3/9)
Points advantage: 10.526% (over Surtees)

COMBINED



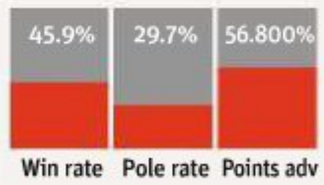
STEWART'S TITLES

1969
Win rate: 54.5% (6/11)
Pole rate: 18.2% (2/11)
Points advantage: 70.270% (over Ickx)

1971
Win rate: 54.5% (6/11)
Pole rate: 54.5% (6/11)
Points advantage: 87.879% (over Peterson)

1973
Win rate: 33.3% (5/15)
Pole rate: 20% (3/15)
Points advantage: 29.090% (over Fittipaldi)

COMBINED



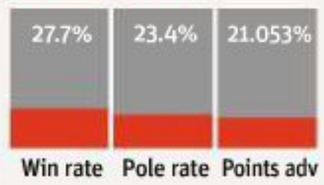
LAUDA'S TITLES

1975
Win rate: 35.7% (5/14)
Pole rate: 64.3% (9/14)
Points advantage: 19.444% (over Fittipaldi)

1977
Win rate: 17.6 (3/17)
Pole rate: 11.8% (2/17)
Points advantage: 30.9% (over Scheckter)

1984
Win rate: 31.3% (5/16)
Pole rate: 0% (0/16)
Points advantage: 0.699% (over Prost)

COMBINED



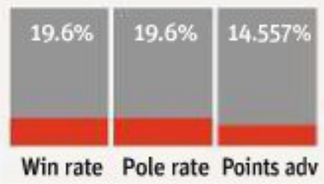
PIQUET'S TITLES

1981
Win rate: 20% (3/15)
Pole rate: 26.7% (4/15)
Points advantage: 22.5% (over Reutemann)

1983
Win rate: 20% (3/15)
Pole rate: 6.7% (1/15)
Points advantage: 3.509% (over Prost)

1987
Win rate: 18.8% (3/16)
Pole rate: 25% (4/16)
Points advantage: 14.557% (over Mansell)

COMBINED



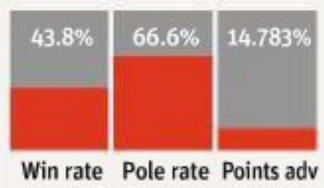
SENNA'S TITLES

1988
Win rate: 50% (8/16)
Pole rate: 81.3% (13/16)
Points advantage: 3.45% (over Prost)

1990
Win rate: 37.5% (6/16)
Pole rate: 68.8% (11/16)
Points advantage: 8.974% (over Prost)

1991
Win rate: 43.8% (7/16)
Pole rate: 50% (8/16)
Points advantage: 33.3% (over Prost)

COMBINED



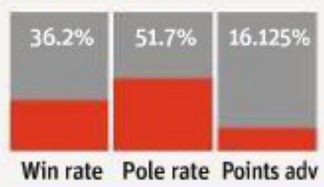
VETTEL'S TITLES

2010
Win rate: 26.3% (5/19)
Pole rate: 52.6% (10/19)
Points advantage: 1.587% (over Alonso)

2011
Win rate: 57.9% (11/19)
Pole rate: 73.7% (14/19)
Points advantage: 45.2% (over Button)

2012
Win rate: 25% (5/20)
Pole rate: 30% (6/20)
Points advantage: 1.079% (over Alonso)

COMBINED



crown in a final-race showdown.

The problem is that, very often, he and Red Bull have been driving into the distance rather than scrapping in the pack, even though Vettel did complete the most on-track overtaking manoeuvres this year.

"He's not had to be wheel-to-wheel so much; he's always got that little extra," says Stewart. "There's always something that can go wrong with such close proximity with the danger of interlocking front wheels, damaging front wings, getting in the air if you get it wrong. He stays out of trouble. There are some you'd treat with more caution than others; there are some people who you will pass in one place that you wouldn't dare with others. You have to work out who the risks are.

"There's a lot of measurement being done. The consumption of information is vital to your survival and finishing record. There's no point in being a dumb hero – 'If he's going to push me, I'm going to push him... Let him have the road if he's one of the hooligans.' An old saying my father told me was, 'If you fly with the crows, you're liable to be shot at.' Hang out with the wrong people and you will find trouble. Sebastian realises that."

It will not be for many years that all the facts will be in to make a definitive subjective comparison between Vettel and the greats. After all, it takes time for a legend to be built, and even a driver as charismatic as Vettel has yet to establish himself in the popular consciousness. Perhaps that's his biggest challenge, far greater than building ever-mightier statistics. Senna put it well, and it's appropriate that he should have the last word...

> **"The true champion who shines is the one who people love to see, love to know, love to think about and to be with in their minds. In many ways we are a dream for people, not a reality."**

Night of the champions...

AUTOSPORT Awards 2012

Vettel and Loeb made a champions' entrance

Honouring multiple world champions and heralding a young star of the future

What a way to kick off our celebration of the 2012 motorsport year with triple Formula 1 World Champion Sebastian Vettel and nine-time World Rally Champion Sebastien Loeb striding into the Great Room together to a standing ovation.

Of course, our knowledgeable readers had voted them International Racing and Rally Driver of the Year respectively, and the two Sebs had the room spellbound as they spoke. They now share 12 world crowns between them, and with Loeb about to embark on a new phase of his career, this was a night we'll look back on with wonder in years to come.

The evening climaxed with Jake Dennis becoming the 24th McLaren AUTOSPORT BRDC Award winner. He took to the stage moments after Vettel and Loeb had departed, knowing he had a test in a McLaren F1 car in his pocket; does it get any better than that?

The rally ace awaits his F1 title-winning namesake

PICS: STALEY, FERRARD, DUNBAR/LAT

Mercedes-Benz

ŠKODA

Find more issues at magazinesdownload.com

International Racing Driver of the Year

PRESENTED BY PIRELLI

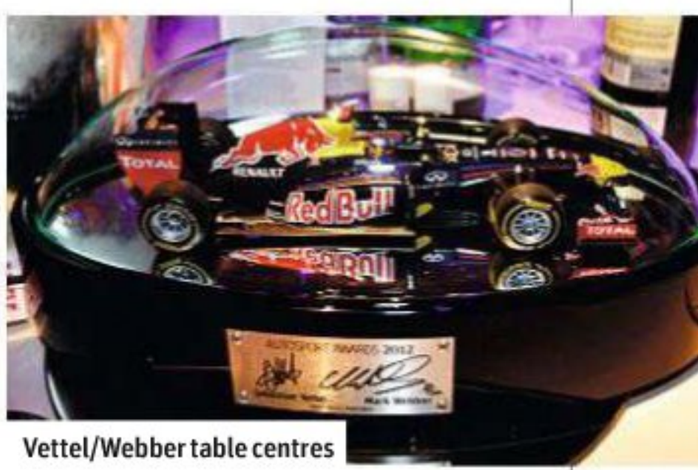
Sebastian Vettel

AUTOSPORT Awards 2012

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
2011 Sebastian Vettel
2012 Sebastian Vettel

"Only six more to go, mate..."



Vettel/Webber table centres

"WE HAD SOME TOUGH LUCK early in the season but in the end we scored some big points and we were in the lead! Waking up on Sunday morning in Brazil, I didn't expect so many things would happen. The season was summed up in that race. It didn't go as planned!

"It was a horrible feeling to see cars coming one way and me going the wrong way [on the first lap]. I got the hit from behind and got turned around, so I quickly tried to pull the clutch and roll down the hill not to break the car. It was very difficult to work out how much damage I had from the cockpit but I realised quickly I had survived. Then, after that, potentially everything that could have happened, happened.

"We were able to come back very quickly. When I was turned around, I realised I was dead last but I knew that the race was long and we might have a chance to come back. Very quickly, due to the conditions, I was able to pass a load of guys and I was very quickly behind Fernando! I'm sure he wasn't very happy about that. When it started to dry, I was really struggling because I was really slow up the hill, the tyres weren't feeling that good, the pitstop came at the wrong time. But the only thing I was thinking about was to keep going, keep driving to the end of the race. I didn't always know which position I was in because it was pretty crazy. But I didn't know what was happening at the front and whether Fernando was about to pass Jenson Button.

"I had a very good night on Sunday. It was fun. But then I felt so bad the next morning, I thought I had to go to the gym! And it all starts all over again."

TATA COMMUNICATIONS

TW STEEL
BIG IN OVERSIZED WATCHES

UBS

WE BELIEVE IN GIVING OUR BEST. ALWAYS.
THAT'S WHY WE INVEST THE SAME KNOW-HOW AND
THE SAME SPIRIT OF INNOVATION IN EVERY CHALLENGE,
WHETHER IN FORMULA 1™ OR ON THE ROAD.
A SHINING EXAMPLE IS PIRELLI P ZERO™, THE TYRE THAT
EPITOMISES CUTTING-EDGE TECHNOLOGY AND
THE PIRELLI EXPERIENCE, GIVING YOU OUTSTANDING GRIP
AT EVERY TURN AND IN ADVERSE ROAD CONDITIONS.
BECAUSE DRIVERS DESERVE TO BE IN CONTROL. ALWAYS.
ON AND OFF THE RACETRACK.

PIRELLI.CO.UK

P ZERO.™
THE GRIP FACTOR.

POWER IS NOTHING WITHOUT CONTROL

The F1 FORMULA 1 logo, F1, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing B.V., a Formula One group company. All rights reserved.

Find more issues at
magazinesdownload.com

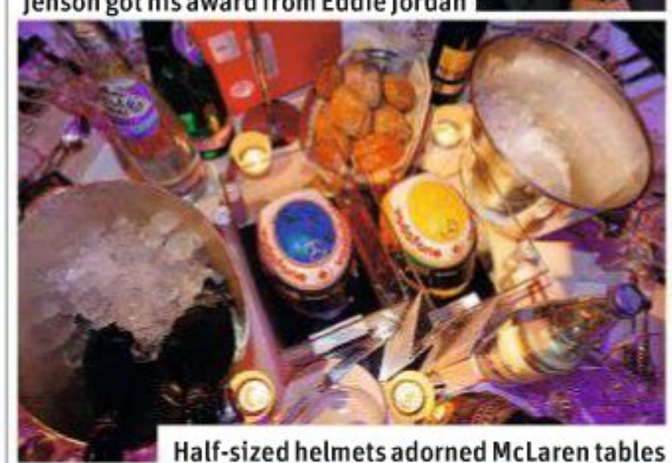
British Competition Driver of the Year

PRESENTED BY PIRELLI

Jenson Button

"It was an up-and-down season for me, but to end it with a win in Brazil was great and bodes well for 2013. I knew the destiny of the title was in my hands and by winning I made a lot of Ferrari fans pretty angry. It was nice to make Christian Horner happy by winning the last race. I'll gladly make him happy a lot next year."

Jenson got his award from Eddie Jordan



Half-sized helmets adorned McLaren tables

Matheo Tuscher's moment of glory

Horner's yellow peril

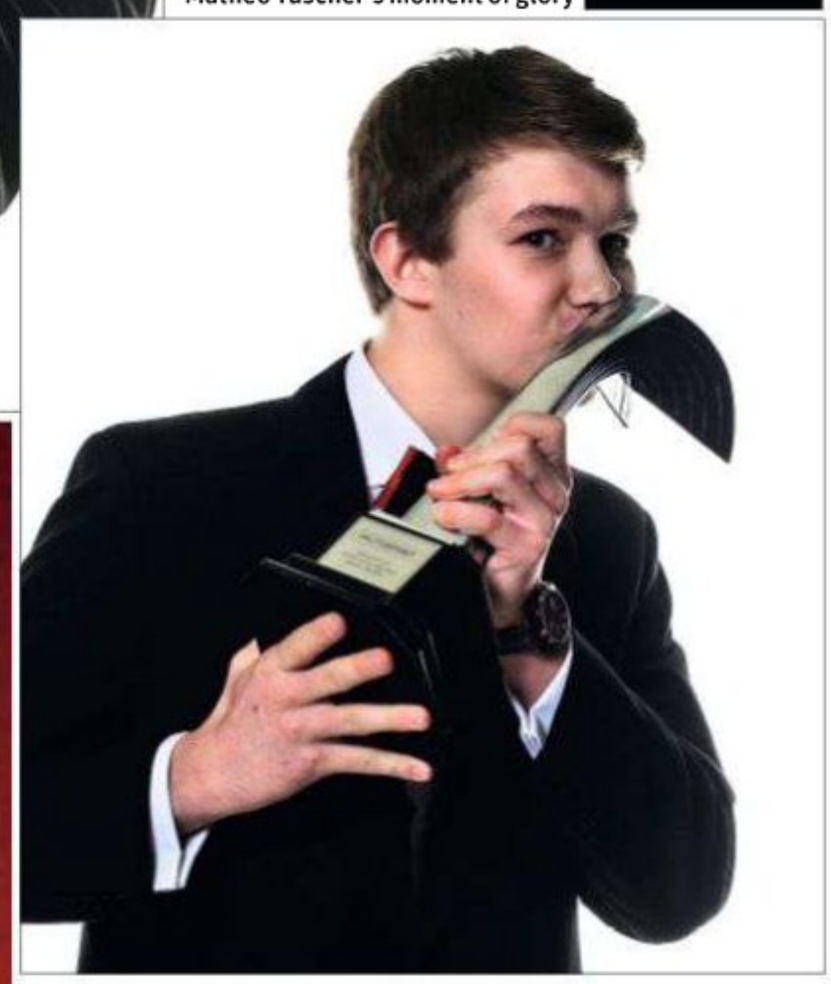
Red Bull team principal Christian Horner is no stranger to the AUTOSPORT Awards stage, and this year the major talking point was Sebastian Vettel's phantom 'yellow-flag pass' on Jean-Eric Vergne in the Brazilian GP.

Horner takes up the story: "Brazil was an incredible race as it was, then we got home, with it starting to sink in about a triple double world championship, and then this bloody yellow flag turned up... It was good to see Ferrari gracious in their defeat...

"Then some keen-witted fan pointed out the green flag. I spoke to Sebastian, and asked, 'You did see the green flag, didn't you?' And he replied, 'I can't remember! I'm sure I did'. Anyway, I can't remember being so happy to see Jenson Button win a grand prix!

"Sebastian has been brilliant, and he has grown and grown as a champion. But it wouldn't be possible without everyone back at Milton Keynes and we're so fortunate to have Adrian Newey – that's his 18th world title."

Horner in mischievous mood



Rookie of the Year

Matheo Tuscher

"My heart is going so fast right now! This season was incredible. Thank you to everybody who helped me. I hope this will go on a long time and maybe I will be sitting in a Red Bull one day... When I'd been nominated I said, 'What is AUTOSPORT Awards?' I went to the website and I was impressed. Now we've come to London and it's incredible."

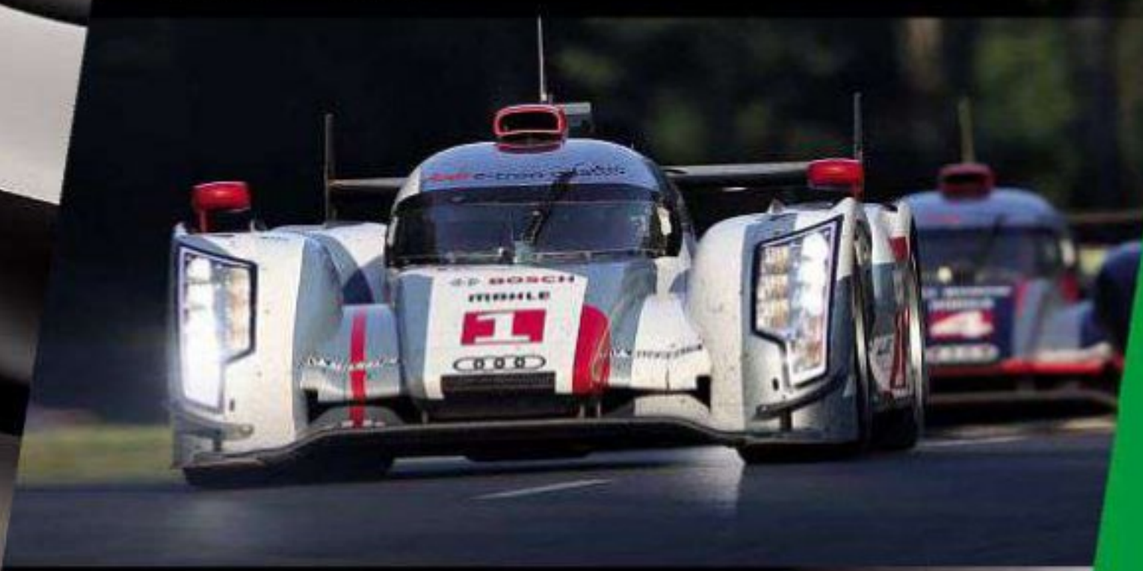
PICS: STALEY, FERRARO, DUNBAR/LAT

BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL UBS

FIA World Rally Championship – Mini

ENGINEERED WITH
FLUID STRENGTH TECHNOLOGY™

Le Mans – Audi



FIA World Rally Championship – Ford

OUR STRONGEST OIL
FOR MAXIMUM PERFORMANCE

FIA World Rally Championship – VW

DTM Championship – BMW

Castrol EDGE
Proud sponsor of the
Autosport Awards 2012

www.castroledge.com

IT'S MORE THAN JUST OIL.
IT'S LIQUID ENGINEERING.

Castrol
EDGE

National Driver of the Year/Paul Warwick Trophy

Gordon Shedden

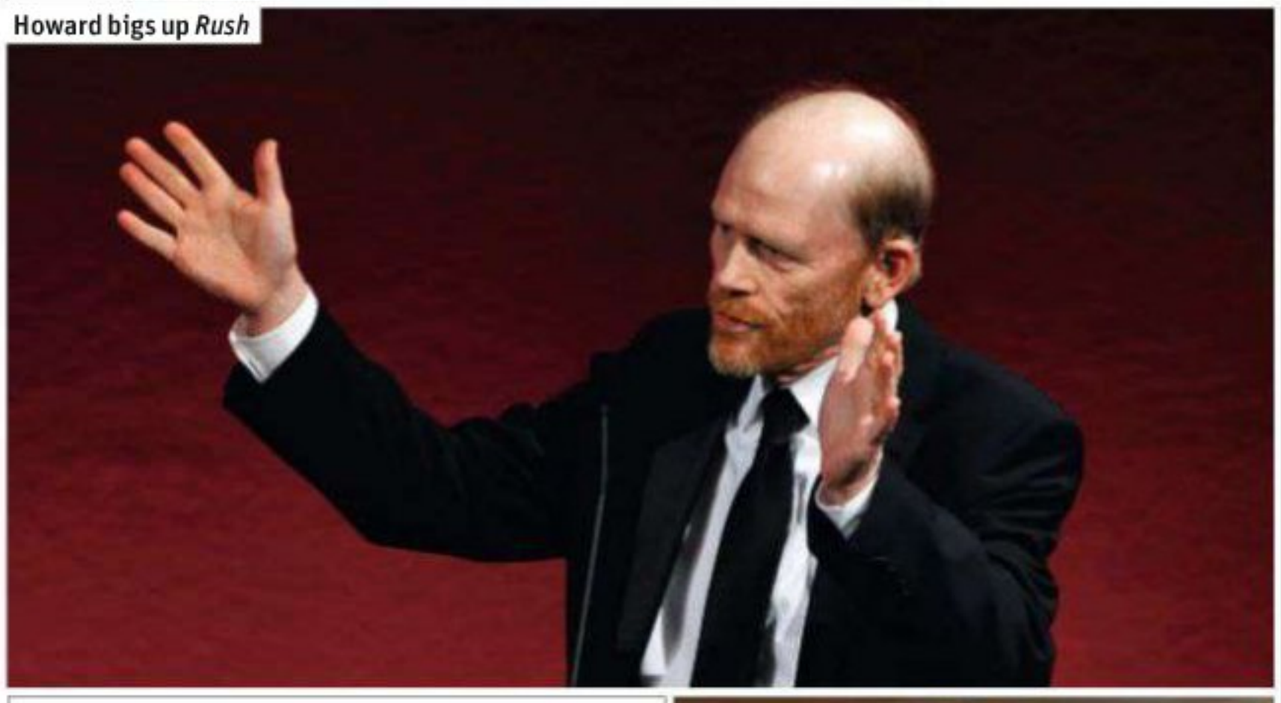
"I came so close to winning the BTCC last year and it was fantastic, but there was a real fire in my stomach this time to go one better. So many good things have happened this year, it's been fantastic. To be the third Scottish BTCC champion, after John Cleland and Jim Clark, makes me very proud, and to get this award voted for by the public is great."

Scot to feel good: JYS and Shedden

Shedden won eight BTCC races

Malvern: club winner

Howard bigs up *Rush*



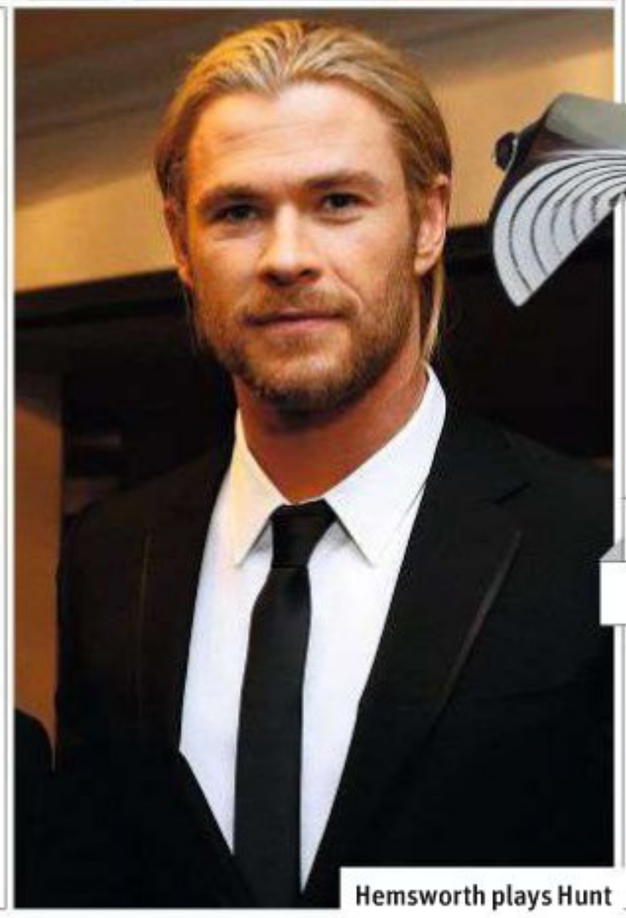
Rush gets ready to rock

In September we'll get to see acclaimed Hollywood director Ron Howard's take on the rivalry between James Hunt – played by Chris Hemsworth, who was in the room on Sunday – and Niki Lauda in his feature film *Rush*. He took to the stage to explain his journey so far in bringing their story to the silver screen.

"We're still working on it," said Howard. "It's all about two paths to greatness, two completely different approaches that created such a spirited rivalry.

"The feeling of authenticity is absolutely vital, and at this point I think I know more about Formula 1 than I did about going to the moon when I was filming *Apollo 13*!

"Back then was such a cool and amazing time for Formula 1, it's been a tremendous creative challenge, and I'm really grateful to get the chance to tell this story."



Hemsworth plays Hunt

British Club Driver of the Year

Scott Malvern

"At the start of the year I had nothing and then two days before the championship started I got a phone call and went off to Snetterton to race! It's been an incredible year to win a championship in a year you don't think you're going to race and I'm so grateful to be recognised by the readers in front of all the best people in the industry."

PICS: STALEY, FERRARO, DUNBAR/LAT

BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL UBS

Find more issues at
magazinesdownload.com

Until Maria Teresa de Filippis had become the first woman to successfully compete in F1™ racing, her mentors would not rest. (Monza, 2011.)

Over fifty years on, can your client advisor still *learn* from the first female F1™ driver?

As Maria Teresa de Filippis proved in the late 1950s, with perseverance and the right people behind you, you can achieve great things.

And few mentors are as well-qualified as five-time FIA Formula One™ Drivers' World Champion, Juan Manuel Fangio.

El Maestro.

He was the one who encouraged Maria Teresa de Filippis to not drive beyond her limits.

To listen to her head, as well as her heart.

And by doing so, he helped her show future generations of female racing drivers the way forward.

At UBS, we have the same dedication as we help our clients work towards their financial goals.

It's why our advisors work so closely alongside their clients.

Providing them with insights and financial guidance, based on the knowledge of our network of experts.

And until we've shown what all this know-how could mean to you...

We will not rest

The price and value of investments and income derived from them can go down as well as up. You may not get back the amount you originally invested. Past performance is not a reliable indicator of future results. In the UK, UBS AG is authorised and regulated by the Financial Services Authority.

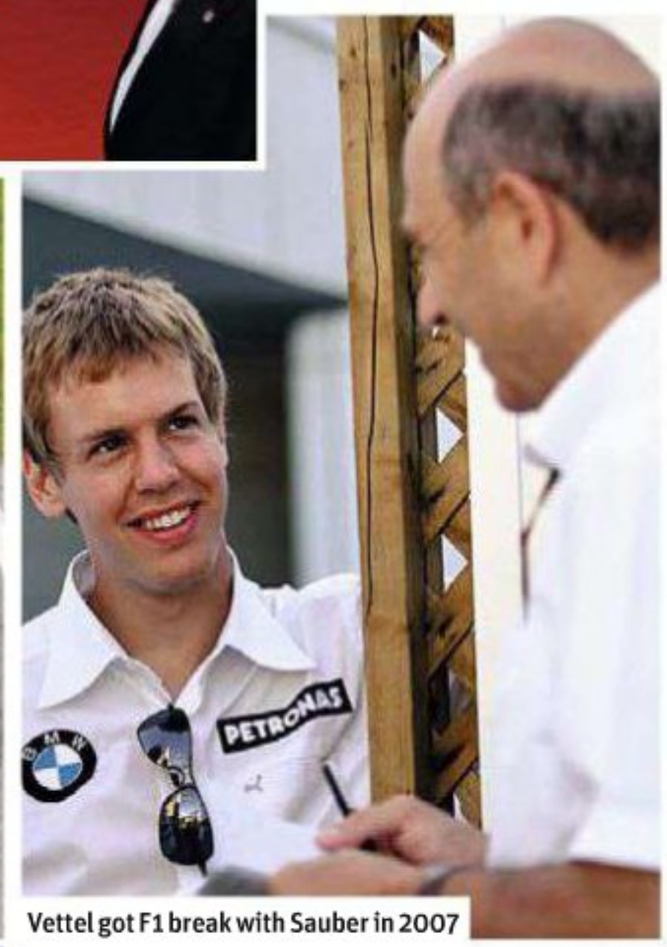
Wealth Management · Asset Management · Investment Banking

www.ubs.com/f1

Names and/or references to third parties in this print advertisement are used with permission. Location and date stated in the legend indicate where and when the image was taken. © UBS 2012. The F1 FORMULA 1 logo, F1, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing B.V., a Formula One group company. All rights reserved.

Sauber jokes with Murray Walker

Canada 2008 was Sauber favourite



Vettel got F1 break with Sauber in 2007

John Bolster Award

Peter Sauber

"Staying in Formula 1 for 20 years is not easy. There were some downs and some ups. Probably the highlight was Robert Kubica's win in Canada in 2008 and finishing second in the constructors' championship in 2007. And don't forget we kicked off Michael Schumacher's career on the world stage. That's not a bad return for our efforts."

Dance (r) with Chapman and de Angelis

John Bolster Award

Bob Dance

"I joined Lotus because I wanted to work in the race team, but ended up in the composites department. Luckily I caught Colin Chapman on a good day and asked for a transfer. 'You don't want to do that' he said. 'It's a dead-end job'. He was right, because all these years later I'm still working on his old racing cars."

Dance told great stories

PICS: STALEY, FERRARO, DUNBAR/LAT

autódromo internacional algarve
Castrol
Mercedes-Benz
PIRELLI
ŠKODA
TW STEEL
UBS

The new BMW
3 Series Touring

www.bmw.co.uk
Tel. 0800 013 2191

The Ultimate
Driving Machine

ALL THE BELLS AND (WOLF) WHISTLES.

The beauty of the new BMW 3 Series Touring is much more than skin deep. Behind its sporting, elegant lines lies a world of breathtaking innovations, from the optional full-colour Head-Up Display, to the BMW Mobile Office, which can read out your text messages and e-mails. No wonder it's attracting so much attention.
For more information, visit your local BMW Dealer or **bmw.co.uk/3seriestouring**

THE NEW BMW 3 SERIES TOURING.

Official fuel economy figures for the new BMW 3 Series Touring: Urban 30.7 – 50.4 mpg (9.2 – 5.6 ltr/100 km). Extra Urban 51.4 – 72.4 mpg (5.5 – 3.9 ltr/100 km). Combined 41.5 – 60.1 mpg (6.8 – 4.7 ltr/100 km). CO_2 emissions 159 – 123 g/km.

Find more issues at
magazinesdownload.com

Loeb made off with two trophies on his 'retirement' night

Gregor Grant Award

Sebastien Loeb

"Awards like this make me think back over the years. I have many special moments in my career and certainly one of the most important was the first title, that was special. But maybe the most special moment for me was winning the title this year in my home town – maybe it was special because I knew it was the last."

EJ bantered with Humphrey

Eddie Jordan at full throttle

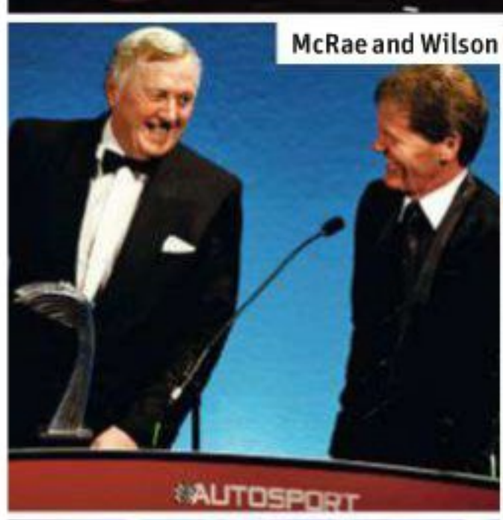
Team boss-turned-TV pundit Eddie Jordan is always a star turn when he takes centre stage, and Sunday night's exchange with host Steve Rider (and front-row table-sitter Jake Humphrey) was a memorable one...

"Jake has tried to control DC and myself, but we are hard to control," said Jordan. "He has permanent nappies to look after – he's been like our foster father on the BBC."

But how will the Beeb replace Humphrey? "I think Christian Horner is an ideal replacement," said EJ. "He's done his time at Red Bull, won all those world championships, and I could teach him to be just like Jake."

Rider then suggested Clare Balding to EJ, who replied: "Do you think Jake would want someone really good to take his place? Clare Balding and David Coulthard, I'd like to see that partnership! We'd have some fun with Clare."

British kart stars took to stage



McRae and Wilson

McRae/Chevette: '70s icons

McRae Sr thanked AUTOSPORT

Gregor Grant Award

Jimmy McRae

"That's the first thing Malcolm Wilson's given me for nothing... Do you know, Malcolm didn't win the British Championship until I'd retired and Colin and Alister had moved on! Britain in the Seventies and Eighties was where the WRC is now and I'm happy I didn't miss that. Maybe Sebastien Loeb's pleased he was young enough that he missed that kind of competition! I have fantastic memories. Thank you, AUTOSPORT."

PICS: STALEY, FERRARO, DUNBAR/LAT

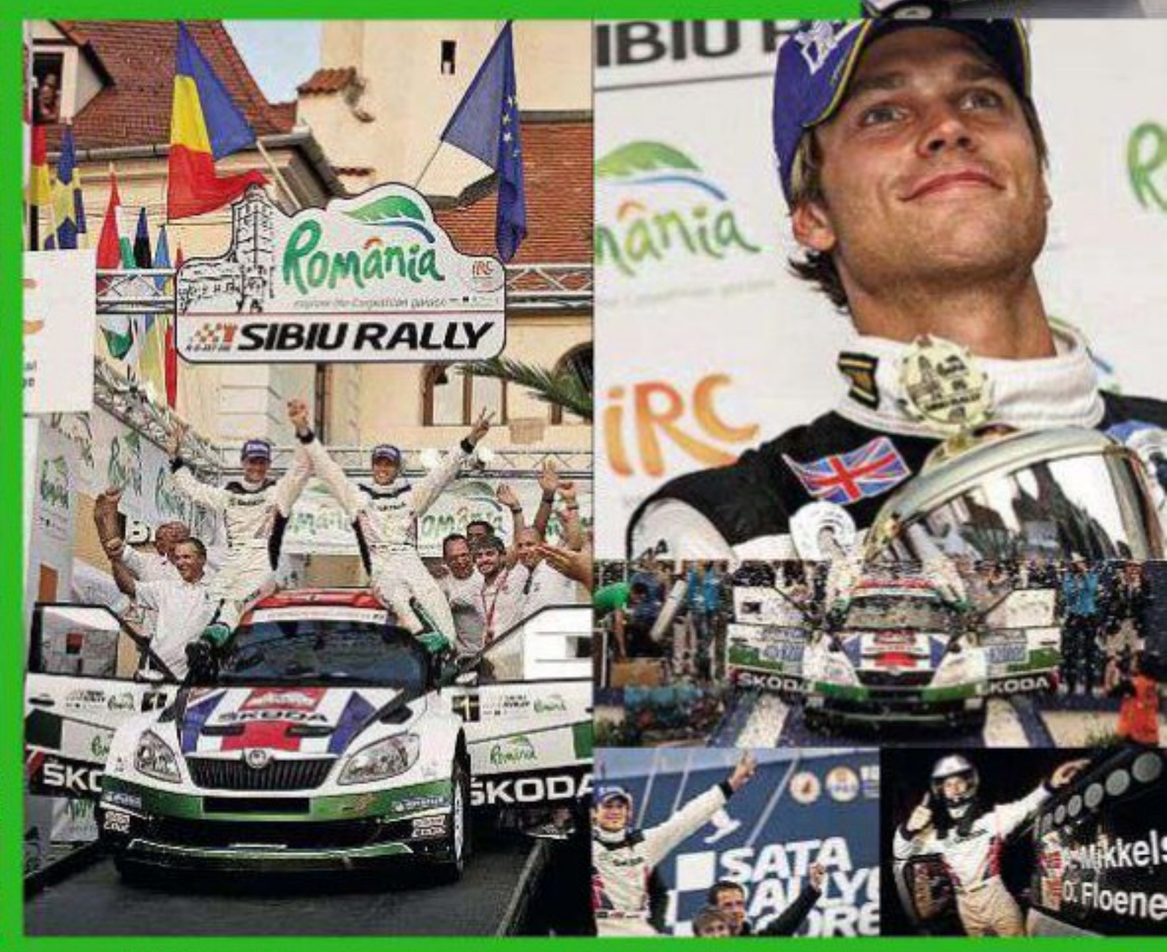
BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL UBS

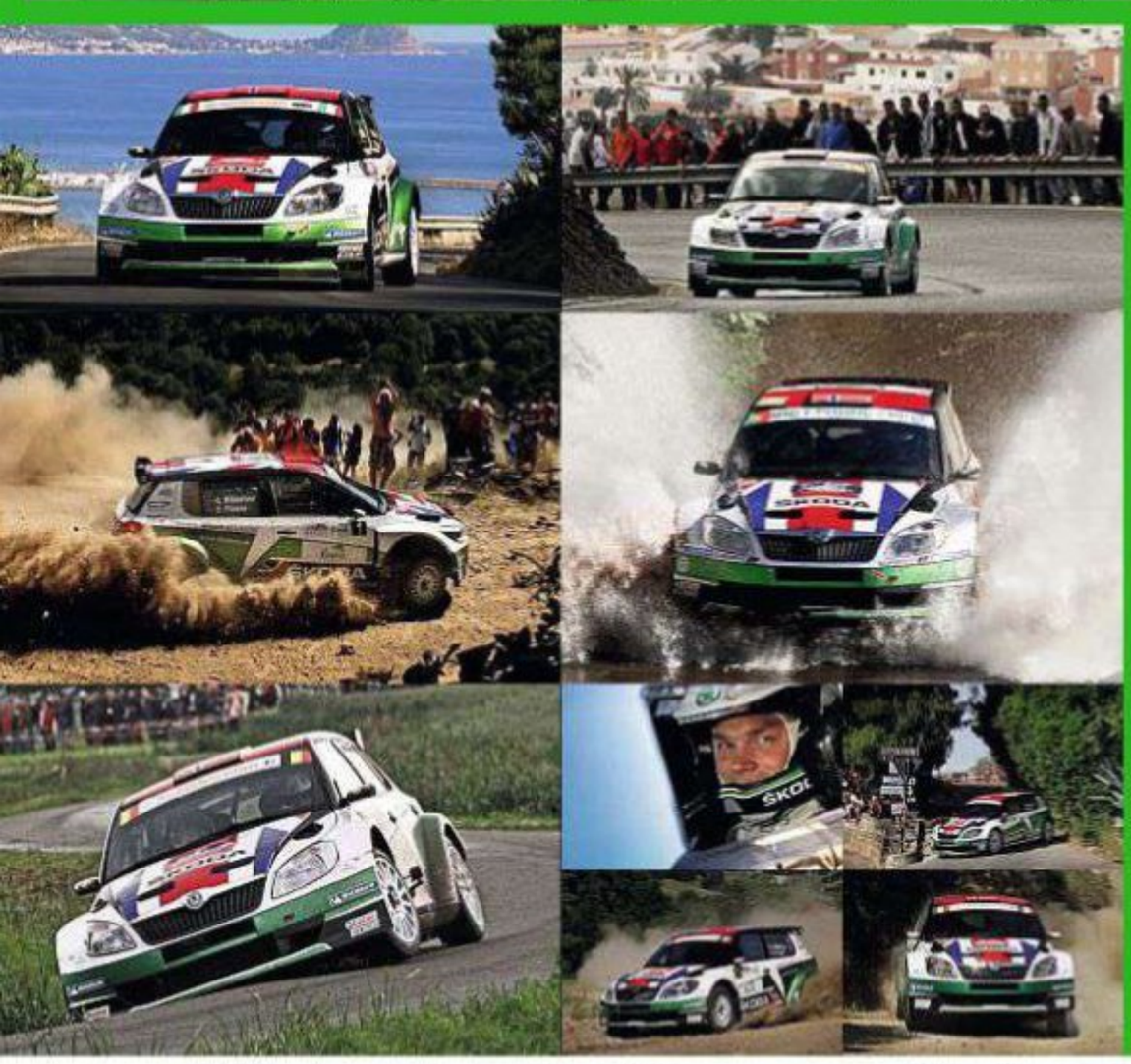
SIMPLY CLEVER

ŠKODA

Another win under our seatbelt.

ŠKODA UK Motorsport would like to congratulate Andreas Mikkelsen and Ola Fløene for winning the IRC drivers' and co-drivers' titles for the second year running.





Watch our champion driver preparing for the IRC rallies with a high speed Q&A at skoda.co.uk/motorsport

ŠKODA, winner of the IRC Manufacturers' title 2010, 2011 and 2012.

ŠKODA UK Motorsport

You Tube

skoda.co.uk/motorsport

IRC Intercontinental Rally Challenge

Newey with his RBR dream team

Racing Car of the Year PRESENTED BY PIRELLI

Red Bull RB8

Adrian Newey, technical director: "This is not just about one man, it's very much a team effort. This is a team that rose out of the ashes at Jaguar and a lot of people are still there. We have a good spirit in the team, a good work ethic and most importantly all of the guys communicate well. We needed that because it was a challenging year. It took us a long time to get any consistency into the car. Despite some good early races like Bahrain and Monaco, it was Singapore before we had that consistency."

Top trio Horner, Newey and Vettel

Vettel won five times in RB8...

... after great work from the team

Matton (far right) collected award

Rally Car of the Year PRESENTED BY ŠKODA

Citroen DS3 WRC

Yves Matton: "We have a great car and great drivers and also the great team which makes this possible. This is the third car for which we receive this Autosport award, which is very good for Citroen. It will be different without Sebastien Loeb next year, but he will be there for some rallies and he will help us with testing for the season ahead."

PICS: FERRARO, DUNBAR, ETHERINGTON, COATES/LAT

BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL UBS

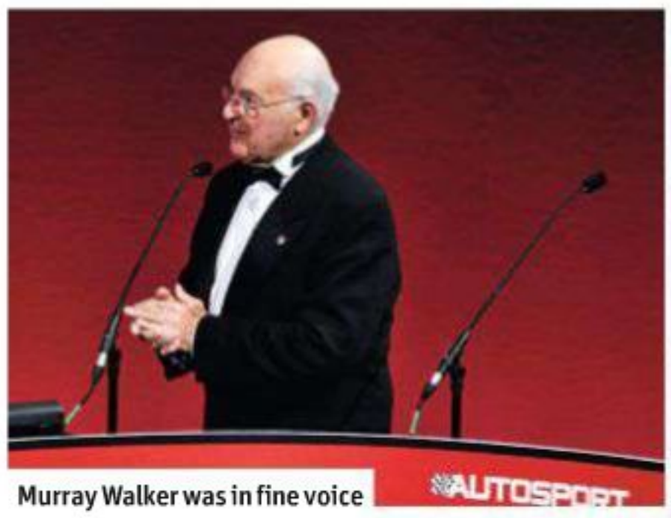
Find more issues at magazinesdownload.com

TW STEEL®

BIG IN OVERSIZED WATCHES

OFFICIAL WATCH PARTNER
OF THE AUTOSPORT AWARDS

WWW.TWSTEEL.COM


Murray Walker was in fine voice

Taking centre stage...

"I'm nervous," admitted Sebastian Vettel, with a playful look on his face. "I'm not the only guy in this room without a tie. There is one other, and that is Eddie Jordan. But I'm not going to get into that whole BBC/Sky thing, but I will say that my father and grandfather kind of struggle a bit up here with the hair [Seb points to his head], so I'm a bit worried too... But Eddie cheated, didn't he?"

Another classic one-liner was delivered by the irrepressible Jason Plato who, when asked the criteria in his role as judge on the McLaren AUTOSPORT BRDC Award, cheekily replied: "Well, the first thing we're looking for is how good-looking their girlfriends are!"

And a special word of thanks to host Steve Rider, who battled a hoarse voice all evening. Murray Walker took great delight in telling him: "Steve, how nice it is for my voice to be stronger than yours tonight!"

Vettel delivered some great lines

Rally Driver of the Year PRESENTED BY ŠKODA

Sebastien Loeb

"It's a hard decision to take to retire... I'm still winning. But I wanted to see more of my family and I want a new challenge. I knew I had to stop some time. I won this award for a few years, but nothing has changed, it is still very important. Maybe the only thing that changed is that before I took more risks – now I am older, more experienced."

PICS: PICS: STALEY, FERRARO, DUNBAR/LAT

BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL BIG IN OVERSIZED WATCHES UBS

Find more issues at
magazinesdownload.com

www.showtrax.net

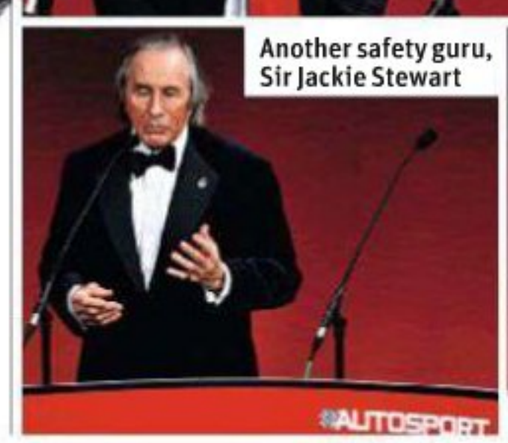
Pioneering and Innovation Award PRESENTED BY TATA COMMUNICATIONS

FIA Medical Team

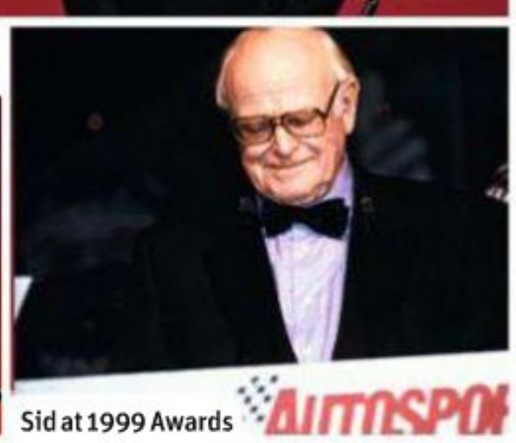
Susan Watkins, wife of Sid: "Saving lives was what Sid was all about. He did that in the operating theatre and probably saved several thousand people through his pioneering neurosurgery work and transferred that same attitude to racing circuits around the world. A lot of parents of racing drivers owe him a debt of gratitude. He was very proud of his work and the legacy will live on."

F1 medical car was thanks to Watkins

Susan Watkins received award on behalf of the FIA



Another safety guru, Sir Jackie Stewart



Sid at 1999 Awards

Nissan Europe chief Darren Cox with Bowlby

Bowlby works out the aero on his trophy

DeltaWing brought new angle to Le Mans

Pioneering and Innovation Award PRESENTED BY TATA COMMUNICATIONS

Nissan DeltaWing

Driver Marino Franchitti: "My first thought when I saw it was, 'What the hell is this thing?' But when I drove it I thought, 'This isn't too bad!' It's a proper racing car and has a lot of potential."

Designer Ben Bowlby: "At the start I thought we had to break out of the spec-racing nightmare we're in. Motor racing has the potential to change perceptions of technology. The car stirs up the industry. There were a lot of people who thought it wouldn't work but it did work and it was a surprise to everybody. I've never done anything as exciting in my life."

PICS: STALEY, FERRARO, DUNBAR/LAT

BMW Castrol Mercedes-Benz PIRELLI ŠKODA TATA COMMUNICATIONS TW STEEL UBS

McLAREN AUTOSPORT AWARD

19-28-00

Date 02-12-2012

£ 100,000

Pay Jake Dennis

One Hundred Thousand Pounds Only

FOR AND ON BEHALF OF THE BRITISH RACING DRIVERS' CLUB

President

THE BRITISH RACING DRIVERS' CLUB

Cheque No. Branch Sort Code Account No.

"002012" 19"28-00: 02122012";

Congratulations Jake Dennis

McLaren AUTOSPORT BRDC Award winner 2012

Thank you...

McLaren, AUTOSPORT and the BRDC gratefully acknowledge the support of the following:
Aspire Hospitality, Base Performance Simulators, F2 & MotorSport Vision, Mercedes-Benz, McLaren GT, Porsche Human Performance Centre, Silverstone Circuit, Sparco & Grand Prix Racewear

The McLaren AUTOSPORT BRDC Award judging panel
Jamie Green, Jason Plato, Marcus Pye, Ian Titchmarsh, Kevin Turner, Mark Williams. Chairman of the judges: Derek Warwick

PIC: DUNBAR/LAT

Find more issues at magazinesdownload.com

Find more issues at magazinesdownload.com

McLaren AUTOSPORT BRDC Award

Jake Dennis

The finalists

Jake Dennis
Jack Hawksworth
Josh Hill
Jordan King
Melville McKee
Josh Webster

To those who have followed his career so far, it will come as no surprise that Jake Dennis became the 24th winner of the McLaren AUTOSPORT BRDC Award on Sunday night.

After all, Warwickshire teenager Dennis has won titles in every category he's raced in – from Cadets to the under-18s world championship in KF3 karting, to InterSteps and Formula Renault NEC in his first two seasons in cars.

This year, Dennis continued his meteoric rise through the racing ranks by becoming the second successive Racing Steps Foundation driver to win the Award (following Oliver Rowland's success in 2011) and its youngest-ever recipient at 17 years, five months and 16 days old.

"Winning this award is massive," he said. "To make it into the final six was a fantastic achievement, so to win the Award as well is a dream come true.

"For Oliver to win it last year and me this year is fantastic for the RSF and amazing for me. If you look at the names that have won in the past, to be among them is incredible."

Even at his tender age, Dennis is already showing all the hallmarks of a driver with the potential to go all the way in the sport, and he certainly impressed the judging panel with his approach.

"Every year I say it's six great drivers and that it's frustrating only one can win, and it's really true this year," said BRDC president and chair of the judges Derek Warwick. "They were all professional, focused and committed, so I felt a bigger responsibility this year.

"We have six superstars who I think have massive futures in motorsport, but I think Jake is a little bit more special. He was quick on both days, in all conditions, and was fast in the DTM and GT cars too. He also took a big gamble in one F2 session to switch to slicks to get ready for the next session and that was impressive."

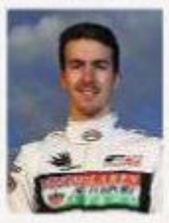
CV: Jake Dennis

Born: June 16 1995
From: Nuneaton, Warwickshire
2012: 1st in Formula Renault NEC (Fortec Motorsport)
2011: 1st in InterSteps (Fortec)
2010: U18 World Karting champion; Super 1 KF3 British Junior champion
2005-09: Numerous national and regional karting titles

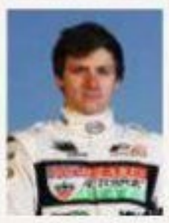
Five to watch

Jack Hawksworth
Yorkshireman had a fantastic rookie season in the States and claimed the IndyCar-supporting Star Mazda series.

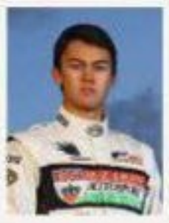
Josh Hill
Team-mate to Dennis with Fortec in FR NEC. Winning form en route to third in his sophomore Renault season.



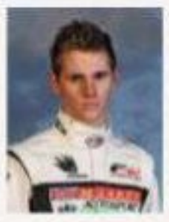
Jordan King
Took fight to Dennis and Hill in FR NEC with Manor MP Motorsport, claiming runner-up spot in the rankings.



Melville McKee
Strong form in FRenault Eurocup for the Anglo-Singaporean, driving for Interwetten against fierce competition.



Josh Webster
Hooked up with MGR Motorsport for another season in FRenault BARC, only missing out on the title at the series finale.



"Six superstars with massive futures"
BRDC president Derek Warwick

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
2011 Oliver Rowland

Jake 'no relation to Ron' Dennis will test McLaren

PICS: STALEY, FERRARO, DUNBAR/LAT

Aspire · Base Performance Simulators · F2 · McLaren Automotive · Mercedes-Benz · MSV · Pirelli · Silverstone · sparco · TW Steel

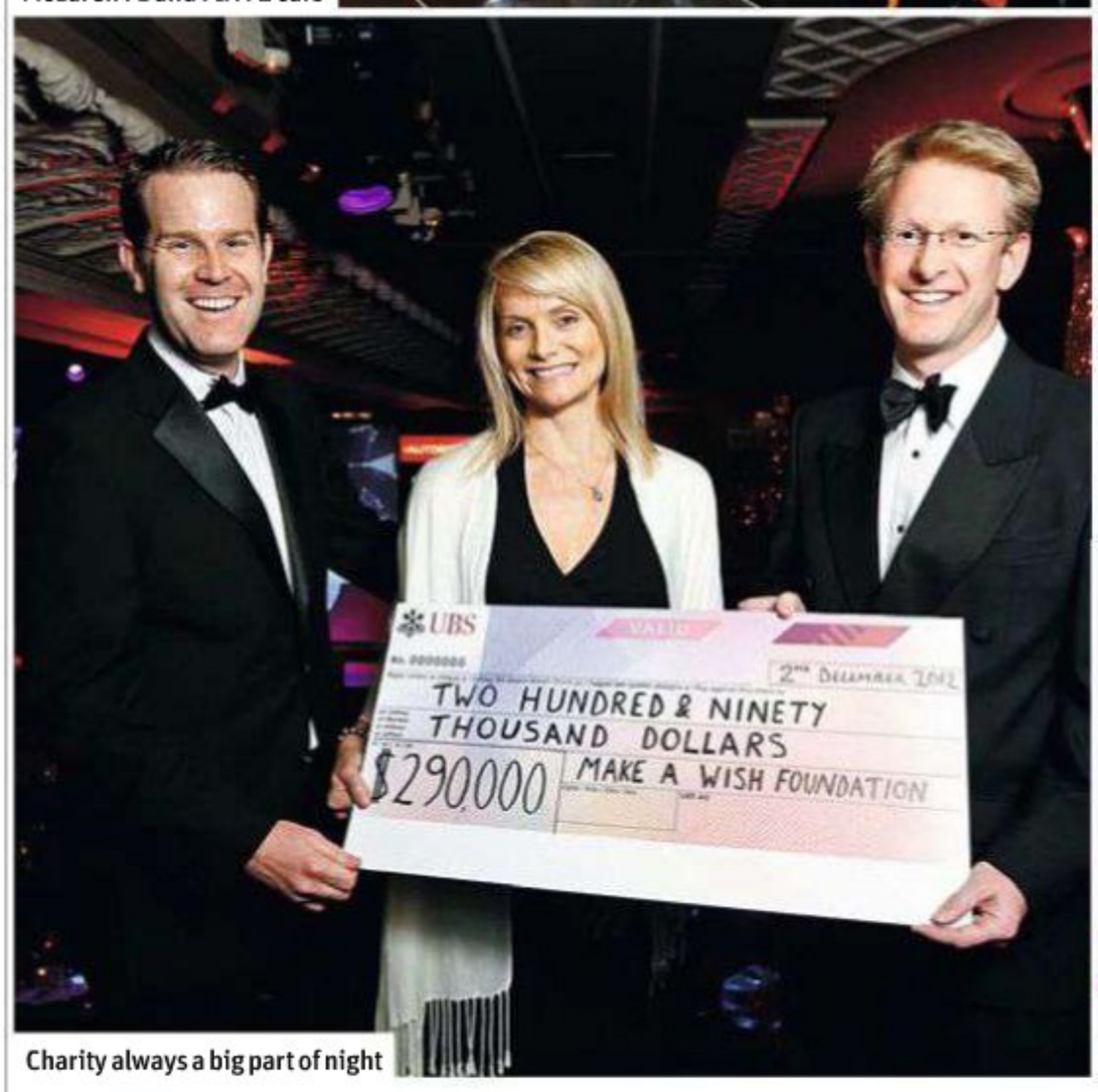
Aspire Base Performance Simulators FIA Formula Two GPR McLaren Automotive Mercedes-Benz MSV

AUTOSPORT Awards 2012

Thank you

Skoda showed off IRC title-winning Fabia S2000

McLaren F1 and FIA F2 cars



Charity always a big part of night

DC and partner Karen Minier

'Fish' kept time during awards

Button shares memories of 2012

PICS: STALEY, FERRARO, DUNBAR/LAT

BMW Castrol Mercedes-Benz Pirelli ŠKODA

PIRELLI
PORSCHE HUMAN PERFORMANCE
SILVERSTONE
sparco
TW STEEL BIG IN OVERSIZED WATCHES
AUTOSPORT Awards 2012

World champions: Rob Huff with Sebs Loeb and Vettel

The Great Room ready for a great night

Thank you...

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

Award Sponsors
BMW UK, Castrol EDGE, Mercedes-Benz, Pirelli, Skoda, TATA Communications, TW Steel, UBS

Video material kindly supplied by
Bernie Ecclestone/FOM, Daytona, Eurosport, Greenlight, Granada, Hayfisher, IMG, ISC, ITV Sport, Le Mans Series, MotorSport Vision, Pit Lane Productions, Renault, Sky Sports

McLaren, AUTOSPORT and the BRDC gratefully acknowledge the support of the following:
Aspire Hospitality, Base Performance Simulators, F2 & MotorSport Vision, Mercedes-Benz, McLaren GT, Porsche Human Performance Centre, Silverstone Circuit, Sparco & Grand Prix Racewear

The McLaren AUTOSPORT BRDC Award judging panel
Jamie Green, Jason Plato, Marcus Pye, Ian Titchmarsh, Kevin Turner, Mark Williams. Chairman of the judges: Derek Warwick

On behalf of Tommy's and Grand Prix Mechanics Charitable Trust
we would like to thank Sebastian Vettel and Mark Webber for signing the limited-edition table centres and BMW UK for supplying the Series 6 Gran Coupe

AUTOSPORT would like to thank Mirage Events for the production of the 2012 AUTOSPORT Awards.
For further information log on to: www.mirageevents.co.uk
We would also like to thank Sequence Post Production for filming the McLaren AUTOSPORT BRDC Award test: www.sequence-post.co.uk

TATA COMMUNICATIONS
TW STEEL BIG IN OVERSIZED WATCHES
UBS

Find more issues at magazinesdownload.com

INTERNATIONAL RACES & RESULTS
V8 SUPERCARS
Homebush (AUS), Rd 15/15

QUICK RESULTS
- Race 1 **Craig Lowndes**
- Race 2 **Will Davison**
- Poles **Tim Slade/Garth Tander**
- Champion **Jamie Whincup**

RACE RATING ★★★☆☆ Not the most action-packed end to a long year

V8 SUPERCARS HOMEBUSH (AUS), DECEMBER 1-2, RD 15/15

Ford and Holden end year on even terms

Davison (l) battles with Tander for lead

CRAIG LOWNDES AND WILL Davison ensured that Triple 8 and Ford Performance Racing maintained their status as the only teams to have won in V8 Supercars in 2012 as the season concluded at Homebush.

Lowndes came from mid-pack to win the opener, the key moment coming when Triple 8 deliberately delayed the sister Holden of champion team-mate Jamie Whincup to boost the veteran's hopes of finishing second in the points table.

Davison took the lead of race two just before the safety car made an early appearance, and dominated the remainder of the 74 laps. He held off Lowndes to take his eighth victory of the 2012 season and give Ford the final race win for the current generation of car.

Whincup's ignominious relationship with the circuit based in Sydney's former Olympic Park continued, a pair of fifth places coming the four-time champion's way after qualifying difficulties that left him 14th and 24th on the grids for the two races.

After crashing and causing Sunday qualifying to be red-flagged, his recovery to a top-five spot was an extremely strong one.

"This is what it's all about," Whincup said. "This year has probably been the toughest, by far. We have had our backs against the wall mid-season but we fought on."

Tim Slade took his maiden V8 pole for race one and finished second in his James Rosenberg/Stone Brothers Ford, ahead of a rejuvenated James Courtney (Holden Racing Team) and Jonathon Webb (Tekno Holden). Former champion Courtney was again third on Sunday ahead of Slade.

The talking point of the weekend was Sunday's heat. In-car temperatures approaching 60 degrees C claimed a toll on the drivers, with Frenchman Alexandre Premat collapsing during a pitstop and having to be helped from his Garry Rogers Holden. He was replaced by new V8 Development Series champion Scott McLaughlin for Sunday's race.

Another victim of the heat was David Reynolds, who finished the race, but only after stopping to get a new driving boot; a legacy of his right boot's sole having melted on his pedals.

● Phil Branagan

RESULTS
Race 1 1 Craig Lowndes (Holden Commodore VE II), 74 laps in 2h03m49.694s; 2 Tim Slade (Ford Falcon FG), +1.105s; 3 James Courtney (Holden); 4 Jonathon Webb (Holden); 5 Jamie Whincup (Holden); 6 Rick Kelly (Holden). **Race 2 1 Will Davison (Ford)**, 74 laps in 1h57m50.600s; 2 Lowndes, +2.583s; 3 Courtney; 4 Slade; 5 Whincup; 6 Webb. **Points** 1 Whincup, 3861; 2 Lowndes, 3522; 3 Mark Winterbottom, 3457; 4 Davison, 3049; 5 Slade, 2790; 6 Shane van Gisbergen, 2554.

MRF CHALLENGE BUDDH (IND), DECEMBER 1-2, RD 2/4

King on top as British rule returns to India

JORDAN KING INCREASED HIS championship lead as a double win at Buddh made up for him skipping the final day of competition in order to get back to London in time for the AUTOSPORT Awards.

The young Briton, a finalist in the McLaren AUTOSPORT BRDC Award, secured pole for the opening race, and then finished comfortably clear of GP3 race winner Conor Daly and Formula 2 champion Luciano Bacheta.

He won again later on from sixth on the reversed grid, making it up to third instantly and then passing Bacheta and Jon Lancaster with an audacious move around the outside at Turn 3 later on the opening lap.

As King escaped to victory the other two Brits hit each other, leading to Lancaster's retirement. Bacheta beat Alice Powell for second.

With King heading for the airport, Daly inherited a spot on the front row for race three and scored a simple victory, the American keen to make up for his rival's absence.

The final race was the best of the weekend, with local man Gaurav Gill on the reversed-grid pole and clinging to second place for eight laps before sliding down the order.

Japan's Yuudai Jinkawa had scarpered by this point and recorded his maiden series win, meaning he was well clear of the spate of collisions that spoiled the hopes of many of the title contenders. Bacheta and Powell collided, leading to Bacheta's retirement, while Daly also failed to score after running into the back of Hector Hurst.

Drivers must wait until February to resume the battle as the series takes its mid-season break.

● Jack Nicholls

Jordan King won twice before flying back to UK

PICS: BLYTH/GETTY

RESULTS
Race 1 1 Jordan King, 10 laps in 19m21.42s; 2 Conor Daly, +3.47s; 3 Luciano Bacheta; 4 Jon Lancaster; 5 Yuudai Jinkawa; 6 Hector Hurst. **Race 2 1 King**, 12 laps in 23m17.76s; 2 Bacheta, +7.73s; 3 Alice Powell; 4 Daly; 5 Hurst; 6 Sam Dejonghe. **Race 3 1 Daly**, 10 laps in 21m54.79s; 2 Powell, +3.49s; 3 Hurst; 4 Dejonghe; 5 Jinkawa; 6 Gaurav Gill. **Race 4 1 Jinkawa**, 14 laps in 27m11.74s; 2 Dejonghe, +4.959s; 3 Hurst; 4 Powell; 5 Noel Jammal; 6 Parthiva Sureshwaren. **Points** 1 King, 99; 2 Daly, 95; 3 Powell, 70; 4 Bacheta, 67; 5 Hurst, 58; 6 Jinkawa, 51.

IN BRIEF

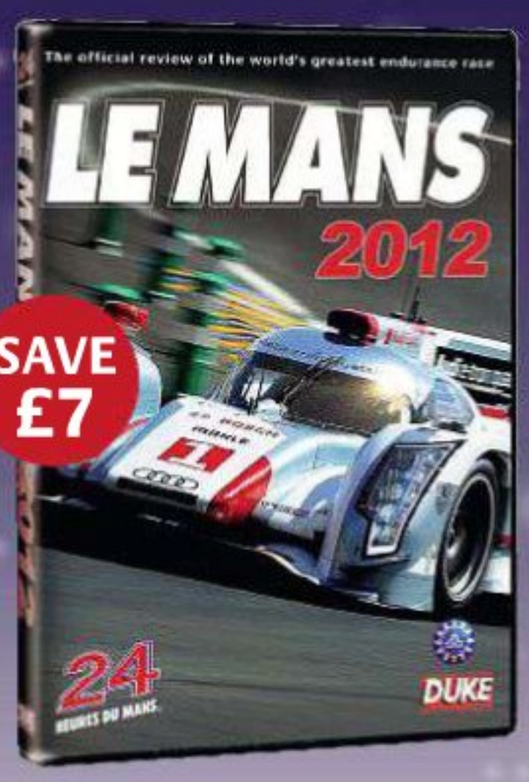
V8 DEVELOPMENT SERIES
Stone Brothers Ford driver Scott McLaughlin won the title at Homebush to add to the New Zealand V8 Supertourer crown he took a week earlier. McLaughlin and Scott Pye (Triple 8 Holden) were the race winners while title contender Nick Percat (Walkinshaw Holden) lost his chance with a first-lap crash in race one.

AUSTRALIAN GT
DTM legend Bernd Schneider dominated the Homebush event on his series debut. The Erebus Mercedes driver won the races by 17s and 22s respectively. Klark Quinn sealed the title with a pair of second places in his Porsche.

SUD-AM FORMULA 3
Third place in the first race was enough to make Cesario Formula's Fernando Rezende champion at Curitiba. Ex-A1GP racer Felipe Guimaraes (Hitech) and Class B champion Higor Hoffmann (Cesario) were the race winners.

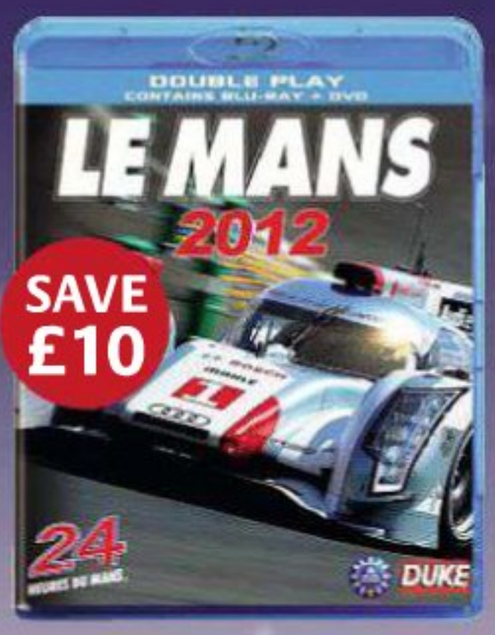
SAVE 50% ON TOP MOTOSPORT TITLES WITH DUKE

Order any of these great value titles and we'll give you 50% off your next purchase!*



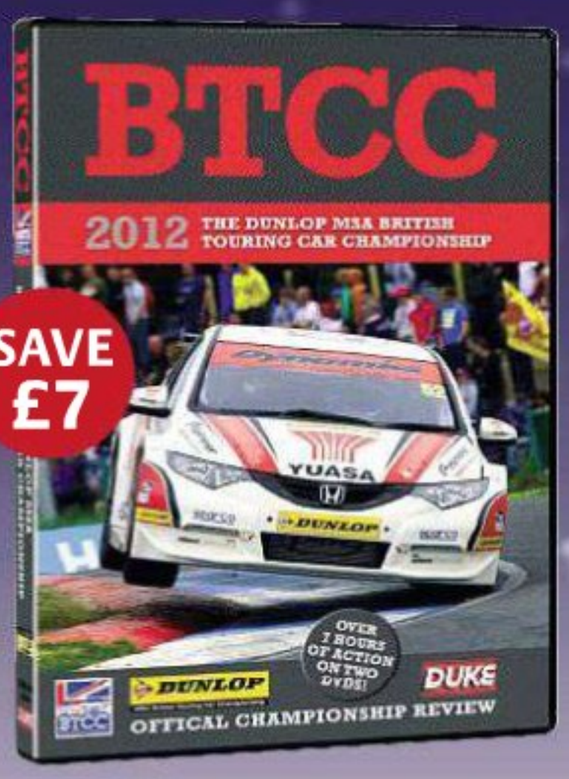
SAVE £7

Code: 3762 RRP: £19.99
OFFER PRICE £12.98



SAVE £10

Blu-ray Code: 3763 RRP: £24.99
OFFER PRICE £14.99

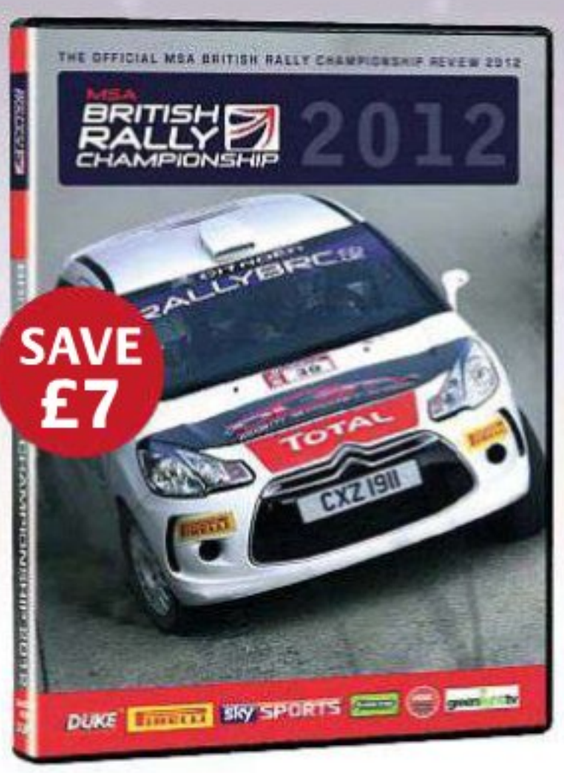


SAVE £7

Code: 3940 RRP: £19.99
OFFER PRICE £12.98

SAVE £7

Code: 4981 RRP: £19.99
OFFER PRICE £12.98



SAVE £7

Code: 4980 RRP: £19.99
OFFER PRICE £12.98

SAVE £4

Code: 1777 RRP: £19.99
OFFER PRICE £14.99

*Place your order and we will email you a special promotional code which will take 50% off your next purchase on any Duke title from DukeVideo.com. You can also place orders and redeem your 50% saving by calling 01624 640 000. Promotional codes will expire on 31/12/12

DUKE®

Find us on iTunes

Shop online
www.DukeVideo.com/Autosport
or call
01624 640 000
Media code: **Auto12A**

Scan with your smart phone to find out more

FREE 2012/2013 catalogue out now!

Duke and the Duke logo are registered trademarks of Duke Marketing Limited. All rights reserved.

CONGRATULATIONS

JAKE DENNIS

2012 McLAREN
AUTOSPORT
BRDC AWARD
WINNER

2012 McLaren Autosport BRDC Young Driver Suits designed in-house and supplied by Grand Prix Racewear of Silverstone.

sparco alpinestars uvex OMP Arai BELL SCHROTH RACING hans seat

Grand Prix Racewear

WWW.GPRDIRECT.COM

2013 BESPOKE MANUAL

RACESUITS KIT BAGS
BANNERS **FLAGS**
TEAMWEAR RADIO KITS
VEHICLE WRAPS

FOR ALL YOU NEED TO KNOW ABOUT OUR BESPOKE SERVICE HEAD TO OUR WEBSITE AND VIEW THE MANUAL ONLINE OR CALL US TO REQUEST A HARD COPY.

08435 070 858

RACEWEAR | KARTWEAR | SIMULATION

COME & VISIT US @
10-13 JANUARY 2013
AUTOSPORT INTERNATIONAL
The Racing Car Show
HALL 6 -STAND 6220

sparco alpinestars uvex OMP Arai HELMET BELL SCHROTH RACING hans seat

FEEL LIKE A CHAMPION THIS CHRISTMAS!

Anyone can drive the sensational BMW M3 or a single seater racing car at Brands Hatch, Oulton Park and Bedford Autodrome – you don't need to be called Button or Schumacher.

Our experience gift vouchers are available from as little as £99. And you can't buy them cheaper anywhere else.

GIFT VOUCHERS FROM £99

www.msvdrivinggifts.com

Available at:
Brands Hatch – Kent
Oulton Park – Cheshire
Bedford Autodrome

MSV

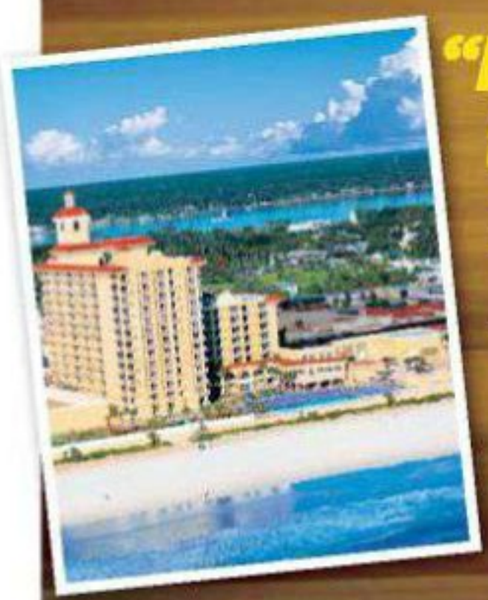
For details on all of our driving experiences contact:

www.msvdrivinggifts.com

0843 453 1000

WIN A TRIP TO THE ROLEX 24 AT DAYTONA IN FLORIDA

JANUARY 24-28 2013

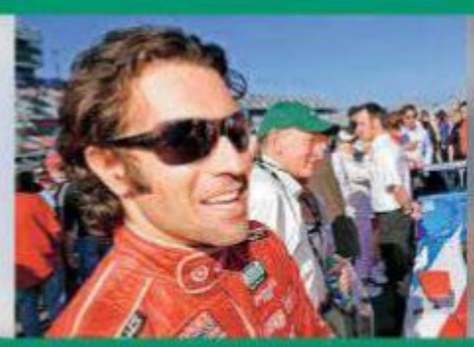


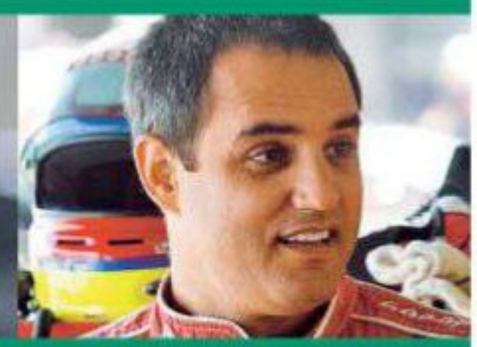
"Have fun in the Florida sun next January"

GRAND-AM ROLEX SPORTS CAR SERIES

THE PRIZE INCLUDES:

- **A trip for two to the 2013 Rolex 24 At Daytona® in Florida**
- Virgin Atlantic flights, departing on Thursday, January 24 (from Gatwick or Manchester) and returning to the UK on Monday, January 28
- Four nights' accommodation at the Plaza Resort & Spa, directly on the world famous Daytona Beach
- **Two 'Four-Day Admission Pass' tickets giving 24-hour access to the infield, grandstands, Sprint FANZONE and team garages**
- **VIP 'Welcome to Daytona Reception' and behind-the-scenes tour of Race Control in the Sprint Tower**
- ...and finally, a high-speed 'HOT LAP' ride around the 31-degree high banking of Daytona!





TO ENTER, ANSWER THIS QUESTION:

Which famous racetrack hosts the first race of the GRAND-AM Rolex Sports Car Series every year?

1. Watkins Glen International
2. Daytona International Speedway®
3. Indianapolis Motor Speedway

...then scan the QR code or go to autosport.com/competition. Closing date is January 4, 2013

For travel packages to the GRAND-AM Rolex 24 At Daytona check *info@traveldestinations.co.uk* www.traveldestinations.co.uk or call 0844 873 0203

GRAND-AM ROAD RACING™ TravelDestinations THE PLAZA RESORT & SPA virgin atlantic

TERMS AND CONDITIONS: 1. Visit autosport.com/competition or scan the QR code. **2.** Entries close at 11.59pm on January 4, 2013. **3.** Prize is as stated above, all additional transfers, excursions, subsistence is not included. **4.** Open to UK residents aged 18 and over. **5.** No cash alternative. Prizes are non-transferable. **6.** For full terms and conditions see autosport.com. The Promoter: Haymarket Media Group, Teddington, Middlesex, TW11 9BE.

Find more issues at
magazinesdownload.com

McLAREN AUTOSPORT AWARD

This is the stuff dreams are made of

Oliver Rowland starred in his F1 prize test for winning the 2011 McLaren AUTOSPORT BRDC Award. *KEVIN TURNER* watched him

PICS: GRIFFITHS/LAT, FERRARO/LAT

Rowland flat-out in race-winning McLaren

McLAREN MP4-26 F1 TEST: OLIVER ROWLAND

SILVERSTONE, NOVEMBER 7 2012

This is it. Of all the prizes and benefits the winner of the McLaren AUTOSPORT BRDC Award receives, it's the Formula 1 test that really gets the drivers excited.

Since rising Formula Ford star David Coulthard became the inaugural winner in 1989, the Award has given many British talents their first taste of Formula 1. And this year it's Oliver Rowland's turn.

After taking the 2011 laurels, Rowland remained in Formula Renault 2.0 this season, moving from the UK championship to the Eurocup. That means he's used to racing with 210bhp rather than the 700-plus of McLaren's 2011 MP4-26.

Despite the preceding Formula 2 runs of the 2012 finalists, Silverstone is still damp in places as Rowland takes the McLaren out onto the track for the first time.

After one installation lap of the Grand Prix circuit, he heads out for his first proper three-lap run – on Pirelli's demo wets, thanks to F1's testing restrictions.

He manages to cope with the difficult clutch and the 2.4-litre Mercedes V8 screams with wheelspin as he heads down the pitlane.

"When I pulled out the of the pits I thought I'd give it some and it was unbelievable!" admits the 20-year-old when he comes in. "I have even more respect for the F1 guys now after that."

The six 2012 finalists watch Rowland in action

Before his next run, the six 2012 finalists – Jake Dennis, Jack Hawksworth, Josh Hill, Jordan King, Melville McKee and Josh Webster – come over to take a look. It's a great reminder of what they're here for.

Remarkably, Rowland's first F1 run proves to have been a bit too aggressive, so he is asked to look after the tyres a bit more on the second outing, and does so. He then gets new wets for his final outing, although the man himself asks for slicks.

"It was slicks weather, but the team said it would be difficult to get tyre temperature," says Rowland after climbing out of chassis 2 – only Jenson Button's Canadian GP winner!

He's clearly not overawed and obviously wants another go.

> "The guys said it's a once-in-a-lifetime thing and I said, 'I hope it's not!'"
> **Rowland wants more F1**

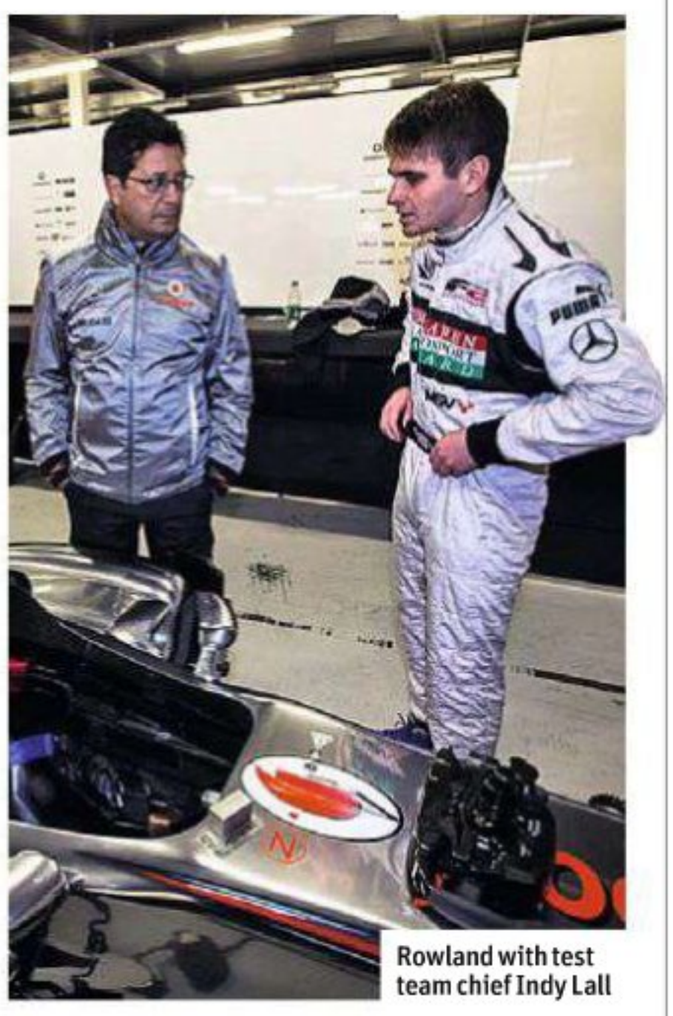
"It wasn't physically as difficult as I thought," he adds. "I pushed quite hard – I was on the limit. The guys said it's a once-in-a-lifetime thing and I said, 'I hope it's not!'"

McLaren's Indy Lall, who is in charge of the test, is happy with the afternoon's work.

"He did very well – I expected that because he's been part of our young-driver programme in the past," says Lall. "He was quick to pick up on what the car was doing.

"On his initial run we found him very aggressive on the throttle. The second run was much better, but by then the rears had gone.

"We put a new set on for the final run and he was right at home – and he did exactly what we asked."


Rowland with test team chief Indy Lall

Running the Award winners, some of whom have very little experience of powerful single-seaters, is something of a mixed blessing for the F1 guys. On the one hand it's great to see the enthusiasm, but on the other there's the desire to see the car come back in one piece...

"Knowing Ollie, I had a bit more confidence," admits Lall.

"You want them to enjoy it. What they mustn't think is that it's a test to assess them.

"It's a prize for them to invite family, friends and sponsors to experience F1, and to make it even more of a target."

SEE MORE

For McLaren's coverage of the 2012 AUTOSPORT Awards, including Oliver Rowland's McLaren AUTOSPORT BRDC Award successor, visit www.mclaren.com/awards-winner

OLIVER ROWLAND IN PROFILE

AGE: 20
2012: 3rd in Formula Renault Eurocup with Fortec Motorsport (1 win)
BACKGROUND: A successful karter, Rowland suffered a double blow as he looked to step up to cars, losing both his father and being dropped from McLaren's Driver Development programme.

With the help of karting impresario Martin Hines, Rowland impressed in his first full year in cars in 2011, only for his mentor to pass away during the season.

The Racing Steps Foundation-backed driver nevertheless ended the season as the form man, taking the runner-up spot in the standings, and was chosen as a McLaren AUTOSPORT BRDC Award finalist.

After winning the prize, Rowland stayed with Fortec to step up to the Eurocup. There was some bad luck during the year, but he again proved to be a frontrunner and took third in the title race, with one race win to his credit.

Rider chats with Lewis Hamilton...

THE END AND THE BEGINNING

In an extract from his new biography, Steve Rider recalls the dramatic 2008 Brazilian GP – his and ITV's last in F1

The moment had been a long time coming for ITV Sport, and arguably when it finally arrived they didn't deserve it. Football had long since engulfed the schedules and ITV's prestigious Formula 1 contract, with close on three years left to run, had been sold off to pay for the Champions League rights.

Now, in 2008, as the first raindrops of a downpour started to hit the Brazilian GP paddock, we had entered the last lap of the last race of the last season. For one last time Mark Blundell, myself and the ITV crew, checked batteries and talkback, and prepared for whatever lay in store once the last chequered flag had fallen. We were preparing seemingly to give the last rites to ITV's F1 commitment and not for the exultant celebration of a Lewis Hamilton world title.

There had been no shortage of commitment from the production team. Over the previous 12 years they had set the template for a new, dynamic approach to the broadcasting of the sport, and in Martin Brundle they had developed an analyst of great authority. They had struggled through the Schumacher-dominated years, and now it was obvious that Hamilton and other supremely talented young drivers were poised to take the sport to a new level.

The ITV accountants didn't see it that way. Just as they had done with the ITV golf commitment 25 year earlier, they were panicked into allowing the BBC to reap the rewards of a sport ready to deliver a big new audience.

It all left the broadcast team bemused rather than bitter, but my mood certainly wasn't helped by having to take shelter under the Ferrari engineers' awning as the downpour got heavier. Inside, the attention had moved from the computer screens to the television monitors.

The Ferrari of Felipe Massa was approaching the last corner with victory assured. His tearful father was already receiving congratulations on behalf of his son, who was seconds away from becoming world champion. The engineers had also started their celebrations, and they were happy to aim their singing and finger-pointing at the hapless British TV crew glumly hunched around their small mobile monitor.

It was Martin Brundle who spotted it first, swiftly confirmed by James Allen in what was a career-defining final moment for an outstanding commentator. In the increasingly heavy rain, Timo Glock had gambled on completing the race on slick tyres and was struggling for grip on the soaking-wet track. Now Hamilton was bearing down on the Toyota and the fifth place that would give him the title. In an error-strewn drive it was a fifth place that we had long since given up on, but now it seemed a miracle was unfolding.

Mark Blundell grabbed the monitor mounted on a pole and waved it at the uncomprehending Italians, jabbing his finger at the screen. Hamilton went past Glock: the Italian celebration didn't stop, but ours had now begun. Other broadcasters were still applauding Massa, but we were convinced the new world champion was British, and the celebrations had also begun among the disbelieving McLaren ranks. It was left to Mark Blundell to quell the Ferrari euphoria by explaining the outcome in his most succinct Essex-Italian.

The last corner of the last lap of the last race of the last season. Astonishing. My frustration was replaced by a sense of completion, and a story that now had a beginning, a middle and an end. We could sign off with no unfinished business, and the BBC could move the coverage on to their ultra-professional level. That night in Sao Paulo a new era had dawned although, it has to be said, no one was predicting Jenson Button as the next world champion.

For me, though, this was enough, and I was more preoccupied with the era I had just passed through instead of the one that lay ahead. With the help of a press pass and a microphone, I had been given a front-row seat to observe the talents of Ayrton Senna and Nigel Mansell, the eccentricities of Bernie Ecclestone, and the inspirational qualities of Colin Chapman and Frank Williams. There had been the diversions to admire the genuine driving talent in the World Rally Championship and the box-office appeal of Touring Cars. Along with all that the glamour and egos encountered in hosting F1 new-car launches and 22 years of presenting the AUTOSPORT Awards.

The last corner of the last lap of the last race of the last season. It seemed to encapsulate the pantomime qualities of F1 and the madness of motorsport. The last corner of my first season with ITV had also emphasised these qualities.

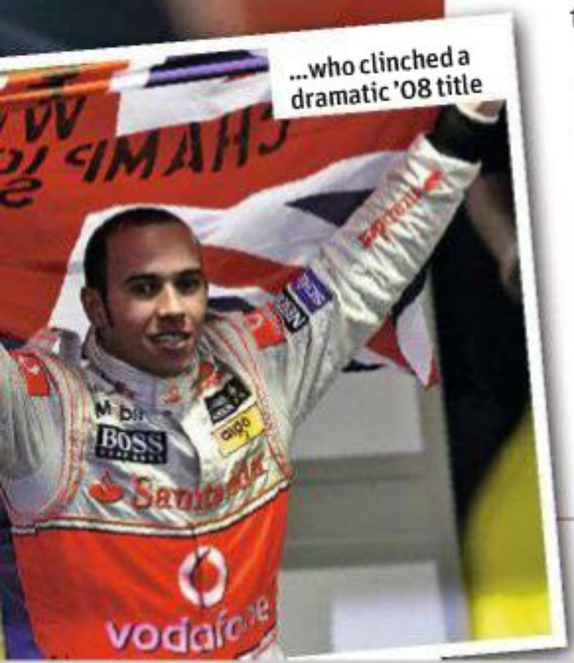
The scene was Foxhall Heath in Ipswich and the climax of the British Caravan and Camping Trailer Destruction Grand Prix (its absence still leaves a large hole in the motorsport calendar). The leading Ford Cortina had rolled in front of me and settled on its roof. The driver hung from his straps awaiting the arrival of the marshals. His obligatory caravan had long since been dislodged but he still had a chemical toilet hanging from his towing hook.

I was the first to arrive at this dramatic scene. 'Hold that position,' I yelled, 'and then you'll be live on *World of Sport*'.

'Right you are,' he replied nonchalantly in a Norfolk accent, seemingly oblivious to the steaming liquid dripping from under the dashboard and up to his chin.

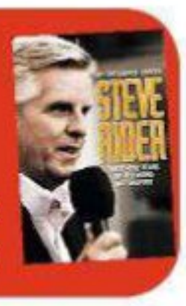
'Tell me if that radiator fluid is a problem, but it really is a great shot,' I said, waiting for the crew. 'No problem,' he replied cheerily, 'it's battery acid.'

At its absolute grass roots motorsport is full of enthusiastic, good-natured amateurs living the sort of dreams that will always be distant. But point a television camera in their direction and it all becomes a kind of bonfire of the vanities in which realism is forgotten. Television equals exposure, which equals sponsorship, which equals the opportunity to pump up the budget, extend the motorhome and start dreaming of Monaco. Television equals politics, marketing opportunities, global audience figures and 'broadcasting rights at any price'. The camera pointing at that Ford Cortina had a long lens that would eventually take in Senna, Mansell and Hamilton, and the different madness of F1; and at times it would be just as silly as that day by the Ipswich cinder track.



...who clinched a dramatic '08 title

Steve Rider
***My Chequered Career*, is published by Haynes (www.haynes.co.uk). ISBN: 978 0 85733 273 8; £19.99**



HUFF BLOWS HOUSE DOWN

Chevrolet's British racer wasn't the fastest in its three-car line-up, but he played the game to perfection to defeat team-mates Muller and Menu. By *PETER MILLS*

Seventeen podium finishes delivered **Rob Huff** a deserved maiden World Touring Car title. But it was only after Macanese marshals had swept up the last fragments of debris from a destructive finale that the Cambridge racer appreciated the knife-edge his championship had swayed upon.

Mechanics usually allotted to Huff's RML Chevrolet team-mates – and title rivals – **Alain Menu** and **Yvan Muller** had leapt into action to assist Huff's regular support personnel in frantic repair work after an opening-race crash.

The coordinated effort allowed Huff to be wheeled out for race two, but a broken wheelbearing remained a tiny oversight on the hastily patched-up Cruze. "I have to thank the team so, so much for their incredible efforts, as there was only 15 minutes between races," said Huff. "However, the broken wheelbearing meant the toe and camber were constantly changing with every revolution. An even greater concern was that the wheel could have seized up and locked solid at any moment..."

Blanking out his apprehensions, Huff stormed from row five on the reversed grid to take second – exceeding the requirements to seal the title. The incident added to a series of dramas contributing to a cracking WTCC, one in which the stakes for the factory Chevrolet drivers was raised by the shock announcement in July that the manufacturer's programme would cease at the end of the season.

HOW IT WAS WON

Huff claimed to have been slightly "rusty" after limited winter testing, but even so it was decidedly unfortunate that over the course of the Monza opener he should make contact with both Chevrolet team-mates.

Although Muller conjured the unlikeliest of recoveries from his Huff clash to lead home a team 1-2-3, watching Chevrolet Motorsport boss Eric Neve had understandable misgivings regarding his drivers' conduct.

Unshaven, pepper-grey Alsace ace Muller had started the season as the in-form Chevrolet racer. But despite an initial qualifying superiority, it was tough for the Frenchman to stage a break in the points fight. Muller regularly expressed his belief that the reversed-grid race should not offer equal points.

While Huff stuck to a gameplan of consistent, error-free driving, Muller's season was blighted by what he called "brain fail".

Incidents at Slovakia Ring and Sonoma meant he was level with Huff entering the penultimate round at Shanghai, only to be

Macau: Huff would hit wall, then win title

Chevrolet trio was on top all year

clouted into retirement by **Norbert Michelisz** in a congested opening race. Agitated at the loss of his points advantage, Muller made another unforced error in turfing Menu out of the lead in race two. Huff, running third, stole through to take victory and set up his Macau coronation.

STANDOUT PERFORMERS

A new race engineer in Albert Lau helped revitalise Menu's form and offer stiffer competition to Muller and Huff. Meanwhile, the Chevrolet drivers' most-feared opponent was 50-year-old **Gabriele Tarquini**. The 2009 WTCC champion was a particularly effective performer in qualifying with the new ORECA engine in his Lukoil Leon WTCC, and scored one race win before heading off to the new Honda works team for 2013.

SOMETHING TO REMEMBER

Tyre chaos at the Salzburgring produced an insane last lap. Leader Muller punctured three corners from home, promoting Huff into a tenuous lead as a pair of chasing BMWs scented the kill. Huff's lead lasted two corners before his front-left Yokohama burst approaching the final chicane. Veteran **Stefano D'Aste** seized his chance, boxed in **Tom Coronel** and claimed an incredible maiden WTCC victory.

SOMETHING TO FORGET

The arrival of Team Aon from the BTCC was a coup for the series, but Arena endured a tough development year of its new WTCC-spec Ford Focus. The long-haul races in the second half of the year restricted development opportunities, achingly required after an early disagreement with the FIA over rules interpretation. The team is geared up to make strides in 2013.

WHERE NEXT?

The anaemic look of the series in the wake of Chevrolet's exit was brief. Almost seamlessly, Honda and Lada made part-season forays into the championship in preparation for full assaults next year. Both developments were rivalled by news at the Mondial de l'Automobile in Paris that Citroen was evaluating a WTCC entry with WRC legend Sebastien Loeb in 2014.

THE CHAMP IN HIS OWN WORDS

ROB HUFF

Sentimentally, it was wonderful to win in Chevrolet's last year, in that RML, Ray Mallock and Eric Neve took a big gamble on signing me in 2005. It's a fitting tribute.

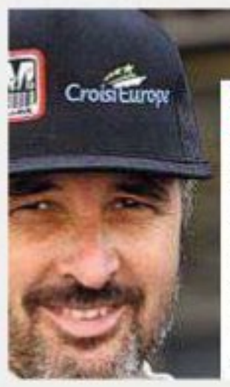
Winning race two in Slovakia was a vital part of the big start of my push. From then on we gained momentum. Macau qualifying was a special highlight, to put it on pole by almost a second. Also, in Brazil I made one of my best moves on Tarquini. For someone like Gabriele, the headmaster of WTCC, to turn around and say 'That was fantastic' was lovely.

I didn't have time to think about my low point in Macau race one. It was a quick 12 minutes and then get out there to rectify the problem!"

Tyre blowout cost a win at Salzburgring

OUR TOP 10 DRIVER RATINGS

1 ROB HUFF
The championship was won through an enviable mix of speed and consistency, illustrated by Huff's towering 17 podiums during the season.



2 YVAN MULLER
Scored a WTCC record nine wins in a season, but conceded he made life too easy for his rivals by picking up penalties through a series of, admittedly tiny, errors.

3 ALAIN MENU
Played catch-up for much of the season after a collision with D'Aste in Slovakia and a crash caused by a puncture in Austria. But was a man in a hurry in second half of 2012.

4 GABRIELE TARQUINI
Only non-Chevy driver to take victory in a 'feature' race this year. He's won in all eight WTCC seasons to date.

5 NORBERT MICHELISZ
Sent 50,000 supporters into delirium by scoring a home win at the Hungaroring.

6 TOM CORONEL
Took BMW honours, although that status was increasingly threatened by Michelisz.

7 STEFANO D'ASTE
Exploited qualifying format to take four reversed-grid poles, and two breakthrough wins.

8 PEPE ORIOLA
Frequently a potential outright winner. Teenager came of age as a racer in 2012.

9 TIAGO MONTEIRO
Extremely late deal to drive a SEAT yielded relatively little, but strong in Honda late on.

10 ALEX MACDOWALL
Showed very quick form, and lucky to escape monumental crash with Muller in Macau.

2012 FIA WORLD TOURING CAR CHAMPIONSHIP

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	POINTS
1	ROB HUFF (GB)	CHEVROLET (RML)	CHEVROLET CRUZE 1.6T	[3]2/3	[1]4/6	[4]2/2	17/1	[4]2/7	[5]1/2	[2]3/4	[3]3/1	[2]2/1	[3]3/4	[2]2/1	R/2	413
2	ALAIN MENU (CH)	CHEVROLET (RML)	CHEVROLET CRUZE 1.6T	[2]7/2	5/1	[5]1/3	3/R	[3]3/2	[3]3/R	5/1	[4]2/2	[5]18/4	[5]1/5	[5]1/2	2/1	401
3	YVAN MULLER (F)	CHEVROLET (RML)	CHEVROLET CRUZE 1.6T	[4]1/1	[5]1/8	[2]3/1	10/2	[5]1/10	[4]2/8	[4]1/5	[5]1/4	[3]1/14	[4]2/6	[4]R/13	1/3	393
4	GABRIELE TARQUINI (I)	LUKOIL RACING TEAM	SEAT LEON WTCC	[5]3/R	[4]2/9	11/R	[3]1/3	[2]R/6	[2]4/16	[5]2/19	[1]4/3	[4]4/3	4/3	5/6	4/20	252
5	TOM CORONEL (NL)	ROAL MOTORSPORT	BMW 320 TC	5/4	[3]3/2	[3]8/4	14/4	6/12	8/3	[1]6/3	8/7	8/5	6/15	4/3	6/R	207
6	NORBERT MICHELISZ (H)	ZENGO MOTORSPORT	BMW 320 TC	9/8	7/4	9/R	[5]6/6	7/1	9/5	[3]4/10	9/5	[1]3/2	13/R	[3]15/24	R/21	155
7	STEFANO D'ASTE (I)	WIECHERS-SPORT	BMW 320 TC	11/5	11/3	5/5	5/14	17/8	R/1	11/18	17/13	9/9	8/1	3/4	R/23	144
8	PEPE ORIOLA (E)	SUNRED ENGINEERING	SEAT LEON WTCC	6/12	[2]6/7	[1]4/7	16/5	8/4	7/4	9/2	16/17	16/11	7/2	22/R	R/22	131
9	TIAGO MONTEIRO (P)	SUNRED/JAS	SEAT TDI/1.6T/HONDA CIVIC	R/18	9/13	R/9	[1]R/R	5/5	5/R	7/8	R/9	6/6	9/10	13/10	3/4	95
10	MEHDI BENNANI (MA)	PROTEAM RACING	BMW 320 TC	R/14	14/10	R/12	11/7	[1]4/3	17/6	R/R	12/8	11/R	[1]21/7	8/5	R/R	68

11 **Alex MacDowall (GB)**, Bamboo-Engineering Chevrolet, 68; 12 **Franz Engstler (D)**, Team Engstler BMW, 64; 13 **Alberto Cerqui (I)**, ROAL BMW, 45; 14 **Darryl O'Young (PRC)**, Special Tuning Racing SEAT WTCC/Bamboo Chevrolet, 37; 15 **Aleksei Dudukalo (RUS)**, Lukoil SEAT WTCC, 33; 16 **Michel Nykjaer (DK)**, Bamboo Chevrolet, 20; 17 **Tom Boardman (GB)**, Special Tuning SEAT TDI/WTCC, 16; 18 **Colin Turkington (GB)**, WSR Chevrolet, 15; 19 **Rickard Rydell (S)**, Nika Racing Chevrolet, 14; 20 **James Nash (GB)**, Arena Motorsport Ford Focus S2000 TC, 12; 21 **Fredy Barth (CH)**, SUNRED SEAT WTCC, 8; 22 **Tom Chilton (GB)**, Arena Ford, 7; 23 **Gabor Weber (H)**, Zengo BMW, 3; 24 **Fernando Monje (E)**, SUNRED SEAT WTCC, 2; 25 **Charles Ng (PRC)**, Engstler BMW, 1.

MANUFACTURERS' CHAMPIONSHIP: 1 **Chevrolet**, 1025; 2 **BMW Customer**, 650; 3 **SEAT Customer**, 617. **YOKOHAMA DRIVERS' TROPHY:** 1 **Michelisz**, 139; 2 **Oriola**, 126; 3 **D'Aste**, 122; 4 **Engstler**, 114; 5 **MacDowall**, 105; 6 **O'Young**, 87; 7 **Bennani**, 73; 8 **Cerqui**, 64; 9 **Dudukalo**, 52; 10 **Boardman**, 51. **YOKOHAMA TEAMS' TROPHY:** 1 **Lukoil**, 182; 2 **ROAL**, 178; 3 **Tuenti (SUNRED)**, 146; 4 **Bamboo**, 113; 5 **Zengo**, 101; 6 **Wiechers**, 90; 7 **Engstler**, 73; 8 **Proteam**, 47; 9 **Special Tuning**, 39; 10 **SEAT Swiss (SUNRED)**, 18. **RACES:** 1 **Monza**, March 11; 2 **Valencia**, April 1; 3 **Marrakech**, April 15; 4 **Slovakia Ring**, April 29; 5 **Hungaroring**, May 6; 6 **Salzburgring**, May 20; 7 **Algarve**, June 3; 8 **Curitiba**, July 22; 9 **Sonoma**, September 23; 10 **Suzuka**, October 21; 11 **Shanghai**, November 4; 12 **Macau**, November 18.

POINTS SYSTEM: In each race: 25-18-15-12-10-8-6-4-2-1. Qualifying top 5: 5-4-3-2-1, denoted by [5]

PICS: PHOTO4

Find more issues at
magazinesdownload.com

320i STW

320 Group 5

BMW time travel with Andy Priaulx

BMW's M brand, which has encompassed so many glorious road and racing cars, celebrated its 40th anniversary this year. To celebrate, BMW staged a week-long festival at the Nurburgring in November. AUTOSPORT went along and convinced its most successful driver of the past decade, three-time WTCC champion ANDY PRIAULX, to get behind the wheel of some of the manufacturer's most iconic tin-tops. *Wunderbar!*

BMW 320 Group 5 (1977)

The looks. Oh, the looks. The daisycutter of a front splitter, the huge rear wing and the wheel arches so flared they could be at home in one of those retro *Top of the Pops* episodes BBC4 is so keen on showing these days. It can only be the Group 5 car, that I assume was the focal point of most German boys' bedroom walls (Nena and her 99 red balloons were still a few years away).

And I get to drive it today.

Most people see one of these and assume it's a CSL. They're wrong. The Group 5 320 was the first touring car based on the 3-Series in 1977 and really moved the aggressive styling philosophy a step on from the CSL, which was conceived far more as a tourer than a GT.

Of the three retro machines I'm driving today, all lovingly restored to amazing condition by BMW Classic, this is the one that bears the most resemblance to the M3 I've been racing in the DTM this year. I say that not because of the way it goes, but because, like my M3, the only thing it shares with its road car derivative is its name. Make no mistake, this is a racing car from the ground up.

The most noticeable thing about the car as I clamber into the cockpit is how spartan it is compared to later touring cars. There's a small dash with a rev counter and a fuel gauge; everything you need and nothing more.

I'm told of a slight issue with a front damper, so I'm not going to be able to push as hard as I'd like to, but around the Nurburgring circuit – the modern 2.7-miler rather than the Nordschleife on which this car raced many times – I can still give it some welly.

The five-speed gearbox is a little stiff, but I've had enough experience of driving manuals during my years in S2000-spec BMW touring cars to deal with that pretty easily. Dog-leg for first and away you go.

This very machine is one of the original versions from 1977, the kind that was fielded by the BMW Junior

Team for Manfred Winkelhock, Marc Surer and Eddie Cheever. As such it's powered by the two-litre, normally-aspirated petrol engine, rather than the turbocharged 1.4-litre version of the Formula 2 engine that would eventually replace it.

I can only imagine how aggressive the turbo must have been, because I can really feel the car shake as I drive around. Even without the inevitable turbo lag to worry about, most of the power is contained in quite a narrow band at the top of the rev range, so the emphasis is on keeping the rpm up through the slow corners.

This was probably less of a concern back in 1977 as slow bends weren't exactly abundant on the German racetracks of the day.

Far more important on circuits such as the Nordschleife would have been a good balance at high speeds, and that's something this car has in bucketloads thanks to the downforce – albeit the small amount you can actually feel – created by the large rear wing.

I find it a little bit amazing that BMW sports boss Jochen Neerpasch used to put the juniors in cars like this. Young chargers like Surer, Winkelhock and Cheever must have had some huge balls to drive this at full-pelt, especially with the dangers that were abundant. I could imagine the possibility of it bursting into flames if you backed it into a barrier – or worse, the trees...

Still, once you'd conquered this, driving a Formula 2 car wouldn't have phased you at all I reckon. Incidentally, I was told by one of the guys at the track that the cars used to finish the races falling to bits because the juniors were pushing so hard!

The one thing that was a little disappointing was the top-end speed, and I think that's more down to the drag created by the outrageous bodywork than anything to do with the engine. I don't think this car would have been out front somewhere like Monza, for example.

On the Nordschleife, however? It would have been magic. ▶

Find more issues at
magazinesdownload.com

KNOCKHILL Racing Circuit

XMAS GIFTS

UPTO 15% OFF UNTIL 31/12/2012

ENJOY A YEAR-LONG MOTORSPORT EVENT PASS

2013 Season Passes
2WHEEL + 4WHEEL + GOLD PASSES
ON OFFER UNTIL 31st DECEMBER 2012

SAVING £25 PRICE £60

BIKE RACING FANS WILL LOVE THIS XMAS COMBO

British Superbikes
2 x 2013 BSB TICKETS + PROGRAMME VOUCHER
+ KNOCKHILL GIFT BOX

SAVING £25 PRICE £60

FILL THEIR STOCKINGS WITH 2013 BTCC TICKETS

British Touring Cars
2 x 2013 BTCC TICKETS + PROGRAMME VOUCHER
+ KNOCKHILL GIFT BOX

Make it a Knockhill Christmas this year... Honk! Honk!

KNOCKHILL.COM

or call 01383 723337

© Vancida & Vectomart - Fotolia.com

LOTUS EXIGE
DRIVING EXPERIENCES

Endorsed by Flash

ENDORSED BY 2012 BRITISH TOURING CAR CHAMPION GORDON SHEDDEN

DUNLOP

You've watched him on TV this season, now you can get on track with Flash!!

Lotus Exige Performance Drive
20 laps of intense driving tuition behind the wheel of the 189bhp Lotus Exige from one of our 'ARDS' qualified instructors! (weekdays only)
£299

Gordon Shedden Driving Experience
30 laps of intense driving tuition from BTCC star Gordon Shedden in the Lotus Exige. Plus two hot laps driven by Flash! (weekdays only)
£499

Check Knockhill.com for more information!

ACCELERATE
DRIVER DEVELOPMENT

HOW CONFIDENT ARE YOU WITH YOUR CAR CONTROL?

HOW QUICK ARE YOU IN THE WET?
HOW MUCH TIME (AND MONEY) HAVE YOU LOST DUE TO LOSING IT?.....

Our 'Pre-Season' tailor-made race driver training on frozen lakes in Sweden with high performance cars will teach you so much about car control.

Other Courses include:
Fun weekend, Corporate events for clients or Team Building,
Valentines package for 2 – February 14th

Proven Techniques
Swedish Rally Instructors
English Speaking Course
All inclusive of accommodation and meals
2 days on the ice

check out the video clip – www.icedriving.net

"I have been racing for 9 years and a friend recommended Ice Driving. Net, I cannot believe how much I learned over two days. When I went out on track in the wet after the course, I felt so much more confident and my times were so much more competitive. If it's good enough for Michael Schumacher it's certainly good enough for me! I will be back!" Robert – Essex

For details of all the courses and available dates in Feb/Mar 2013 - Contact Abi on 01625 427683 or e mail abi@f1.co.uk for further details and availability.

TECH SPEC: BMW 320 GROUP 5
Engine: 1999cc four-cylinder, 16v
Power: 300bhp
Rpm: 9250 max
Gearbox: Getrag 5-speed manual
Brakes: Racing brakes
Weight: 790kg
Max speed: 180mph

MAJOR TITLES
DRM: 1978
WSC: 1978 (2-litre champion)
Macau Guia race: 1980, '81

Andy at speed in Marc Surer's Group 5 stunner

BMW M3 E30 (1987)

Moving from the 320 into the M3 is like stepping forward in time, as I guess it should be. The Group A regulations that were introduced in 1983 meant there was no room for racing specials.

Initially BMW raced the big 635CSi, and with considerable success, but for 1987 it was time for something new.

Inspired by the success of the little 323i that had beaten the 635 on occasion thanks to the efforts of Linder Motorsport, BMW decided to base its next touring car on the 3-Series. The M3 is what Thomas Ammerschlager and Paul Rosche came up with and, once the homologation minimum of 6500 road-going models were made, everything was ready to go.

I'll not think too much about the fact that the M3s which dominated on the car's competitive debut at that year's WTCC opener at Monza were chucked out for their roofs being too thin. I'll instead tell you that what amazed me most was that this car was still what BMW was basing its DTM programme around when it pulled out after 1992.

During those six seasons, drivers of M3s won 13 major touring car titles, including Will Hoy's British crown in 1991. There were also five wins at Macau plus five Nurburgring 24 Hours successes and four more in the 24 hours at Spa. It even won a round of the World Rally Championship!

That shows you what an awesome and versatile piece of kit it was, and still is, based on the amount that are fielded in club series worldwide today.

It's easy to see why. As I touched on briefly, it's a whole lot more car than the 320, and once you get going it feels like it too.

There are none of the gizmos I'm used to from my regular M3; no paddleshift and none of the plethora of dials, buttons and knobs that control everything from the pit-to-car radio to the fuel settings.

There's a proper dashboard – a road-car one mind – and even the standard air vents and heater! The only switch that's right there in front of you of much relevance is the brake-balance adjuster, which is a pretty simple knob that you turn left or right, depending if you want to switch the emphasis to the 'FRONT' or 'REAR'.

The balance, as you'd expect from a BMW, is near-perfect, one of the best-balanced I've every driven. A lot of that comes from the science that went into the design. It's 350 per cent stiffer than the 635CSi it replaced, is lighter and has pretty much the same amount of power too. It's even been engineered so that there's a perfect 50/50 weight distribution on the front and rear axles when carrying a full fuel load.

The car, as a whole, is very forgiving and very easy to drive. I can imagine that you'd get drivers of a wide range of abilities being reasonably well-matched in these cars because driving it on the limit isn't the most taxing of tasks; certainly not to the level that it was with the Group 5 car I was in earlier.

There's a bit of body roll too, compared to what I'm used to, although you'd never think from the feel you do get that this car is 25 years old. I can just imagine getting in this for the first time and thinking that this must be a car from another planet compared to something huge like the 6-Series.

BMW 320i STW (1995)

I was excited about being able to drive the Super Touring car as it was 320s like this one that got me into touring cars in the first place. I was still a youngster hillclimbing when Smokin' Jo Winkelhock and Steve Soper were ripping up the tracks in the BTCC on their way to first and second in ▶

TECH SPEC: BMW M3 E30
Engine: 2332cc four-cylinder, 16v
Power: 300bhp
Rpm: 8000 max
Gearbox: 5-speed racing
Brakes: Quad-piston light alloy calipers
Weight: 960kg
Max speed: 174mph

MAJOR TITLES
World Tourers: 1987
European Tourers: 1987, '88
DTM: 1987, '89
Belgian Tourers: 1990
BTCC: 1991 (two-litre version)
French Tourers: 1989, '90
Italian Tourers: 1989, '91
Spanish Tourers: 1992
Swedish Tourers: 1991, '92
New Zealand Tourers: 1988, '91
Spa 24 Hours: 1987, '88, '90, '92
Nurburgring 24 Hours: 1988-92
Macau Guia race: 1987, '88, '91, '92

Priaulx plays at the old-school WTCC

Christmas special!
Save BIG on selected products!
www.pscollection.no/en
OFFICIAL MERCHANDISE

colinmcrae
Officially Branded Merchandise
CLOTHING | MODELS | SHOES | BOOKS | DVD's
PRE CHRISTMAS SALE NOW ON
VISIT OUR ONLINE STORE
WWW.COLINMCRAE.COM
On-line Store
COLINMCRAE.COM

DAYTONA MOTORSPORT
vodafone DMAX
THE UK'S FASTEST GROWING CHAMPIONSHIP
Daytona Motorsport
congratulates
The Vodafone Dmax
2102 Heats Champions
Light: Chris Hackworth
Inter: James Pratt
Heavy: Chris Carter
Tel: 0845 644 5504
www.daytonamax.co.uk
birel
AUTOSPORT
ROTAX.
NEW AGE KARTING
vodafone

the 1993 championship. This example is an ex-Winkelhock machine that raced in Germany's Super Touring series (its premier touring car championship during the non-DTM period of the late 1990s) and is one of the second-generation models, complete with the aero package that became mandatory in the class after Alfa Romeo pushed the boundaries – and the rules – in '94.

From the stories I'd heard about Super Tourers, especially those built after the aero rules changed in '95, I was expecting the 320i to be a lot more like my DTM car than the machines I took to my three consecutive World Touring Car Championship titles from 2005-07.

Instead I got a shock. For all the additional grip – don't forget that as well as the more advanced aero, there was also a tyre war going on that meant rubber technology was being pushed all the time – it really didn't feel much faster than my old 320si. It's quite an achievement that BMW managed to make the S2000 car so similar in pace to this, despite all the reductions in technology imposed by the FIA.

The engine feels a bit more lively than in the E30, but no less driveable. In fact the power delivery is great and if you can give the throttle a little squirt on turn-in and just get the back to come around on you a bit, then your corner exits instantly improve. The sequential box also helps, because you spend less time with a hand off the steering wheel, increasing the amount of control and stability under braking.

For the first time the vision from the driver's seat is like what I'm used to, as I'm more or less sitting on the floor, BMW and others having realised that the further back you could get the engine and the lower you could sit the driver, the better for getting the weight down low and improving the balance. Although I can see a bit less, there's something a little reassuring about it because there's that instant familiarity.

Of the three cars I'm trying today, this is instantly the most satisfying, and I think that just comes from it being the most modern, and therefore the best built, the one that you feel confident to push hardest. I've raced plenty of historic saloons and sportscars, and the one thing you've always got to be a bit careful about is breaking them by pushing too hard.

It's the first of the three cars that feels like it has significantly more grip than power, which is a trend that continues in touring cars to this day (the DTMs are, I feel, about right). The E30 M3, for example, was 15bhp more powerful and 60kg lighter.

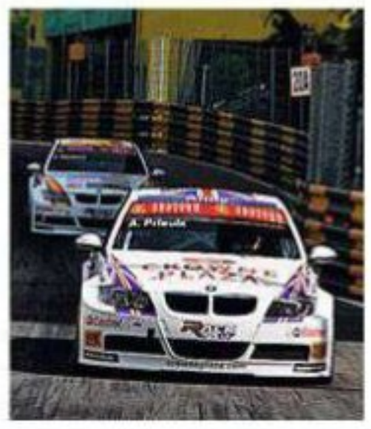
This creates a potential problem that these cars really need to be driven on the edge to find the performance. I'm not surprised that touring cars became so popular during the Super Touring era, or that manufacturers recruited so many ex-F1 or Le Mans drivers; you can tell by how hard you need to hustle the car into the bends that amateur drivers, the kind that you get in a lot of touring car series nowadays, would struggle to keep up. Want proof? Just look at the calibre of drivers BMW had during that period: Winkelhock, Johnny Cecotto, Soper, Roberto Ravaglia, Yvan Muller, David Brabham.

So three periods of BMW touring car history, three very different machines and one – thankfully dry – day to drive them on. Not bad having a job where you get to do this, is it?

Special thanks to BMW Classic and BMW Motorsport.

All three cars packed four-cylinder Munich horsepower

ANDY PRIAULX AT BMW



After a race-winning season in British Touring Cars with Honda in 2002, Priaulx joined BMW for its European championship assault the following year and finished third in the points as Alfa Romeo's Gabriele Tarquini took the crown. Four successive titles followed, all with the Racing Bart Mampaey squad, and the last three after the series had adopted the World Touring Car tag (2007 is pictured, right). An occasional GT driver, and a full-time endurance racer in 2011, he also has an outright Nurburgring 24 Hours success and a GT class win at the Sebring 12 Hours to his name. In 2012 he made his DTM debut as BMW re-entered the series after a 19-year absence.

Priaulx found Super Tourer to his liking

TECH SPEC: BMW 320i E36 STW
Engine: 1998cc four-cylinder
Power: 285bhp
Rpm: 8300
Gearbox: 6-speed sequential
Brakes: Inner vented floating caliper discs
Weight: 1025kg
Max speed: 168mph

MAJOR TITLES (ALSO 318i)
German Super Tourers: 1994, '95, '98
British Tourers: 1992, '93
French Tourers: 1996, '97, '98
Australian Super Tourers: 1997, '99, 2000
Italian Tourers: 1993, '97
Japanese Tourers: 1995
Belgian Tourers: 1994, '95, '97
Swedish Tourers: 1998
Spa 24 Hours: 1994, '95, '96, '97, '98
Nurburgring 24 Hours: 1995
Bathurst 1000: 1997
Macau Guia race: 1994, '97, '98

Find more issues at magazinesdownload.com

GENTLE LAMM SLAUGHTERS DTM RIVALS

Charly Lamm and Schnitzer have played a major part in the success of BMW over the years and did so again in a big way in 2012. *JAMIE O'LEARY* caught up with him

"It doesn't matter how many years you've been racing, and 2013 will be our 50th season as a team, but winning never feels less special. But sometimes it's just a little bit more special a feeling."

Winning is something that Charly Lamm has become accustomed to. As team principal of Schnitzer Motorsport, the squad founded by his half-brothers Herbert and Josef Schnitzer in 1963, he's overseen 16 campaigns that have resulted in drivers' titles with BMW, plus 11 outright victories in major 24-hour endurance races. Oh, and he doesn't like losing very much.

To make sure that BMW's return to the DTM this year after a 19-year absence retained that winning feeling, Lamm and his team leant on all their race experience and recruited a bit more of it besides. This was not to be an easy year. It was, however, to end with the desired result.

"We started slowly. Ourselves, RBM and RMG got one car from BMW Motorsport, we all tested all the drivers and BMW looked to see which drivers suited each team best before they made their decisions as to who got who," Lamm explains.

"We were lacking so much experience in the DTM. When we won the championship with Roberto Ravaglia in 1989 we had 12 people. Even in testing we had more than that and by the time the season started there were 26. That shows how much the DTM has moved on and what we were up against.

"I knew we needed an experienced driver and after I met Bruno [Spengler] I knew I needed him for what he could bring to the team, and I knew I needed Dirk Werner because he'd done the most testing in the M3, plus he'd been a Schnitzer driver before in GTs. I'm pretty happy with how it turned out."

Due in no small part to a suspension problem for Spengler in Hockenheim qualifying, it was Werner who drew first blood by starting third for the season opener, but Schnitzer's big hope delivered a big result just seven days later at Lausitz as Spengler won from pole, scoring BMW's 50th DTM success.

Spengler leads at Nurburgring...

...and celebrates Oschersleben win

"That win was incredible," Lamm recalls. "Second race back and to be so quick in all the sessions. We adjusted our aims at that point and felt the championship was possible, but with the way the middle part of the season went, it wasn't until he won again at the Nurburgring [in August] and Gary Paffett [Merc's points leader] had a bad race that Bruno recovered his confidence that we could be champions this year."

As misfortune befell Paffett at the Norisring and Zandvoort, Spengler reduced the Mercedes driver's championship lead from 40 points to just three heading into the Hockenheim season finale. Here, a bit of friendly assistance from fellow BMW man Augusto Farfus and a bad start from Paffett left Spengler in the pound seat as he collected his fourth win of 2012 and, against expectations, the title. The French-Canadian was in no doubt as to what was the key reason.

"Charly runs an amazing team here," says ex-Mercedes man Spengler. "To have so little experience of the modern DTM and to win the drivers' and teams' championship and help BMW win the manufacturers' too... Amazing.

"You can see in everything they do how much effort goes in. Look at pitstops for example. I was getting four-second stops at Lausitz when I won. By Hockenheim they were doing it in three and under the greatest of pressure. That's a full second gained in only 10 races."

Lamm says this year's title ranks among the most satisfying during the long history of his team and its drivers. That's a fairly success-ridden history too, which includes an outright victory at Le Mans plus World and European Touring Car titles and GT successes aplenty to fall back on.

"Yes, but see it from the point of view of a team like ours," Lamm argues. "There is nothing bigger than the DTM. For 20 years when BMW was away from the DTM, I never missed a race on the TV, even when things like the Formula 1 programme meant BMW weren't seriously considering a return to this championship. We only did four years of DTM before, but it feels like we've come home.

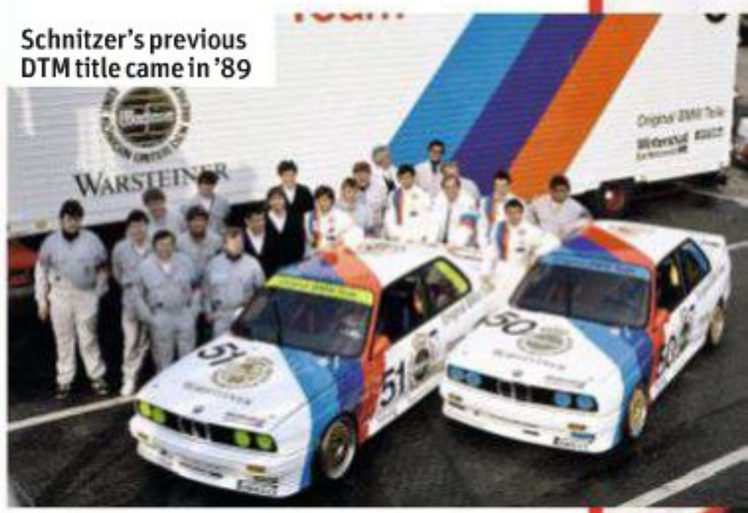
"Dirk had a great season for a rookie. That point at Norisring was all we were aiming for in the first half of the year. And then in the last five races he was the only guy to always qualify in the top 10. Great progress.

"Bruno? Aside from just being so fast and so consistent, he has an attitude of always trying to improve himself. That's a winning attitude. We like that here."

SCHNITZER MOTORSPORT ROLL OF HONOUR

DRM 1978 (Harald Ertl)
ETCC 1983 (Dieter Quester), '86, '88 (Roberto Ravaglia)
Spa 24 Hours 1985, '86, '88, '90, '95
WTCC 1987 (Ravaglia)
DTM 1989 (Ravaglia), 2012 (Bruno Spengler)
ITCC 1989 (Johnny Cecotto), '90, '91 (Ravaglia)
Nurburgring 24 Hours 1991, '98, 2004, '05, '10
BTCC 1993 (Joachim Winkelhock)
APTC 1994 (Winkelhock)
JTCC 1995 (Steve Soper)
STW 1995 (Winkelhock), '98 (Cecotto)
Le Mans 24 Hours 1999
ALMS (GT) 2001 (Jorg Muller)

NOTE: Only drivers' titles and outright major 24-hour race wins listed



Schnitzer's previous DTM title came in '89

PICS: XPB IMAGES / LAT

YOUNG BLOOD BEATS THE F1 STARS

Superstars attracted an international and experienced field in 2012, but it was a 23-year-old Swede who took the crown. By *ANDREW VAN LEEUWEN*

Kristoffersson escapes mayhem at Hungaroring

History was made in 2012 when **Johan Kristoffersson** became the first driver from outside Italy to win a Superstars Series title.

While that may sound insignificant, it was actually anything but. In a season where the series made a concerted effort to weaken its ties with Italy and emerge as a real player in the wider motor racing world, having a Swedish driver win the title in a German car was a big deal.

What made Kristoffersson's triumph in the KMS Audi RS5 even sweeter for the series' image was that he wasn't a household name before coming to race Superstars. While the series still profits greatly from having names such as ex-F1 drivers **Tonio Liuzzi** and **Gianni Morbidelli** in the field, it was impressive to see a young driver – a foreigner, nonetheless – use beating those guys as a way to get noticed.

Maybe other young drivers with big touring car aspirations will take notice as well. If the 2012 season is any example, they probably should.

Herbert gets his Maser in the mix at Mugello

HOW WAS IT WON?

The first key weekend for Kristoffersson was Donington Park. With a Scandinavian Touring Car Championship round falling on the same date, he had originally planned to see which series he was doing better in and make that the priority. Problem was, he was right at the front in both. So, he raced at Knutstorp on Saturday (second and third across the two races), then flew straight to East Midlands Airport for Sunday's two Superstars clashes.

Starting from the back of the grid, he took two second places, a haul of points that would prove crucial when it came to overrunning Liuzzi and his mighty CAAL Racing Mercedes later in the year.

> "It was clear retribution might be on the cards. A few corners later and Liuzzi was out"

But the defining point was the season finale at Pergusa. Having been more than five seconds off the pace throughout qualifying, a result of not being able to use the kerbs thanks to having consistently collected performance ballast all season, Kristoffersson was rumoured to have seriously considered not bothering to race. Luckily, he decided to roll the dice – and what a great decision that was.

SOMETHING TO REMEMBER

When push came to shove at that finale – quite literally – the crowd gathered at the Pergusa circuit in Sicily was treated to a title decider that was as bizarre as it was entertaining.

With the overweight Audis so far off the pace, and the powerful Mercedes right on the money, Kristoffersson's four-point lead didn't

look like enough as the final race got underway. And when Roma Racing Mercedes driver Nico Caldarola took out Kristoffersson on the first lap, it only seemed to fast-track the inevitable.

But in the closing laps, things got very, very interesting. When another Mercedes driver, **Andrea Larini**, closed in on a cautious Liuzzi late in the race, memories of the pair clashing earlier in the year at Spa came flooding back. It was clear even from the press room that some retribution might be on the cards.

A few corners later and Liuzzi was out of the race, and Kristoffersson was the champion.

Larini swears that he didn't hit Liuzzi on purpose, and the truth will probably never come out. But regardless of what really happened out there, it made for one memorable final race.

SOMETHING TO FORGET

The round at Spa was somewhat compromised by the weather. On a weekend when the powerful Mercedes and Jaguars should have been able to take it to the Audis, unrelenting rain gave the all-wheel-drive RS5s all the grip they needed for Morbidelli to dominate the weekend.

Rain at Spa may not be a shocking occurrence, but in this case it did take the edge off what could have been a very interesting weekend of racing.

Liuzzi fights off Mika Salo at Spa

WHERE NEXT?

The series has already announced it will scale back to just three Italian rounds next season (Monza is confirmed; Imola and Vallelunga seem logical), while the calendar will still feature nine events. In other words, the international expansion is set to continue. Where exactly? That's yet to be decided, but a trip further east than Hungary seems likely.

As for drivers, if the €100,000 Rookie of the Year prize carries over into the new year, it's going to be the young guns that come looking for decent drives who will be worth watching.

THE CHAMP IN HIS OWN WORDS

JOHAN KRISTOFFERSSON

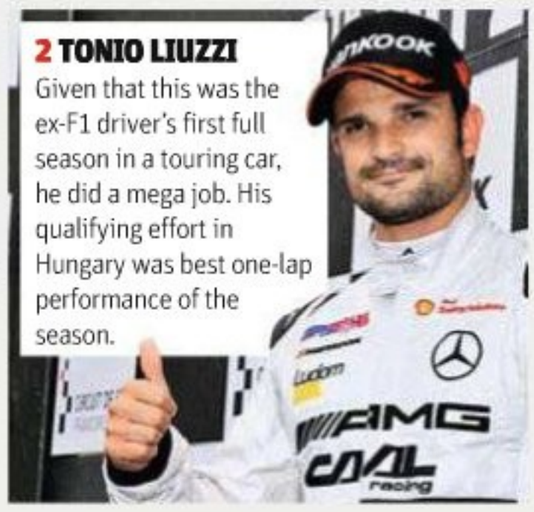
The high point of my season was the whole weekend at Imola, where I took pole and won both races. Another highlight was the pole at Vallelunga, which I think was one of the keys to winning the championship.

On the other side, Mugello wasn't a successful weekend for me as we struggled with straightline speed the whole time. Another disappointment was the first-lap crash in the second race at Spa – I was looking forward to race there the whole season, and it was raining, which I really like! So it was disappointing not to get a result.

The series final at Pergusa was, mentally, a very tough weekend. We went there looking to hold onto a championship lead, and then found out that we were five seconds a lap off the pace! I'm really happy that I managed to avoid the kerbs and get the points I needed.

OUR TOP 10 DRIVER RATINGS

1 JOHAN KRISTOFFERSSON
It would be easy to put all of his success down to the mostly dominant Audi package, but he did consistently outpace his fellow RS5 man, three-time series champion Morbidelli, which is no mean feat.



2 TONIO LIUZZI
Given that this was the ex-F1 driver's first full season in a touring car, he did a mega job. His qualifying effort in Hungary was best one-lap performance of the season.

3 THOMAS BIAGI
With Audi and Mercedes raising their games this season, the BMW was just off the pace all year. That Biagi was able to stay in contention for so long is testament to his speed and consistency.

4 GIANNI MORBIDELLI
While he was caught out a couple of times by the new Audi's fragility, Morbidelli would secretly be disappointed to have been beaten by Kristoffersson so often in 2012.

5 ANDREA LARINI
He wasn't the most consistent driver in the field, but when he wants to be fast the experienced Italian can really get the job done.

6 JOHNNY HERBERT
In all honesty, the Maserati Quattroporte is not quite as fast as it looks, but JH was on or near the pace in both his appearances this season.

7 RAFFAELE GIAMMARIA
This may seem like a controversial inclusion given that he only raced at Pergusa, but it was his first meeting in Superstars, and he dominated.

8 MAX PIGOLI
Having stunned everyone in the first race, the veteran quickly fell off the pace. But he provided plenty of spectacle, even when buried in midfield.

9 PAOLO MELONI
Another choice that may seem an odd fit, but the younger of the two Melonis was a regular feature in the top 10 driving for the father-son team.

10 THOMAS SCHOFFLER
The young German probably should have done more in the third Audi, but did show speed at times. He'll be one to watch if he returns for another crack.

2012 SUPERSTARS INTERNATIONAL SERIES

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	POINTS
1	JOHAN KRISTOFFERSSON (S)	KMS	AUDI RS5	5/R	*1/1	2/2	4/7	5*/R	2*/R	*1*/1*	5/R	185
2	VITANTONIO LIUZZI (I)	CAAL RACING	MERCEDES C63 AMG	3/1	6/R	5/3	5/5	*1/2	3/2	4/7	3/9	181
3	THOMAS BIAGI (I)	TEAM BMW DINAMIC	BMW M3 E92	4/4	3/2	4/6	*R/3	2/3*	10/4	3/6	R/4	159
4	GIANNI MORBIDELLI (I)	AUDI SPORT ITALIA	AUDI RS5	7/5	17*/14*	*1*/1*	R/NS	13/R	*1/1*	18/5	6/R	128
5	FRANCESCO SINI (I)	SOLARIS MOTORSPORT	CHEVROLET LUMINA CR8	R/3*	4/R	10/4	7/1	14/8	11/R	17/17	2/R	92
6	ANDREA LARINI (I)	ROMEO FERRARIS	MERCEDES C63 AMG	2*/7	2/7	8/11	1/R	7/9	8/14	14/9	R/10	90
7	STEFANO GABELLINI (I)	TEAM BMW DINAMIC	BMW M3 E92	17/8	7/6	7/R	3/2*	R/5	9/5	-	-	75
8	THOMAS SCHOFFLER (D)	MTM MOTORSPORT	AUDI RS5/RS4	12/R	9/5	6/R	11/15	10/10	7/6	2/4	9/R	71
9	MAX PIGOLI (I)	FERLITO MOTORS	JAGUAR XF SV8	*1/2	10/16	9/R	6/R	R/NS	19/9	R/NS	11/NS	60
10	RAFFAELE GIAMMARIA (I)	ROMEO FERRARIS	MERCEDES C63 AMG	-	-	-	-	-	-	-	*1*/1*	45

ITALIAN CHAMPIONSHIP: (comprised the five Italian rounds only) 1 **Kristoffersson**, 124; 2 **Biagi**, 100; 3 **Liuzzi**, 92; 4 **Sini**, 72; 5 **Larini**, 71; 6 **Pigoli**, 51; 7= **Gabellini** & **Schoffler**, 47; 9 **Giammaria**, 45; 10 **Morbidelli**, 37. **TEAMS' CHAMPIONSHIP:** 1 **Team BMW Dinamic**, 276; 2 **CAAL Racing**, 222; 3 **KMS**, 185; 4 **Swiss Team**, 169; 5 **Romeo Ferraris**, 167; 6 **Audi Sport Italia**, 128.

RACES: 1 **Monza**, April 1; 2 **Imola**, April 22; 3 **Donington Park**, May 20; 4 **Mugello**, June 3; 5 **Hungaroring**, July 1; 6 **Spa-Francorchamps**, July 15; 7 **Vallelunga**, October 7; 8 **Enna-Pergusa**, October 28.
POINTS SYSTEM: In each race: 21-16-13-11-9-7-5-4-3-2, with 1 for all other starters. Pole position: 1, denoted by * before result. Fastest lap: 1, denoted by * after result.

PICS: PHOTO-4

Find more issues at magazinesdownload.com

YOU CAN TAKE THE MAN OUT OF McLAREN

But you can't take McLaren out of the man. After being the fall guy in the wake of Lewis Hamilton's 2009 Oz F1 lying scandal, Dave Ryan is making waves in GT3. By *MARCUS SIMMONS*

The many strata of motorsport are littered with ex-Formula 1 personnel who have given up careers at the sport's pinnacle for a better quality of life, working still as leading professionals but in a more-human, lower-pressure environment.

Dave Ryan, the former McLaren mechanic-turned-sporting director, is different. While other F1 refugees have walked into fully-operational existing structures as engineers and technicians, he set a brand-new team up from scratch. For him, life has been considerably more stressful out of F1...

Three years after Ryan was effectively forced out of F1 in the wake of the Lewis Hamilton lying-to-the-stewards scandal at the 2009 Australian Grand Prix, his team – Von Ryan Racing ('Von' Ryan was the nickname he picked up early in his McLaren days, due to the 1960s war-movie thriller *Von Ryan's Express*) – pitched up at Monza with two GT3 McLaren MP4-12Cs for the opening round of the fast-growing Blancpain Endurance Series.

Now 58, New Zealander Ryan reveals that over his 34 years of attending grands prix with McLaren – during which the team claimed 12 drivers' titles, seven constructors' championships and 150 wins – nothing could prepare him for being his own boss.

"I'd been averaging about four hours' sleep a night for the three or four months before Monza trying to make it happen," he says. "In all my years of Formula 1 I can't remember once, even when there was a championship-deciding race the next day, having trouble going to sleep, or waking up during the night. But crikey – now I wake up at two o'clock in the morning and I can't get back to sleep so I've got to go downstairs and make notes. It's just so many little things.

"When you come to a well-oiled machine like McLaren there are so many people with really well-defined responsibilities – it just kind of happens without you knowing about it because they're all pretty good at their job. You ask something and they say, 'It's done, don't worry about it' so you don't. But suddenly for me it's like, 'Shit – are the guys going to get breakfast at the hotel? What are they going to wear? How many hire cars do we really need? Have I even booked the hotel? Did I confirm it?' And that's just trivial stuff. Not to mention all the formal stuff from the entry side of it, the licences... And the mistake I made was I tried to do it all myself, and it's so time-consuming."

Before his own team was born, Ryan had already been discussing the possibility of joining up with the McLaren-equipped Gulf Racing UK team of Dave Price, but while "we came very close to doing something together, things didn't click at the right time". Into the picture came Ryan's fellow Kiwi and ex-McLaren cohort Warren Briggs,

> "I am on good terms with people at McLaren and they helped make it possible for me to put a team together"

no mean pedaller in his own right in Formula Ford 2000 and now one of the leading lights of historic touring car racing in a Ford Mustang.

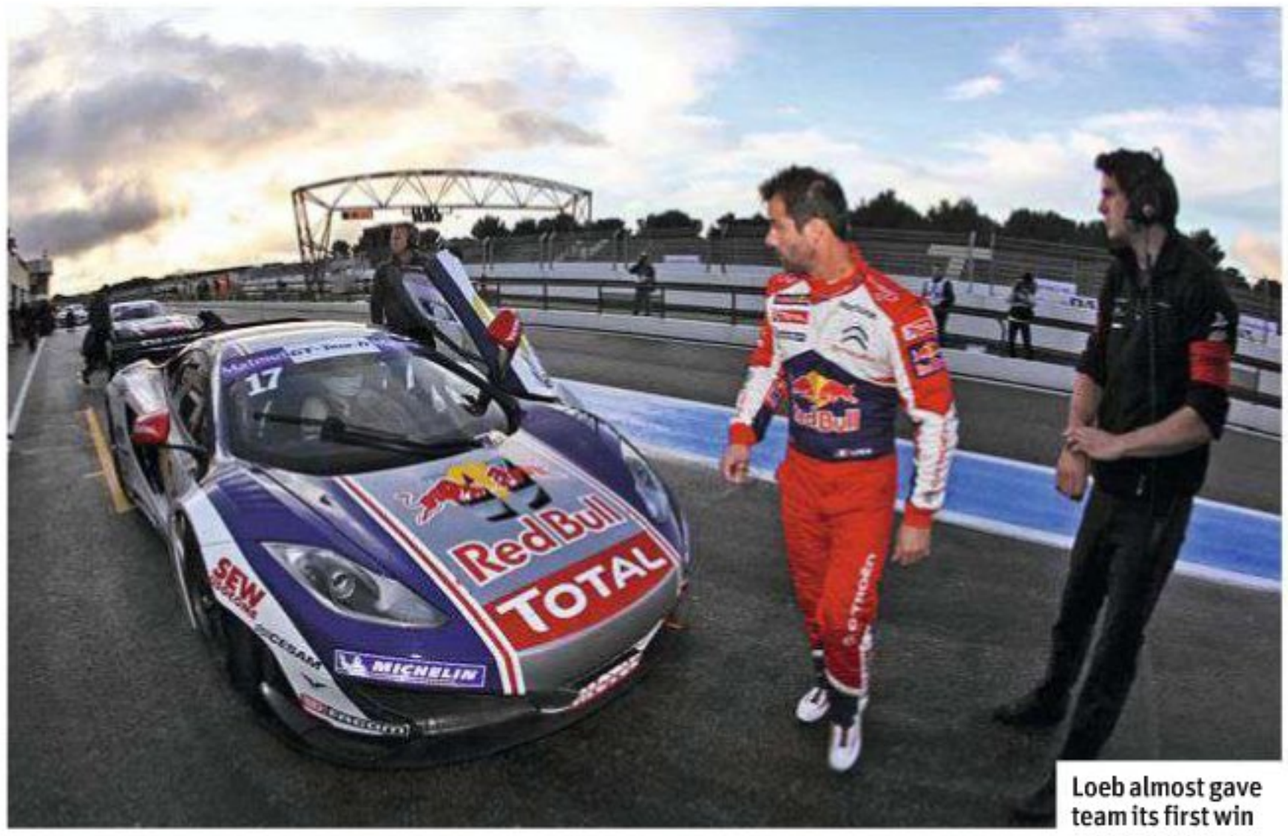
"He gave me a lot of support when it was nice to have," says Ryan. "When the Dave Price thing didn't happen he said, 'Look, maybe I could get involved in some way and help put it together', and that's how it worked."

It was clear after the Melbourne infamy in 2009 that Ryan was the sacrificial lamb of a reluctant McLaren,

Tired Ryan (right) with team director Briggs

PICS: DPPI, FERRARO/LAT

Von Ryan's race debut: Draper/Jelley car at Monza



Loeb almost gave team its first win

FOM & RACE CONTROL ACCESS

With Hamilton after *that* stewards meeting

and equally it is well known that his continuing relationship with his former employer helped smooth the path considerably towards the new team's establishment, at Dunsfold in Surrey.

"I am on good terms with people at McLaren and they helped make it possible for me to put a team together using two of their cars," he admits. "They've been really nice. The fact that it was a new McLaren product coming into a championship for the first time... it was the right opportunity at the right time. It was bad that I was put in that position [post-Melbourne], but it's ended up really good timing!"

Blancpain's ethos means that you're not going racing without well-heeled 'gentleman' drivers, and two MP4-12C customers found their way to Von Ryan's doors. One was historic-racing diehard Simon Draper, whose sons Matt and Julien were joined by ex-BTCC and Carrera Cup ace Stephen Jelley. The other was Leon Price (no relation of Dave, although ironically his son, who is a leading light in the organisation of GP3, is also called Leon!), who brought his usual co-driver Rob Barff (a man with plenty of experience developing the MP4-12C road car) and fellow South African Jordan Grogor.

While those line-ups were perfectly acceptable in the hugely-popular Pro-Am class, it was when McLaren works GT driver Alvaro Parente climbed aboard for the Spa 24 Hours that Von Ryan challenged at the sharp end. Led by Parente, the car – also driven by Barff, Chris Goodwin and Roger Wills – claimed ninth place, and of the nine McLarens on the entry list it was only Von Ryan's duo that made it to the flag.

"Alvaro was a very last-minute addition in sad circumstances," says Ryan. "Leon's father passed away and he had to go back to South Africa for the funeral. At one point we thought maybe we shouldn't do the race, but Leon wouldn't hear of it. Alvaro was an absolute privilege to have in the car; anyone who has him is a very lucky team owner.

"Our form at Spa was the highlight of a fantastic year – pole in the Pro-Am class and third quickest overall against all the works cars was great."

The team's other standout performance came when it took its third car (owned by Ryan and director Briggs) to the final round of the French GT series, run under the guise of Sebastien Loeb Racing – ironically, for an ex-McLaren employee, in Red Bull livery. The Paul Ricard event, in fact, could have provided Von Ryan with what would have been a fairytale first win with the multiple World Rally champion on board.

"The first time that car turned a wheel was when we did a little test with Sebastien at Le Luc," says Ryan. "I know you shouldn't use the word 'legend' because he's still around, but I never really appreciated quite what a guy he is. He was brilliant to work with."

Unfortunately, the team was outfoxed on the series' unique pitlane tactics during the mandatory driver changes in race one, while in the second Loeb's co-driver Gilles Vannelet spun as he tried to pass the Ferrari of goalkeeper-turned-racer Fabien Barthez for the lead.

For his first year as a team chief outside the rarefied atmosphere of F1, Ryan has been humbled by the 'real-world' help he's received from Briggs, the McLaren GT arm led by Andrew Kirkaldy, plus GP2 squad iSport and ex-touring car team boss Vic Lee, who both leant him trucks in the early months while the team was "operating out of boxes. They really got me out of the pooh. And it's really important to say that I've had some really good guys come on board – that makes a massive difference.

"I'm really happy. We've come an awfully long way, and both Leon and the Drapers have been fantastic clients who I'd really like to carry on with. We'd very much like to keep running two cars in Blancpain. We've had a lot of enquiries based on our performance this year, which is really satisfying, but we're only a small team and I don't want to make the mistake of taking on more than we can handle too soon.

"Now we need to establish ourselves as a proper business. We've survived our first year and I'm still learning – and one of those things is how to delegate!" Who knows, maybe Ryan can start sleeping through the night again in 2013...

Find more issues at
magazinesdownload.com

GAMERACER

THE PERFECT GIFT FOR CHRISTMAS

The virtual racing experience of your dreams

"Sturdily built, ingeniously designed & fully adjustable. The driving position feels faultless."
The Independent

F1 2010
GRAN TURISMO 5

Buy online now at GameRacer.co.uk
or call 02380 471117

PS3 PC Xbox 360 Wii Logitech

CLUB100
It's *just* racing!

www.CLUB100.co.uk

LETSRACE.co.uk

Race Simulation Centre
59/61 Brighton Road, Horley, Surrey, RH6 7HJ

10 Networked, full motion simulators
Full race formats with briefings
Spectator viewing
On site Cafe 'Fluid Dynamics'
Corporate hospitality designed to suit your brand
Well equipped conference room

Race Experience - £35
Includes 30 minutes in car, briefings and telemetry results. £300 for groups of 10

Yearly Membership - £50
Includes discount on all sessions, exclusive events and championships.

"Virtual Power
Real Passion"

Opening Times
Monday - Friday (14:00 - 22:00)
Saturday (10.00 - 20.00)
Sunday (11.00 - 18.00)

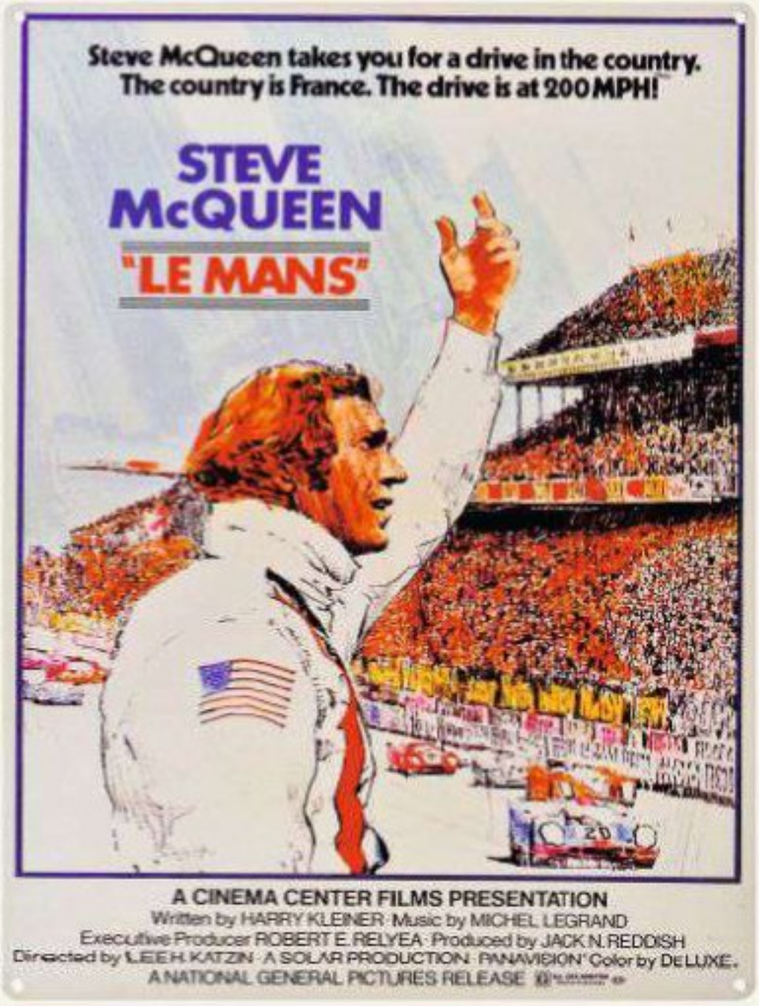
01293 826000
email: info@letsrace.co.uk

Follow Us
@letsrace1

CHRISTMAS GIFT GUIDE

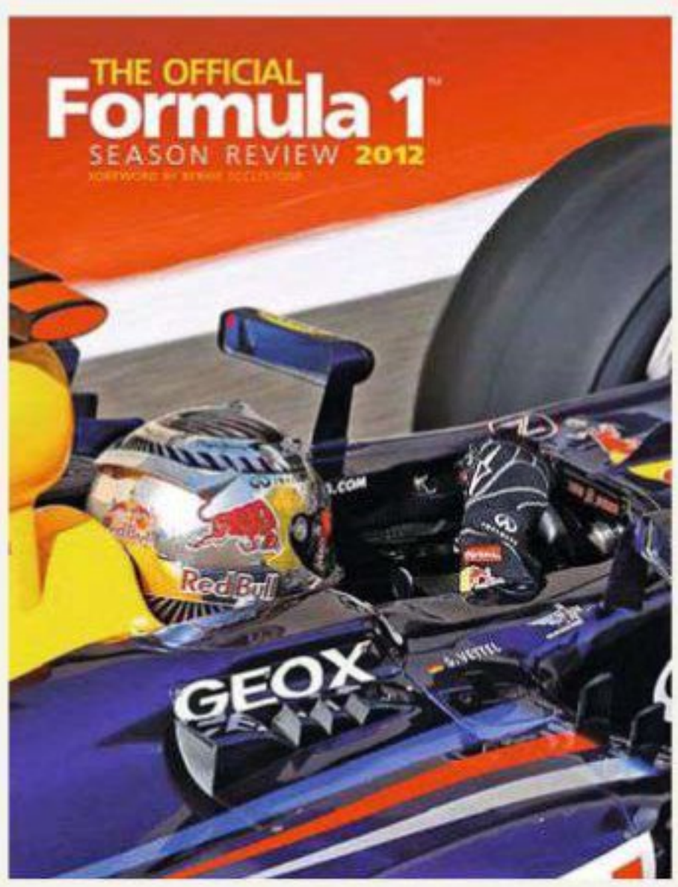
A selection of motorsport-themed goodies for the festive period. Just don't forget to tell Team Santa what you want...

PORSCHE 936 1:18 MODEL
£130.10 grandprixmodels.com

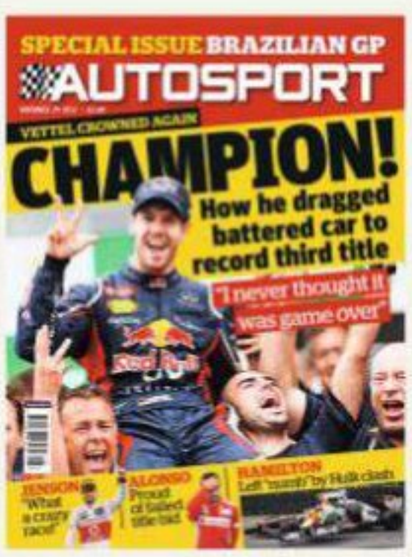


LE MANS McQUEEN METAL SIGN
£14.99 autosport.com/shop

RED BULL RB6 2010 1:18 MODEL
£89.99 autosport.com/shop

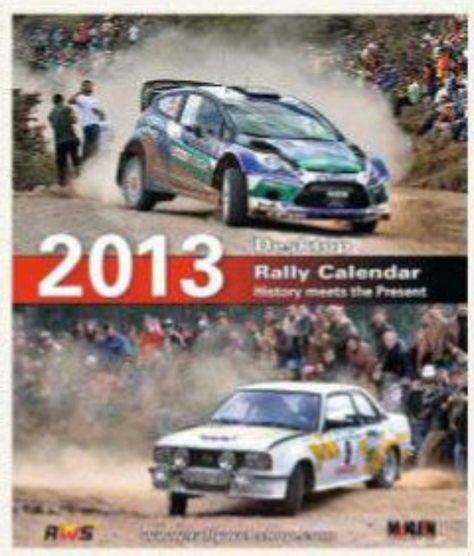


OFFICIAL F1 REVIEW BOOK
£30 (978 85733 253 0) haynes.co.uk

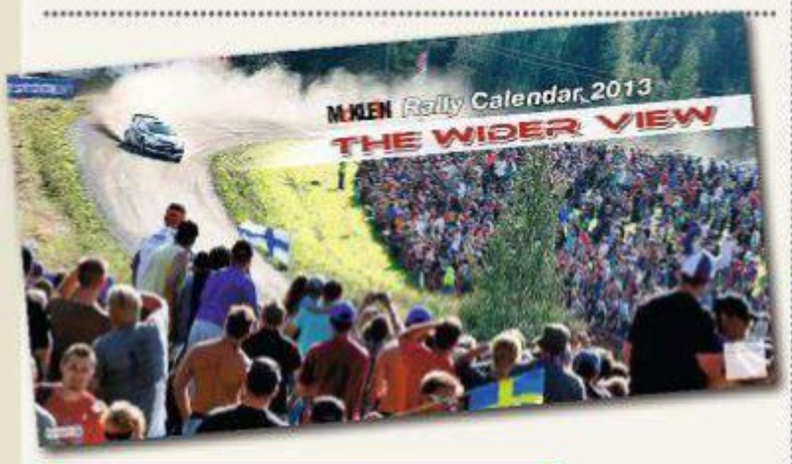


AUTOSPORT SUBS OFFER
Save 18%
themagazineshop.com

MURRAY WALKER/ JAMES HUNT T-SHIRTS
£24.95
retroformula1.com



McKLEIN WRC DESKTOP CALENDAR
€9.95
rallywebshop.com



McKLEIN WRC WIDER VIEW CALENDAR
€39.90 rallywebshop.com

LE MANS YEARBOOK 2012
£45 (978 2726 896815)
grandprixmodels.com

SILVERSTONE DRIVING DAYS
From £79 silverstone.co.uk

CARRERA GO!!! 1:43 SLOT RACING
£49.99 hobbyco.net

RETRO CUFFLINKS
£19.99
autosport.com/shop

AUTOCOURSE 2012-13

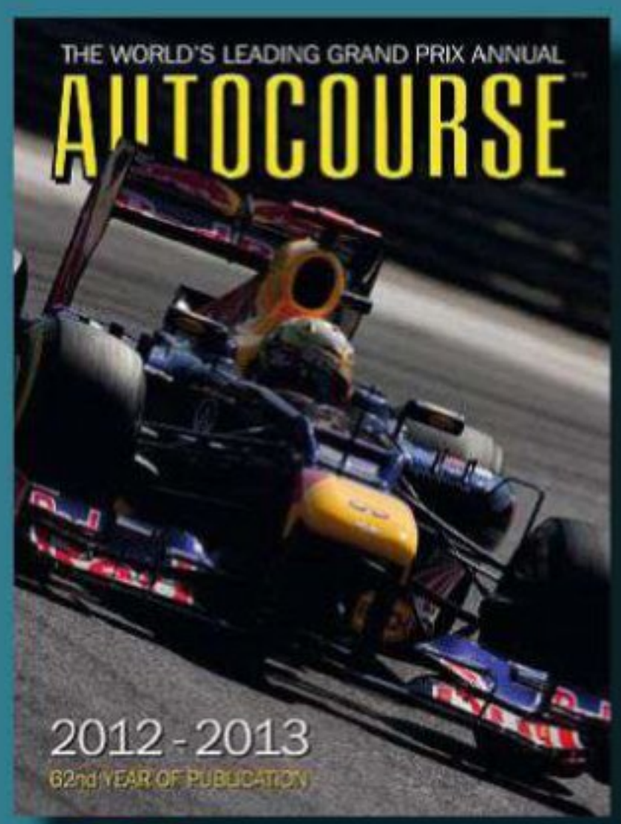
Now in its 62nd year, AUTOCOURSE continues to go from strength to strength, maintaining its position as the world's most respected and sought-after Grand Prix annual.

Editor Simon Arron reports in his inimitable style, and he is joined by some of the sport's very best writers, including Mark Hughes, Alan Henry, Maurice Hamilton and Gordon Kirby.

In-depth coverage of yet another nail-biting F1 season is covered in minute detail, with complete race-by-race statistics complementing the entertaining race reports.

Chief photographer Peter J. Fox contributes his beautifully crafted images, and he is supported by some of F1's most talented photographers from around the world.

The most complete record of the F1 season, AUTOCOURSE also covers GP2, GP3, Formula 2, Formula 3, Sports and GT racing, Touring cars, racing in the United States, Karting and more.



COVER ILLUSTRATION IS SUBJECT TO CHANGE

ONLY £42.46*
*RRP £49.95

*with a 15% discount and offering free secure guaranteed delivery in time for Christmas
Last order date: 16th December

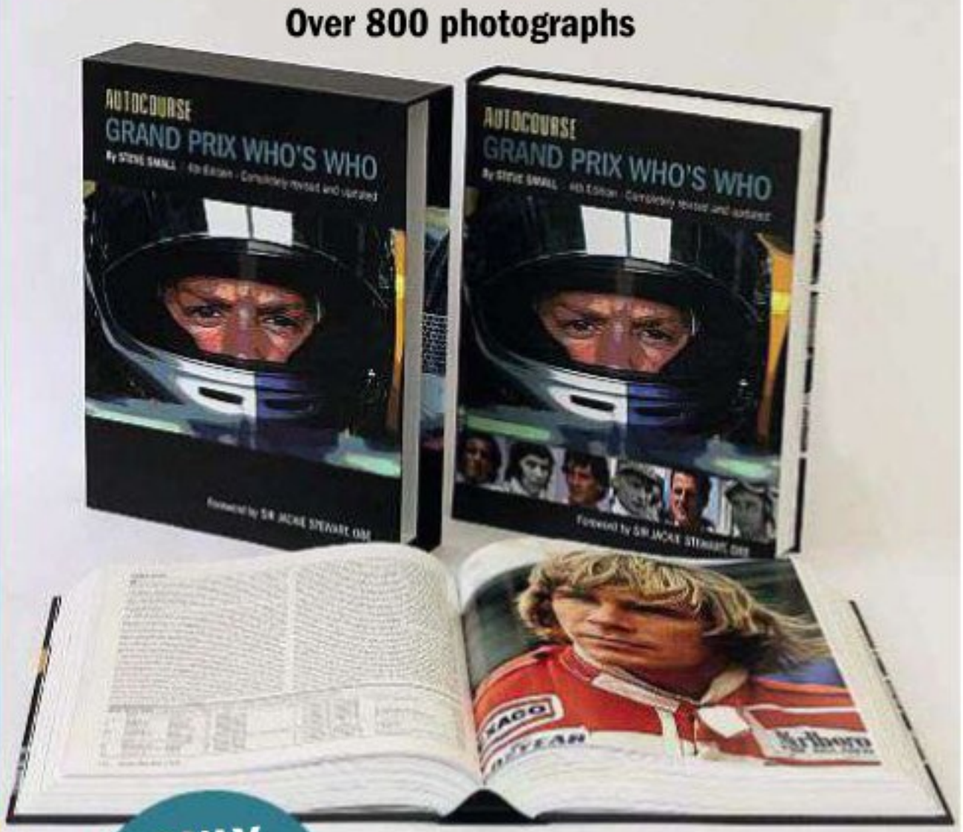
To order visit: www.autocourse.com
or call our hotline: +44 (0)1753 689693

GRAND PRIX WHO'S WHO
4th EDITION

A 'must have' book for the enthusiast, GRAND PRIX WHO'S WHO is the ultimate record of the drivers who have competed in the Grand Prix World Championship since 1950.

832 large-format pages (280mm x 215mm) on high-quality, silk art paper. Hardback, in a luxury slipcase and delivered in a bespoke protective carton.

Over 800 photographs



ONLY £55.00*
*RRP £70

Includes FREE and secure guaranteed pre-Christmas delivery
Last order date: 16th December

AN INVITATION TO THE

MIA MOTORSPORT INDUSTRY ASSOCIATION

BUSINESS EXCELLENCE AWARDS 2012

Thursday 10 January 2013 at NEC, Birmingham

LAST PLACES REMAIN - BOOK TODAY!

Celebrate the world class motorsport industry and recognise business excellence

Join over 500 guests at the Business Excellence Awards dinner shortly after the end of the first day of Autosport International at the NEC

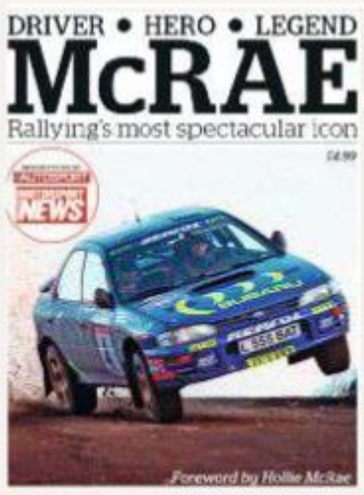
Avoid disappointment - book your place at this sell-out event:
www.the-mia.com/Events-Diary or email helen.jones@the-mia.com

Autosport Engineering Show · XTRAC · Jonathan Lee Recruitment · Goodridge Fluid Transfer Systems · supporters: Northamptonshire Enterprise Partnership · Performance Racing Industry · Racecar Engineering · Ricardo · MIS Motorsport · partners: PROVA · Race Tech

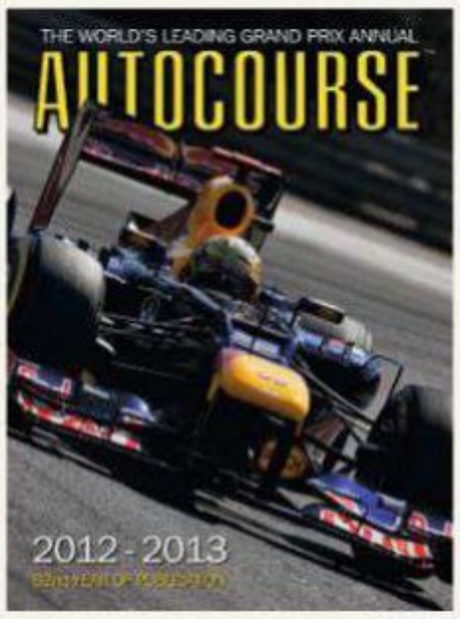
GIOTECK FR-1 STEERING WHEEL FOR PS3
£39.99 gioteck.com

GOODWOOD FOS 20 YEARS DVD
£39.99
autosport.com/shop

DAYTONA KARTING VOUCHERS
Save 20%
daytona.co.uk

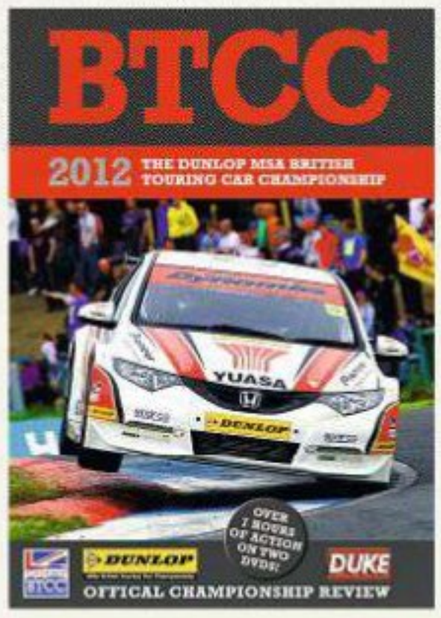


COLIN McRAE BOOKAZINE
Save £2 in the UK
autosport.com/mcrae



AUTOCOURSE F1 ANNUAL
£42.46 (978 1905 3347 73)
autocourse.com

BTCC 2012 DVD
£12.99
dukevideo.com



GO MINI STUNT LAUNCHER
£19.99
goldenbeartoys.com

FERRARI/MASERATI DESK RACERS
From £79.99
autosport.com/shop

LEGO TECHNIC CRAWLER 4X4
£139.99 lego.com

MICHAEL TURNER CHRISTMAS CARDS
£6.50
studio88.co.uk

F1 2012 PS3
£22.99
amazon.co.uk

F1 RACE STARS
£28.50
amazon.co.uk

MSV DRIVING VOUCHERS
From £99
msvshop.co.uk

FERRARI IPHONE 4/4S COVER
£19.99
autosport.com/shop

SHEAFFER FERRARI PENS
From £15.95
stonemarketing.com

Find more issues at
magazinesdownload.com

AUTOSPORT

6 ISSUES FOR £1

TAKE OUT A SUBSCRIPTION TO AUTOSPORT AND TRY YOUR FIRST 6 ISSUES FOR JUST £1

Subscribe online at:

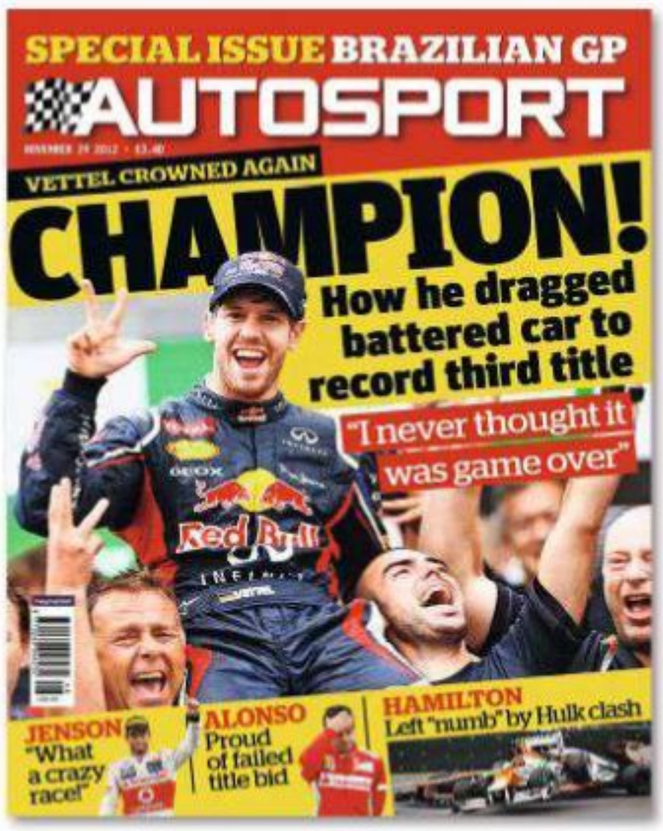
www.themagazineshop.com/ASPO/M1212P

Or call our hotline and quote offer code M1212P:

08448 488 817

Offer closes January 10, 2013. Please have your bank details ready

themagazineshop.com



GREAT REASONS TO SUBSCRIBE:

- **6 ISSUES FOR £1** - saving 95% on the cover price
- **SAVE 20%** - after your trial ends
- **SPREAD THE COST** - with easy 13-issue payments
- **FREE P&P** - every issue delivered to your door

Yes

Please start my subscription to AUTOSPORT, receiving 6 issues for just £1 followed by payments of £35.35 every 13 issues by Direct Debit, saving 20% on the cover price. I understand I can cancel at any time.

YOUR DETAILS - must be completed
(BLOCK CAPITALS PLEASE)

Title: Name:

Surname:

Address:

Postcode:

Telephone:

Mobile:

Email:

DIRECT DEBIT PAYMENT (UK ONLY)

To the manager, bank name:

Address:

Postcode:

Name of account holder(s):

Bank sort code ☐☐-☐☐-☐☐

Bank/building society account number

☐☐☐☐☐☐☐☐

Please pay Haymarket Media Group direct debits from the account detailed on this instruction subject to the standards assured by the direct debit guarantee. I understand that this instruction may remain with Haymarket Media Group and, if so, details will be passed electronically to my bank/building society.

Signature(s):

Date:

Please return this form to:
AUTOSPORT
FREEPOST RSBY-ZLLA-SZZS
PO Box 326
Sittingbourne ME9 8FA

This offer is open to UK residents only - trial offers are limited to 2 trials per title within a 12-month period and we reserve the right to refuse any orders over this limit. Overseas rates are available on +44 (0) 1795 592 974 and residents of USA and Canada should call +1 866 918 1446 or visit www.imsnews.com for rates. Offer ends January 10 2013. Price is £1 for your first 6 issues then continuous Direct Debit payments of £35.35 every 13 issues, unless you cancel. Savings are based on the UK cover price of £3.40. Direct Debit rates are fixed for 12 months after which they may be subject to change - should prices change you will be informed in writing. Details of the Direct Debit Guarantee are available on request. Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners will contact you about products and services that may be of interest to you via post, phone, e-mail and SMS. You can opt out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.

M1212P

Find more issues at magazinesdownload.com

CHRISTMAS GIFT IDEAS

FEEL LIKE A CHAMPION THIS CHRISTMAS!
Our experience gift vouchers are available from as little as £99.
www.msvdrivinggifts.com
Oulton Park
Brands Hatch
MSVDRIVINGGIFTS.COM

A driving school with a difference...
Available at Brands Hatch, Oulton Park and Bedford Autodrome
Young Drive!
AGES FROM 11-17
CHRISTMAS GIFT VOUCHERS AVAILABLE FOR £79
0843 453 1000 WWW.YOUNGDRIVE.COM

palmer SPORT
THE PERFECT CHRISTMAS GIFT!
THE WORLD'S BEST DRIVING EVENT
GIFT VOUCHERS NOW AVAILABLE FROM £495
01403 733999
WWW.PALMERSPORT.COM

HUGE STOCK CLEARANCE SALE
VODAFONE McLAREN MERCEDES
OFFICIAL F1 MERCHANDISE
50% OFF RRP
eBay Top-rated seller
*all prices inc VAT
ONLY £7.46 RRP £14.99
ONLY £34.96 RRP £69.99
ONLY £14.96 RRP £29.99
BRAND NEW
GENUINE
SENT NEXT DAY
FREE UK POSTAGE
Lots more reduced items in our ebay store
ebay http://stores.ebay.co.uk/Strutbracer
AUTHORISED DISTRIBUTOR
OMP
YB RACING
MOTORSPORT & PERFORMANCE

POLE POSITION
The Formula 1 Shop has everything to excite the most budding of F1 fans, and it doesn't end there. We're the UK's largest distributor of Gulf/Heuer McQueen range of retro clothing and accessories. So if you're looking for something to rev your engine this Christmas, come in & take a look.
THE F1 SHOP
THE FORMULA 1 SHOP
MEADOWHALL
www.theformula1shopandmore.com
follow us on

FOR SALE
GLII TSY
THII NGY
£4995.00 ono each
contact:
pault03@globalnet.co.uk
07831407649

TO ADVERTISE IN THIS SECTION OF
AUTOSPORT
PLEASE CALL
0208 267 5560

grandprixphotographs.com
Formula One Photographs 1974 - Present
(Rare archive of 2000 evocative colour images)
Makes a unique gift for any occasion
CD's for downloading to your PC
Available in themed collections or bespoke CD of any driver/car/track/year/combo of your choice
Includes your personal greeting message
Visit grandprixphotographs.com (Gift CD) or call +44 (0) 1395 568306

HEY! IT'S NEW
visit slickattire.com
Slick
Hoodies available too!
plus THERE'S LOADS MORE TOO!
(HERE'S JUST PART OF OUR RANGE)
ORDER NOW IN TIME FOR CHRISTMAS!

Chater's
Motoring Booksellers
25/26 Murrell Green Business Park
Hook, Hampshire, RG27 9GR
Tel: 01256 765443 | Fax: 01256 769900 | E: books@chaters.co.uk
Showroom open daily Monday to Friday 9am ~ 5.30pm
Probably the Worlds LARGEST Selection of Motoring Books & DVD's
www.chaters.co.uk
AUTOCOURSE 2012-2013
Automobile Year
24 LE MANS HOURS 2012
MOTOCOURSE 2012-2013

Grand Prix Racewear

WWW.GPRDIRECT.COM

KARTING

alpinestars

25% OFF

TECH 1-K BOOTS
NOW ONLY £59.34+VAT

RACING

sparco

PRIMA RACE SUIT

25% OFF

NOW ONLY
£206.57+VAT

LEISURE WEAR

alpinestars

20% OFF

GIFT VOUCHERS

NOW AVAILABLE
TO BUY ONLINE
AND OVER THE PHONE

GO TO HOMEPAGE AND CLICK "SALES"
OR SCAN THE CODE BELOW

RACEWEAR | KARTWEAR | SIMULATION

08435 070 885

Grand Prix Racewear, Unit 1, Silverstone Technology Park, Silverstone Circuit, Silverstone, Northants , NN12 8TN

sparco · alpinestars · uvex · OMP · Arai · BELL · SCHROTH RACING · hans seat

PRODUCT SHOWCASE

ATL RACING FUEL CELLS

...The One Stop Racing Fuel Cell System Shop!

www.atlltd.com
Email: atl@atlltd.com
Tel: 01908 351700

OLDHALL PERFORMANCE
Bringing high quality automotive performance products from around the World

Tel: +44 (0)24 76 717100 Fax: +44 (0)24 76 717400
www.oldhallperformance.com sales@oldhallperformance.com
Old Hall Performance Ltd Burnsall Road Coventry CV5 6BU

Award-winning Fire and Safety Solutions from Lifeline - the market leader
Champions of Safety

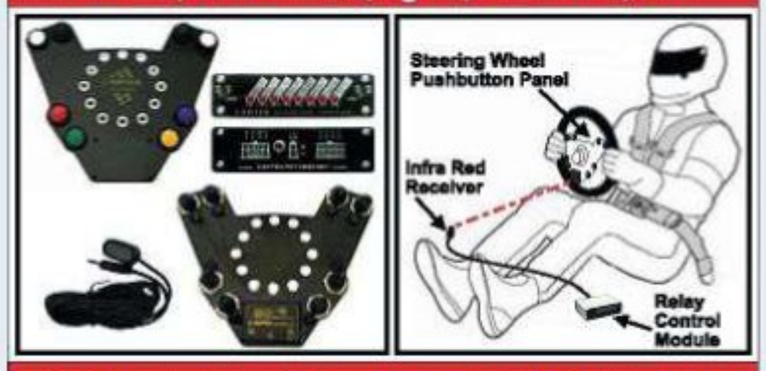
PLUS A FULL RANGE OF FIRE EXTINGUISHER SOLUTIONS FOR ALL CARS

Coventry UK
Tel +44 (0)24 7671 2999
www.lifeline-fire.co.uk
Lifeline

CARTEK

Wireless Steering-wheel Pushbutton Controls

CARTEK can now offer a quick and easy way to install pushbutton controls to detachable racing steering wheels. This wireless system is fully configureable incorporating momentary, latching and pulsing functions for uses such as: PTT radio, pit lane limiter, dash menus, lights, indicators, etc..



CARTEK AUTOMOTIVE ELECTRONICS Ltd
www.CARTEKMOTORSPORT.com

THE lightest, most flexible and most durable hose assembly available

G-FLEX - 711

THE highest quality Aramid braided convoluted hose available.

- Aramid outerbraid
- Convoluted 100% PTFE inner hose
- Compatible with all fuels – methanol, alcohol, E-85
- SAE J1737 compliant

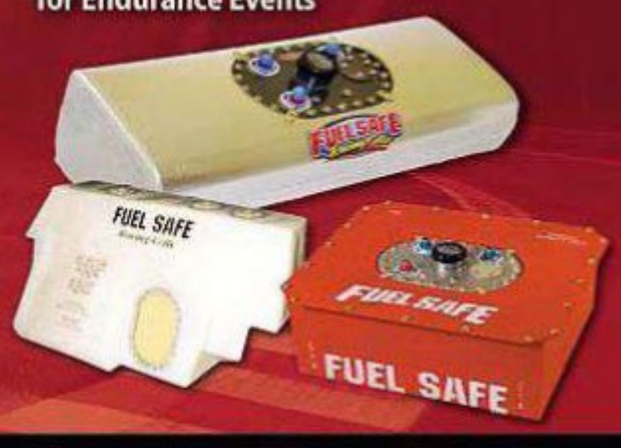
711 FITTINGS

- One-piece construction
- Weight saving design
- High flow characteristics
- Compatible with G-Line XF, G-Flex, and G-Max hose

GOODRIDGE
FLUID TRANSFER SYSTEMS
autosport@goodridge.net

FUEL SAFE Racing Cells

- FIA FT3 Certified Fuel Cells & Accessories
- Short Lead Times for Stock or Custom Parts
- Fitting Service Available
- Superior Seamless Construction Technology
- Special Large Capacity Fuel Cells for Endurance Events



Classic World Racing
www.classicworldracing.co.uk
Tel: +44(0)1527 521050

Anglian Fasteners

- Unbrako, Holokrome, Dormer and Loctite
- All the fasteners you'll ever need
- Next day delivery

Call: 01234 345641 or 01604 645341
Email: info@anglianfasteners.co.uk
TRADE COUNTERS IN BEDFORD AND NORTHAMPTON
www.anglianfasteners.co.uk
If it's threaded, call Anglian Fasteners!

AUTOSPORT

PRODUCT SHOWCASE

ADVERTISE YOUR NEW 2013 PRODUCTS AND SERVICES HERE ON

0208 267 5560

Racing Car Air Lift
CAMOZZI

- Lifts Vehicles Safely and Quickly
- Supplied Tested and Ready to Use
- 600 Kg S.W.L. Per Pair

Call for a Quote Today!
Tel: 024 7637 4114
Fax: 024 7634 7520
Email: sales@camozzi.co.uk
Web: www.camozzi.co.uk

WEB DIRECTORY

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

ELITE Racing Transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
Tel: 01782 280136 Fax:01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road, Race, Rally, and more
Telephone: 01582 840008, Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

www. SpeedKing.cc
EXCLUSIVE MOTORSPORT MEMORABILIA
EST. 1996
We Buy Your Teamgear !

FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0)1245 287588 / 07771 920345

JMJ AUTOMOBILIA
America's #1 supplier of CART and Formula One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or fax or a mail listing at (609) 575 1143 or visit our website @ www.JMJAuto.com

MERCHANDISE

THE F1 SHOP
F1 Merchandise bought and sold.
Meadowhall, Sheffield
Tel: 0114 256 9835
www.theformula1shopandmore.co.uk

MOTORHOMES

BRIAN JAMES TRAILERS
CLUBMAN
Tel. 01327 308833
Web. www.brianjames.co.uk

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

demon tweeks MOTORSPORT Direct
www.demon-tweeks.co.uk

RACE PRODUCTS

msar
LONDON MOTORSPORT SHOWROOM
www.msar.co.uk

PIPER
www.pipercams.co.uk

Position Sensors Ltd
Motorsport Specialist
www.position-sensors.co.uk

SCHROTH RACING
www.schroth.com

RACE PRODUCTS

www.porscheshop.co.uk
PORSCHESHOP
+44 (0) 121 585 6088

TEKNOFIBRA®
HEAT RESISTENT MATERIAL
Protection to 1000°C
web: www.walkersgarage.com
tel: 0044 (0) 1609 777221

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

RACE RADIO

Pit to Car Radio solutions
0044(0)1508 528837
Autotel Digital Race Radio
www.raceradio.co.uk

RACEWEAR

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

GPR
RACEWEAR | KARTWEAR | SIMULATION
WWW.GPRDIRECT.COM

ALL OMP RACEWEAR AVAILABLE NOW
www.ybracing.co.uk
OMP

WHEELS

Image
Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD

AUTOSPORT.COM

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL
020 8267 5560 OR EMAIL: autosport.ads@haymarket.com

Find more issues at magazinesdownload.com

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com

RL 2000
£4,900 + vat

RL 3000
£5,950 + vat

PRG Trailer

Look Beyond

ABL LOGISTICS

Specialising in car movements and race support offering tractor units, an 18 ton two-car transporter, with moveable deck to hold 2 cars, large external lockers and an enclosed race shuttle. For long/short term hire. Also able to supply drivers/truckies.

RACE & RALLY CARS

Team ES Racing.com are proud to offer a combination of 1 or 2 race winning cars along with an extensive spares package.

These cars which won 2 races in the 2012 BTCC along with 6 other podiums are in excellent condition & have been maintained to the very highest standards throughout their whole life. Team ES Racing.com purchased these cars from 888 Race Engineering late in 2011.

Team ES Racing are selling these as they look to move on to the full NGTC cars in 2013.

The S2000 Cup will be running on the same grid in the BTCC from 2013, with an estimated three year life span.

Spares included with each car include gear ratios, uprights, roll bars, numerous springs, dampers, panels, bearings, steering racks, pumps, pads, discs, drop links, wheels, tyres etc. The list goes on & literally has to be viewed to be appreciated. Viewing welcome & recommended!!

Prices are:

£54,995 + Vat per car including some spares

£105,000 + Vat for BOTH cars & all spares

****** IF BOTH CARS ARE SOLD TO THE SAME BUYER WE WILL RELEASE OUR FULL DATA FROM 2012, INCLUDING ALL SETUP SHEETS, AND DRIVER DATA FROM EVERY SESSION & RACE IN 2012!!!******

Please e-mail info@teamesracing.com or call 07581 258837 & ask for Chris for further details & to arrange viewing.

A Reminder.

BRIAN JAMES TRAILERS

» Connected to you

The law has changed

www.brianjames.co.uk

As of the **29th October 2012,** it is against the law to sell a trailer in the UK without a legally recognised approval, regardless of build date.

Brian James Trailers manufacture each of our models to European Community Whole Vehicle Type Approval in full compliance with the law.

Choosing to buy a Brian James Trailer has always made good sense. Now it is also makes good legal sense.

T +44 **(0)1327 308 833**

For more information and details of your local BJT dealer please call or visit our website.

Find more issues at magazinesdownload.com

RACE & RALLY CARS

Drive Available

- Abu Dhabi Yas Marina F1 Circuit
- Gulf 12 Hours 12-14 December 2012
- Drive available
- 1 seat remaining in the United Autosports 2012 Audi R8 LMS Ultra GT3 Car
- Contact Richard@unitedautosports.com

unitedautosports.com

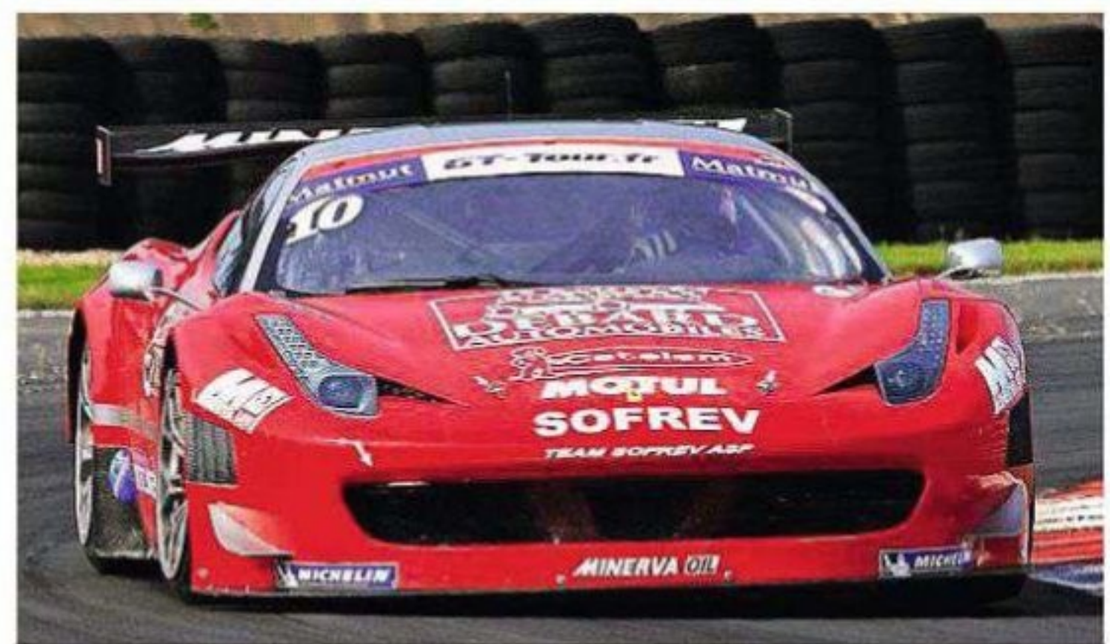
www.twitter.com/unitedautosport

www.facebook.com/unitedautosports

by Jérôme Policand

AUTO SPORT PROMOTION

3 Ferrari F458 GT3 for sale



#3216 - 2011 - Full spec 2012 Chassis exchange Nov-2012 Engine potential= 5000km Gearbox potential= 8000km	Detailed mileage of each part available Spare parts package for each car : - 1 set of wheels, - 1 front bumper, - 1 rear bumper - 1 clutch, starter, driveshaft
#3218 - 2011 - Full spec 2012 Chassis exchange Oct-2011 Engine potential= 10000km Gearbox potential= 8000km	For more information: Jérôme Policand 0033.(0)6.08.76.33.31 info@jerome-policand.com
#3294 – March 2012 Engine potential= 6000km Gearbox potential= 10000km	

MARKETPLACE

THE FASTEST WAY TO EXPERIENCE KARTING

More info and prices online at www.kkckart.com/rotaxexperience

THE PERFECT XMAS PRESENT

KKC and KR Sport are proud to offer you the chance to try out some of the fastest Arive & Drive Karts in the UK for all ages from 6 in Daventry, Northampton

With Rotax Max 125cc 2-stroke race Karts, that provide 75% more horse power than your standard corporate Kart, and world championship winning Tony Kart race chassis, this is the pinnacle of Kart racing

Prices starting from just £99!

01327 844320 www.kkckartshop.co.uk

sales@kkckartshop.co.uk 5 miles from M1 junc.16/18

Whilton Mill, Whilton Locks, Daventry, Northants, NN11 2NH

FLOORING

Kiwi Tiles

Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- Easy installation & removal
- Many colours
- Lightweight
- Strong and durable
- Compact & easy to store
- Top quality
- Value for money

Stock Colours: *Red, Blue, Green, Yellow, Silver, Orange, Grey, Black, White, Dayglo Red*

Ralt Engineering
Tel: 01865 883354 Fax: 01865 883789
Email: enquiries@kiwitiles.com
www.kiwitiles.com

FLOORTRAX

Floortrax™ Race Flooring

Recognised as being the best modular race flooring in the world

- Co-polypropylene
- Non-slip
- Anti-static
- Takes air jacks
- Team logo tiles
- LED lit tiles

Showtrax International Ltd
E: sales@showtrax.net
W: www.showtrax.net
Tel: +44(0)1234 782800

FRANCHISES

Mac Tools
GREAT TO WORK WITH

Business for sale:

Mac Tools is part of StanleyBlack & Decker, an $11+ billion global organisation and owner of the world famous Stanley Black & Decker and DeWalt brands. If you have the desire and passion to work for yourself, available cash of £15,000 and the ability to build relationships, our franchise businesses give you the power to drive your future with our training and support.

Call us on: 08450 6000 60
Email: franchise@mactools.co.uk
www.mactools.co.uk

MEMORABILIA

F1 COLLECTORS .COM

#1 FOR F1 MEMORABILIA
We buy and sell F1 items
AYRTON SENNA specialists
Call CHRIS GRINT 01763 274448
email: sales@f1collectors.com

JMJ Automobilia
SUPPLIERS OF RACE MEMORIBILIA SINCE 1992
Florida, USA (609) 575-1143
email: JMJ@JMJAUTO.COM
WWW.JMJAUTO.COM

AUTOSPORT.COM

MOTORSPORT TYRES

FOR ALL YOUR
AVON TYRES MOTORSPORT
RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD
Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.u

AUTOSPORT
MISSED AN ISSUE?
THEN CALL OUR BACK ISSUE HOTLINE
0844 848 8817

RACE PRODUCTS

ti WALBRO
GLENCOE Sytec
UK Distributor / Warehouse

Tel: +44 (0)1784 493 555
Fax: +44 (0)1784 493 222
Email: sales@glencoeltd.co.uk

"First Choice for the Professionals"
"First - Full Motorsport Pump Range"
"First Class Quality and Reliability"

MOTORSPORT (In Tank)
190 Ltr/hr (300 BHP)
225 Ltr/hr (500 BHP)
High Flow / High Pressure Model
Available with fitting kit + filter

MOTORSPORT (Out of Tank)
325 Ltr/hr (Max)
5 Bar Fuel Pump
(Similar to Bosch 0580 254 044)

NEW For EXTREME MOTORSPORT
IN TANK FUEL PUMPS
2 YEAR WARRANTY

400 Ltr/hr NEW
Pt. No. GST400 (90000262)
Performance @ 13.5v :
0 Psi (Free Flow) - 440 Ltr/hr
40 Psi..... - 404 Ltr/hr
60 Psi..... - 346 Ltr/hr
90 Psi..... - 252 Ltr/hr

450 Ltr/hr NEW
Pt. No. GST450 (90000267)
Performance @ 13.5v :
0 Psi (Free Flow) - 454 Ltr/hr
40 Psi..... - 430 Ltr/hr
60 Psi..... - 381 Ltr/hr
90 Psi..... - 268 Ltr/hr

Prices! Please Check Our Website
www.glencoeltd.co.uk

To advertise call 020 8267 5560 autosport.ads@haymarket.com

RACE PRODUCTS

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY

www.demon-tweeks.co.uk

PUMA

RZ252A

DON'T DELAY, CALL TODAY
0844 375 2196

demon tweeks MOTORSPORT Direct

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

PORSCHESHOP

24-HR • WORLD-WIDE • PARTS-DIRECT

SERVICES: • TECHNICAL & DIAGNOSTIC • RESTORATION
• MAINTENANCE & DEVELOPMENT
• FULL CHASSIS-UP & ENGINE REBUILDS

PARTS: • BOXSTER • CAYMAN • TURBO
• HISTORIC • 911 • 968 • 944 • GT3
• RSR • CUP-CAR • 20,000 OEM LINES

Supporters to Konrad 2012 Supercup Team

Call Adam or Kevin on: 0121 585 6088

demon tweeks MOTORSPORT Direct

HAVE YOU GOT YOURS YET?

FREE 2013 CATALOGUE - 484 pages of the most comprehensive collection of motorsport parts, accessories and innovative new products - GET YOUR COPY NOW

Calls to 0906 numbers cost 50p per minute at all times. (Calls should last no longer than 1½ minutes).

TEL: 0906 250 1516 www.demon-tweeks.co.uk

SCHROTH RACING

PROVEN TO WORK
PROVEN TO WIN

www.schroth.com

AUTOSPORT.COM

MARDI GRAS MOTORSPORT
Saloon Car Preparation

Unit 45, Silverstone Circuit
Towcester
Northampton NN12 8TL

tel: 01327 858006 fax: 01327 858800
email: info@mardigras.co.uk
web: www.performanceclutch.co.uk
buy online at www.mardigras.co.uk

Distributors and agents for:

AVL RACING FUEL CELLS
STACK
HELIX AUTOSPORT
VDO Performance Instruments
HYPERCOILS
VARLEY RED TOP
FERODO RACING
Setrab Pro Line
AP RACING
Lifeline Fire & Safety Systems Ltd.
VEKO
PERFORMANCE FRICTION BRAKES
Eibach SPRINGS
EARL'S PERFORMANCE PRODUCTS
Castrol
HONDA
K&N THE WORLD'S BEST AIR FILTER
SCHRICK

TO ADVERTISE IN THIS SECTION OF AUTOSPORT

PLEASE CALL
0208 267 5560

Need to lose weight?

Fit a lightweight battery by

ENERGA

Up to 5 years life expectancy

*Up to 12.6kg lighter than the nearest competition (On a 600amp battery).

Walkers
Sole UK Importer

Walkers Garage Ltd.
Northallerton DL7 9HT
www.energa-batteries.co.uk
0044(0)1609 777221

MOTORSPORT JOBS

PUBLICATION DATE EVERY THURSDAY

BOOKING DEADLINE MIDDAY MONDAY PRIOR TO PUBLICATION
COPY DEADLINE MONDAY 5PM PRIOR TO PUBLICATION
ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

CALL 020 8267 5820

RACHEL.BROCK@HAYMARKET.COM

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

AUTOSPORT

LOOKING TO RECRUIT FOR 2012?

THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

"At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts."

Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

APPOINTMENTS

Company	Job Title	Application Deadline
		6 December 2012
Autosport	Senior/Sales Executive	6 December 2012
Brad Jones Racing	Number One Mechanic	6 December 2012
BRP Composites Ltd	Various Vacancies	6 December 2012
BRP Machining Ltd	CNC Miller	6 December 2012
Mercedes Petronas AMG Formula One Team	Composite Support Technician	6 December 2012
Torutrak	Various Vacancies	6 December 2012
Wiltshire College	Lecturer in Motorsport Engineering	6 December 2012

Enquiries & Contact Details

DALE COYNE RACING

Dale Coyne Racing Indy Car Team is looking to expand its operation for the 2013 IZOD IndyCar racing season. Immediate openings in all departments:

- **Upper Management**
- **Composites and Paint Department**
- **Fabrication**
- **Chief Mechanic**
- **Assistant Mechanics**
- **Truck Drivers**
- **Others Please Inquire**

Dale Coyne Racing is one of the winning teams in IndyCar with English driver Justin Wilson. Come enjoy the fulfilling excitement of America's premier open wheel series of races including the famed Indianapolis 500.

Please email all resumes to dalecoyneracing@aol.com

Find more issues at magazinesdownload.com

To advertise call 020 8267 5560 autosport.ads@haymarket.com

McLaren RACING

At McLaren we believe that winning matters most. We know what it takes to win and we achieve this by working together and encouraging innovation in an extraordinary high performance environment.

We currently have the following exciting opportunities:

MRL 178 GEARBOX TECHNICIAN – CUSTOMER TEAM

MRL 179 GARAGE SUPPORT/ELECTRICIAN

MRL 180 GARAGE SUPPORT/TYRES TECHNICIAN

For further information on the above roles and details of how to apply, please visit http://www.mclaren-jobs.com

TMG

Toyota Motorsport GmbH (TMG) is a supplier of high-performance engineering services to the automotive industry and beyond, located in the friendly and international city of Cologne, Germany. With an extensive experience of World Rally, sports car racing and Formula 1, two state-of-the-art wind tunnels, unique R&D testing facilities and extensive production departments as well as impressive design and simulation capabilities, TMG is at the forefront of engineering services supply to the motorsport and automotive industries.

(SENIOR) MECHANICAL DESIGN ENGINEER (M / F)

We are currently seeking a Mechanical Design Engineer. The successful candidate will take responsibility for design projects and related documentation of gearbox, drive train or suspension component groups. You will undertake 2D-layouts, calculations, 3D design and development plus design of sub-assemblies. The role also includes definition of rig tests. Working closely as part of a team of designers, you will be responsible for producing designs (including the respective tooling) and drawings as well as full documentation in English. An essential part of the role is to ensure on-time delivery of projects within agreed cost limits.

A Senior Engineer function is depending on experience and profile.

We offer an attractive package including competitive remuneration, 30 days annual holiday (plus public holidays), relocation assistance, car leasing options and discounted insurance. In addition, TMG's modern, dynamic working environment provides training and career development opportunities as well as free on-site gym and subsidised restaurant.

FOR FURTHER INFORMATION AND QUALIFICATIONS REQUIRED PLEASE VISIT THE CAREER SECTION ON OUR WEBSITE:
www.toyota-motorsport.com

Toyota Motorsport GmbH, Human Resources,
Toyota Allee 7, 50858 Köln, Germany
job-opportunities@toyota-motorsport.com

SCUDERIA Toro Rosso

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

Vehicle Performance Engineers – Race Team - ref. "HR VPERT 85"
As part of the Race Engineering Department, STR is seeking experienced Vehicle Performance Engineers for its Race Team. You will be required to be an original thinker and assist the Race Engineer with many aspects of the cars development and performance through data analysis and simulation. You will be involved with track side operations during car running at race and test events and detailed pre/post event analysis of the cars setup 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. Passed F1 experience an advantage, knowledge of lap simulations important.
The position is based in Faenza, Italy and requires extensive travelling.

Senior Stress Engineer - ref. "HR SSE 86"
You will be working within the R&D & 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. An excellent knowledge of current manufacturing processes is also required, ideally in both in composite and metal environments, together with knowledge and experience of structural testing methods will be beneficial. You will be expected to take a pro-active approach to improving analysis quality, time and processes. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is a requirement.
Place of work: Faenza (Italy).

Model Makers - Day Shift - ref. "HR MMDS 87"
Model Makers - Night Shift - ref. "HR NSMM 88"
Working within the Aerodynamics Model Shop, you will assist in model preparation and model changes in support of wind tunnel testing sessions, and occasionally assist wind tunnel system and instrumentation maintenance. A number of years of experience as a model maker in a high level of motorsport is desirable. Knowledge of Microsoft Windows applications and some experience using CAD software are an advantage. Flexibility, problem solving and good organisational skills are essential. We are seeking two positions, one of which will require day shift work, while the other position will require night shift work. Positions will be assessed according to experience and skill level.
Place of work: Bicester (UK).

To apply please upload your CV, including salary information, in our website: www.tororosso.com → Jobs
Or please send your CV to: **HR Department, Scuderia Toro Rosso Spa**
Via Spallanzani 21 – 48018 Faenza (RA) – Italy.
Closing date: 21th December 2012

WWW.TOROROSSO.COM

Find more issues at magazinesdownload.com

Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

ELECTRONICS TEAM LEADER

REF: JR4321211

The successful candidate will have served recognised training in an area that provides a good knowledge of military specification wiring and ideally hold a C&G or HNC qualification in Electronics. A strong background of System 25 Raychem wiring procedures is essential.

Role and Responsibilities:

- Ensuring electrical assemblies and looms are built, reworked or serviced to a defined standard agreed by the Design Team.
- Maintaining the standard build specifications reference document and updating in line with Design brief.
- Undertaking and finishing work within deadlines agreed with the Car Build Co-ordinator and Design and Manufacturing Manager.
- Ensuring that the Electronics Lab area complies with MBGP Health & Safety and Housekeeping standards.
- Actively contribute towards a "Best in Class" approach for Electronics installation and Harness build.

A proven competence in a racing environment would be advantageous, as well as experience of managing a team of technicians to tight deadlines while maintaining a high level of quality.

TRACK AERODYNAMICIST

REF: SW441/2611

The successful candidate will have a strong aerodynamics background, a highly analytical nature and the ability to generate innovative solutions to the challenges which confront the group on a day to day basis.

The role will involve a mixture of trackside work and the development of the analytical tools used in this environment. Programming skills and an interest in simulation methods would be highly beneficial but not essential. The role will involve travel and it is essential that the candidate is able to deliver the highest standard of work whilst working in a high pressure environment.

Candidates will require a minimum of degree level education in engineering (preferably Aerospace or Aeronautical) and ideally have some previous high level motorsport experience. For candidates without trackside experience, the ability to demonstrate good time management, rapid learning and good communication skills will be essential.

Further information:

In return for your work and commitment, we offer a competitive package including bonus, life assurance, private medical cover, Mercedes company car lease scheme, 25 days holiday, on-site gym, subsidised restaurant facilities together with the chance to work in a truly unique environment.

To apply for these vacancies, please email your CV and letter of application with current remuneration details quoting the job title and reference to: recruitment@mercedes-amg-f1.com

Closing date for both roles: Friday 28th December 2012

UNITED AUTOSPORTS

New Team Members Wanted

To work at our Leeds-based headquarters

Experienced No.1 Mechanic/Engineer

To maintain our fleet of historic racing cars. Strong project management experience required, with experience of the historic arena and a variety of different cars. An expectation to prepare cars for racing to exceptionally high standards. Reporting to the team's Technical Director.

Chief Truckie

Responsible for managing the maintenance of the team's fleet of trucks to the highest standards. Requires experience of managing service programs for a fleet. Role will also involve responsibility for tyre management and parts stock control for the team at race events.

Graphics Technician

Responsible for production and application of all the team's race car liveries, with additional responsibilities around the team. Experience of vinyl wrap of complete cars required.

Marketing Intern

Primarily responsible for the management and maintenance of the team's website and social media, and the online and paddock-based merchandise store. Experience of media and content creation, video creation and editing, and website maintenance is essential.

Applications to hr@unitedautosports.com, closing date for applications 31st December 2012.

Please send your CV and details of your current remuneration/salary expectation

unitedautosports.com

www.twitter.com/unitedautosport

www.facebook.com/unitedautosports

uclan

University of Central Lancashire

PRESTON

SCHOOL OF COMPUTING, ENGINEERING AND PHYSICAL SCIENCES

Lecturer in Engineering

£32,901 - £38,140 **Ref: REQ000529**

Our Motor Sports Engineering students thrive on the hands-on experience we offer. For them, the opportunity to take part in practical engineering through a Motor Sports Club and to design and develop a race car for themselves, is invaluable.

For you, as the Mechanical/Motor Sport Engineering professional who will teach, enhance and develop our programmes, this is an opportunity to maintain your link with industry, develop the next generation of engineers. We are looking for either a PhD in Mechanical, Aeronautical, Automotive or Motor Sport Engineering or relevant industry experience, plus Engineering Science, Design Processes and Methodology, CAD or Engineering Simulation experience.

Apply online and obtain further details at:

www.uclan.ac.uk/jobs or call 01772 892324 quoting the relevant reference.

Closing date: 30th December 2012.

The University offers flexible patterns of work including job sharing, part-time and short term contracts and is working towards equality of opportunity for all.

Stonewall UNIVERSITY CHAMPION · POSITIVE ABOUT DISABLED PEOPLE · INVESTORS IN PEOPLE · hr

www.uclan.ac.uk/jobs

Find more issues at magazinesdownload.com

WORLDS LIGHTEST AND STRONGEST HELMET!!

- **ST4 8860 Zero -** The worlds lightest 8860 helmet
- **Zero Range -** Consists of three race versions
- **FN -** New shape for 2012 for Formula cars
- **Wide -** Designed for saloon cars with electronics, drinks system and wide aperture
- **Formula -** For open top cars with electronics and drinks system
- **Incredibly Light -** Weighing 1.19kg to 1.25kg depending on model
- **Incredibly Strong –** Easily passing the FIA 8860-10 testing

Congratulations to Stilo user Rob Huff on winning the 2012 WTCC

Nicky Grist Motorsports Limited
Unit 5B
Westwood Industrial Estate
Pontrilas
Herefordshire
HR2 0EL

Stilo UK Importer

e: info@nickygrist.com | t: +44 (0)1981 241040 | w: www.nickygrist.com

Unit 3, Boundary Road, Buckingham Road Industrial Estate,
Brackley NN13 7ES

+44 (0)1280 702510
info@granddesignsystems.co.uk

THE NEW SEASON WILL BE UPON US BEFORE WE KNOW IT. TALK TO US NOW FOR YOUR REQUIREMENTS FOR NEXT YEAR.

Manufacturers of the original and most prestigious seamless garage walling system on the market.
An innovative company, with customers' needs and requirements as it's core values!
NO awkward frame work, **NO** flimsy panels, don't waste time building your garage,
it should be spent on more important things - *"Motorsport time is expensive!"*
GDS walling is a long term investment, not a biannual expense.

Visit our new web site www.granddesignsystem.co.uk

Dennis scooped the big prize on Sunday night

Dennis guns for Eurocup

Formula Renault NEC champ will go for title hat-trick in 2013

FORMULA RENAULT 2.0 NEC champion Jake Dennis will graduate to the Eurocup next season with continued support from the Racing Steps Foundation.

Dennis, 17, who became the youngest ever winner of the McLaren AUTOSPORT BRDC Award in London last Sunday night, will contest a full programme of Eurocup events alongside selected rounds of the NEC.

The Warwickshire racer will remain with the Fortec Motorsport squad that ran him to the inaugural InterSteps title in 2011 and the NEC crown this season.

RSF coordinator Derek Walters said: "He'll do all seven rounds of Eurocup and some NEC races, depending on the timing, to give him more seat time.

"He's already been out testing with the team in the current car and we've got the new car coming in February.

"The Formula Renault Eurocup is probably the most competitive single-seater series in Europe at the moment and Jake's done a good job of winning championships, so that will be his next target."

Walters confirmed Dennis will be engineered by Paul Woodhams, who ran GP2 ace James Calado during his time in Formula Renault and Oliver Rowland, who finished third in the Eurocup this year after winning the Award in 2011.

Dennis has won multiple kart and car racing titles since joining the RSF in 2008, including the under-18 world karting crown, and has now become the second successive Racing Steps Foundation driver to win the Award.

"He's been incredible — so organised, disciplined and focused," added Walters. "He prepares extremely well, has a very strategic brain and he knows how to win championships."

Walters said Rowland's 2013 programme was "still under discussion", while KF2 European karting champion Ben Barnicoat is set for another year in karts following the demise of InterSteps.

"He'll start single-seaters during the course of the year," Walters said. "With InterSteps disappearing, unfortunately, we're not convinced about anything else yet. Formula Renault 1.6 could be a good step but we need to see where it all settles."

Dennis has already been a podium finisher in Eurocup

PICS: LAT

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR
ben.anderson@haymarket.com

WHEN RACING DRIVERS TRY TO climb the professional ranks, much is made of the need for them to become 'the complete package'.

Usually this refers to the extra weapons (natural speed at the wheel is taken for granted) they have in their armoury – intelligence, fitness, discipline, character etc – that set them apart from all the other quick drivers out there.

It's still very early days, of course, but already Jake Dennis is showing signs that he might become that complete package.

Since being scooped up in the early days of the Racing Steps Foundation (which has done much to nurture promising British talent) in 2008, Dennis has become a relentless winner, taking British and world KF3 karting titles, capturing the RSF's maiden car racing crown in InterSteps, and then adding the Formula Renault 2.0 NEC trophy.

Now, he has capped all that by becoming the youngest ever winner of the McLaren AUTOSPORT BRDC Award, at just 17 years, five months and 16 days old.

That's an extraordinary achievement in itself, but what's more impressive is how rounded Dennis seems already, displaying maturity that is not common in a driver so young.

There's still a long way to go for a kid who will still have to prove himself in the Formula Renault Eurocup, Formula 3 and beyond, but already there's a feeling among many within the sport that Dennis may have the greatest potential of all the RSF drivers we have seen so far. Let's hope that potential is realised.

Extra contact details
Kevin Turner, features editor
kevin.turner@haymarket.com

CONTENTS

p102 TOP 10s OF 2012 NATIONAL DRIVERS
p103 TOP 10s OF 2012 CLUB DRIVERS

VW Racing Cup

House returns to VW Cup

Former champ to make full-time racing comeback in Scirocco

House will race Craig Milner's Scirocco in 2013

FORMER VOLKSWAGEN Racing Cup champion Philip House will make a full-time return to racing in the series next season.

House took the VW title in 2004 and 2005 with his self-run PH Motorsport Beetle RSI before moving on to the Renault Clio Cup. He last competed full time in 2009, but will now return with a Scirocco, prepared by PHM, having done a handful of races in Ma5da MX5s and the Ginetta G40 Challenge in 2010-11.

"I've been looking to get back into full-time racing since 2009," said the 32-year-old. "I decided the VW Racing Cup was the place to do it.

"I really enjoyed my time in the championship; it was the most fun I have ever had. It's time for another crack at it and to see if I can keep up with the young people."

Also on the 2013 grid will be new squad Zest Racecar Engineering, led by former SEAT Cupra CMS Motorsport team boss Malcolm Cleland, who also has recent experience in Time Attack.

Zest is currently building a MkV Golf GTI and plans to run up to four cars next season.

"I was keen to get back into British paddocks and this looks ideal for us," said Cleland, who hopes to run at least one car with a DSG semi-automatic gearbox.

"With our team's experience of running 'sister brand' cars, the whole thing gels together nicely.

"The DSG is an incredibly good, reliable 'box. I have worked with them for many years on the SEAT Leon and they are cracking bits of kit which, properly engineered, can make a big performance difference."

BTCC racer Tony Gilham's squad has also confirmed it will run former single-seater racer Emma Selway alongside Mini Challenge champion Henry Gilbert and Saxmax racer Sam Morgan in the VW Cup next year.

BRDC F4

World karting ace Graham plots BRDC Formula 4 move for 2013

FORMER UNDER-18 KARTING world champion Matt Graham is likely to graduate to car racing next season in the new BRDC Formula 4 series.

Graham, 16, who succeeded McLaren AUTOSPORT BRDC Award winner Jake Dennis as world champion in 2011, is understood to be close to a deal to race in BRDC F4 next year.

He tested a Formula Renault BARC car with reigning Ginetta Junior teams' champion squad Douglas Motorsport, which is planning to enter two cars in BRDC F4 next year, at Oulton Park and Donington Park last week.

Graham has tested Douglas Formula Renault car

Team boss Wayne Douglas said: "He's been testing with us to get up to speed and is doing really well.

"He's starting to get used to it and should be up to full speed for the start of the season. We'd love to run him."

British GT

Ginetta's works British GT plans

BRITISH SPORTSCAR MAKER Ginetta is planning to run a two-car works team in British GT next year.

A Team LNT (works) Ginetta G55 contested the final two rounds of the series in 2012, with marque boss Lawrence Tomlinson and factory driver Mike Simpson taking a best finish of fourth at Silverstone.

Tomlinson/Simpson are planning to continue racing the LNT entry in Europe in 2013, but separately from the new works outfit, which G55 GT3 developers Michael Tallentire and Marcos Lameirao will head up.

Tomlinson said: "Ginetta's outings thus far have proven the G55 GT3 as a highly competitive car and a rival for any marque in the GT3 category.

"Capable of holding its own on increasingly competitive grids, the G55 GT3 will be an affordable, outright winner in 2013."

Works LNT Ginetta was fourth at Silverstone

MIS Motorsport – setting the standards in motorsport insurance

ON TRACK / ON EVENT / MOTOR TRADE / PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

www.mismotorsport.com or call 01943 884 555

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

MIS MOTORSPORT

VW Scirocco R-Cup

Scottish Mini ace gets Scirocco chance after winning shoot-out

SCOTTISH MINI FRONTRUNNER Ross Wylie will switch to the German Volkswagen Scirocco R-Cup next season after winning a scholarship.

The 21-year-old former karting champion, who has won races in his debut season of car racing this year, applied for the scheme after meeting Porsche Carrera Cup racer Daniel Lloyd, who finished third in the Scirocco R-Cup as a scholar in 2011.

Wylie claimed the heavily subsidised drive on the support bill to the DTM by impressing VW during a two-day driving assessment at Oschersleben at the end of October.

Wylie has won races in his debut season in Minis

"The first time I heard about the Scirocco R-Cup was while chatting with Daniel at Knockhill," Wylie said. "He raced in the series last year and his positive experiences inspired me to apply to race in the 2013 championship. Over 100 other drivers did the same but I was fortunate to be one of 30 invited to a shoot-out.

"We were initially assessed in a Polo Cup car and the top 15 were invited back to take part in day two. Thankfully I was in that group."

Wylie hopes to follow Lloyd's path, which took him from the Scirocco R-Cup to the Carrera Cup GB via the Porsche Scholarship this season.

"When I first went over to Germany, I didn't quite know what to expect, as there was a lot of talent over there," Wylie added. "The Scirocco R-Cup will be a great launchpad for my career."

Ginetta Junior

White wins Kart Stars scholarship

KART RACER JOSH WHITE WILL graduate to car racing in Ginetta Junior next year after winning a subsidised drive with leading squad Hillspeed.

White, 16, secured the seat by winning a shoot-out at Anglesey run by Hillspeed, Formula Kart Stars and Ginetta.

The 2011 FKS Mini Max karting champion defeated 12 other finalists in a competition judged by former Ginetta Junior champions Tom Ingram and Seb Morris, Ginetta works driver Mike Simpson, and Hillspeed driver coach Matt Shawyer.

Hillspeed boss Richard Ollerenshaw said: "Josh made exceptional progress throughout the assessment and displayed a lot of potential."

White will graduate to cars with Hillspeed

FKS executive director Carolynn Hoy added: "I was sure the competition for top spot would be tight. I am confident that Josh will continue to impress Hillspeed in 2013 and wish him the best."

Formula Ford

Cooper targets Duratecs with Geva

BRSCC TRIPLE CROWN FF1600 winner Luke Cooper could step up to the International North Sea Series next season with leading Formula Ford squad Geva Racing.

Cooper raced a Kent-engined Swift SC10 this season and tested a Duratec Mygale for Geva, which won the Brands Hatch Formula Ford Festival this year with Antti Buri, at Zandvoort last week.

The team is now hoping to sign the 19-year-old for the new North Sea contest for Duratec and Zetec machines in 2013 (see AUTOSPORT, October 11).

Geva's Nelson Valkenburg said: "He was mighty quick and really impressive in difficult conditions."

Cooper impressed Geva at Zandvoort

PICS: WALKER, LAT, MOIR, EBREY

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

Champions' effortless charm should be inspiration to kids

With Sunday's AUTOSPORT Awards at London's Grosvenor House hot on the heels of last Thursday's Historic Motoring Awards at St Pancras's magnificently restored Renaissance Hotel, and Historic Sports Car Club's seasonal celebrations, my faithful Hackett dinner suit (one of my most prudent buys, worth every penny 20 years ago) has been busy. Once January's Motor Racing Legends soiree in the breathtaking opulence of the Royal Automobile Club in Pall Mall is through it can go into hibernation once more.

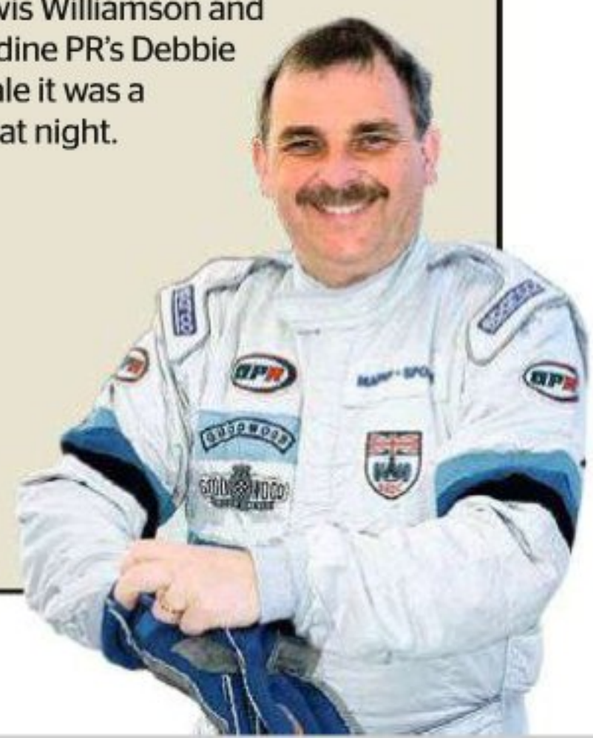
Our annual bash – which I've missed but once, to compete in a memorable Historic race at Daytona in 2000 – was made by three of the uber-coolest motorsport heroes on the planet. Current World Rally and Formula 1 champions Sebastien Loeb and Sebastian Vettel, plus 2009 F1 king Jenson Button, are consummate professionals of the most engaging kind. Their apparently effortless charm hopefully sends aspirational messages to future generations.

Jake Dennis, the latest inductee to the pantheon of McLaren AUTOSPORT BRDC Award winners, is a bright lad who, apart from his most evident ability behind the wheel, strikes me as very well-grounded and a natural pro. Somebody who will, with the deepening maturity of years, develop a similar eloquence to that displayed by 1998 Award winner Button on countless occasions since he earned the accolade.

Dennis's surprise and delight was a joy to witness, and further justification of the shrewd investment of Graham Sharp's Racing Steps Foundation, for which he was the second successive winner of our Award. Without the scheme's support it is quite possible that the newly crowned Formula Renault NEC champion would have been on the sidelines this year. How I'd love to see Bernie Ecclestone 'buy-in' to the RSF concept and, in league with the Award, create a permanent legacy to help exceptional British drivers reach F1.

What was also brilliant about Sunday was the company. BTCC champion Gordon Shedden and his Honda team-mate (triple winner) Matt Neal were on sparkling form at our table, as were versatile TV commentator (and ardent speed hillclimber) Toby Moody and veteran team chief Dave Price, who feels the time is right to add some colourful GP2 punditry to his fascinating CV. With the repartee between them, 2010 Award winner Lewis Williamson and Jardine PR's Debbie Beale it was a great night.

> "Loeb, Vettel and Button are three of the uber-coolest motorsport heroes on the planet"



"DUNLOP" Wheel Adapter

Ideal Tool for Any Competitive Motorsport Set-Up Process, Repair Shops or Aluminum Wheel Applications

Made in U.S.A.

Fits Most Any Size Wheels from 5" to 24" Diameters

Heavy Duty Construction

Perfect to use with Intercomp's Digital or Bubble Caster/Camber Gauge or Digital Angle Finder

NEW!

'Dunlop' Wheel Adapter

Wheel Adapter with Angle Gauge
Part # 360202

Wheel Adapter Only
Part # 360201

Want to learn more?
Use your smart phone to scan this code or visit us online at www.intercompracing.com

Intercomp offers the most comprehensive line of indicators

Intercomp's industry leading RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of it's kind and is used by champions in all forms of motorsports.

Euro Cross Weights Shown!

SW787™
PC Wireless Scale System
(PC Not Included)
Part # 170154-PC

SW650RFX™
Wireless Scale System
Part # 170126-W

SW777RFX™
Wireless Scale System
Part # 170127-WPC

SW500™
Cabled Scale System
Part # 170125

Intercomp®
advanced weighing technology . . . by any measure

NEW!
Intercomp Scale App for iPhone®

Call to request our 2012 Racing Products Catalog or log on to:

intercompracing.com

+44 (0) 118 932 0578 EUROPE

USA **+1 763-476-2531**

European Sales & Service

DEMON TWEEKS
Wrexham, Clwyd
Tel: 44(0) 1978 664466
Fax: 44(0) 1978 664467

ROLLECENTRE RACING
St. Ives, Cambs
Tel: 44(0) 1480 464052
Fax: 44(0) 1480 461454

RACE HARDWARE
The Netherlands
Tel: 30(0) 36 537 0689
Fax: 30(0) 36 537 1797

DANIELSON
Magny-Cours, France
Tel: 33(0) 3 86 21 22 55
Fax: 33(0) 3 86 21 22 65

GIEFFE SRL
Castelceriolo, (AL) Italia
Tel: 39(0) 131 216505
Fax: 39(0) 131 216506

ISA RACING
Kottenheim, Germany
Tel: 49(0) 2651 96250
Fax: 49(0) 2651 962510

NIMEX
Monheim, Germany
Tel: 49(0) 2173 54253
Fax: 49(0) 2173 51089

© 2012 Intercomp Company

Find more issues at magazinesdownload.com

McArthur and Mitchell were closely matched

BRSCC/ACC

McArthur's star turn in Wales

FF1600 racer scoops Moose and Baxter Trophies in Anglesey's 2012 finale

DAVID McARTHUR STARRED AT the BRSCC/Anglesey Circuit Club's Winter Raceday last Sunday.

McArthur won the Formula Ford 1600 Moose Trophy in the morning and then claimed the Bernard Baxter Trophy in the afternoon. "To win both in a weekend is beyond what I could ever have expected," he said.

Twice McArthur (Van Diemen LA10) started from the drier side of the grid and this proved decisive in beating Ben Mitchell (Van Diemen RF91). Mitchell was just 0.3 seconds adrift each time.

Fastest man in qualifying was Sam MacLeod (Van Diemen JL012K), who finished third in race one after a spin and later caused a red flag after contact with Simon Hadfield's RF89 at Rocket.

Hamish McAllister was the star of the show as an eclectic mix of saloons and sportscars enjoyed a brace of sprints plus a 45-minute enduro. Competing in only his third meeting, he won both shorter races in his BMW M3 and was runner-up in the endurance event.

Fastest qualifier John Saunders spun as he left the greasy assembly area for the first covered-wheel thrash, which forced the Ginetta G50 driver to charge from the back of the grid to fifth.

After Peter Young's G50 had taken Enduro laurels, Saunders made amends for his earlier mishap by taking third in the final closed-wheel race, behind McAllister and Doug Carter's Radical.

FF1600

Beckett revamps his Super Series

Champion of Brands will be part of series

FORMULA FORD 1600 GURU James Beckett will relaunch his Super Series with an expanded, UK-focused calendar in 2013.

This year's inaugural Super Series, run by MSVR, was conceived as a pan-European contest, but planned events at Croix and Monza were cancelled due to lack of entries.

Now Beckett plans to run an expanded series across 12 meetings in 2013, beginning at Kirkistown in April and ending with the Castle Combe Carnival in October.

The series will also incorporate races at Rockingham and Thruxton, Star of Mallory and Champion of Brands events, and the Martin Donnelly Trophy at Kirkistown.

Various prizes will be awarded, including the 'Cunningham Cup' to the most-deserving performer across the year. Beckett hopes the format will allow a "rebirth" for his Super Series.

"The UK rounds were really good, we just got led down the garden path by wanting to go to Europe," he told AUTOSPORT. "It's taken a long time to get FF1600 back to where I think it needs to be and it seemed silly to throw it away with a trip to Italy.

"We're going back to basics next year on circuits people can get to."

Historics

Pre-War race for Donington Fest

THE 80TH ANNIVERSARY OF THE first car race at Donington Park in 1933 is to be celebrated with exclusive races for pre-1940 cars at next year's third Donington Historic Festival.

The Historic Grand Prix Cars Association, which has occasionally run Pre-War grids in addition to regular Pre-1961 front-engined and Pre-1966 races, has been invited to organise the double-header.

The HGPCA is looking to assemble a field of Alfa Romeo, Bugatti, ERA, Maserati, Alta, Delage and Frazer Nash cars, plus a rare supercharged twin-cam Austin 7 for the May 3-5 event.

The club is also planning to award a Tazio Nuvolari Trophy in memory of the Italian, who won the 1938 Donington Grand Prix for Auto Union, to the overall winner of Sunday's feature finale.

Nuvolari will be honoured with trophy

IN BRIEF

Olsen drove MGR Renault at Donington

NORWEGIAN KARTING ACE DENNIS Olsen tested a current Formula Renault with Wayne Douglas Motorsport at Oulton Park, before changing to an older-spec BARC car at Donington with MGR. The 16-year-old is looking to move into single-seaters next season, having been crowned German Karting champion this year, finished eighth in the European Championship and fourth in WSK Masters.

OLLIE TAYLOR WILL RETURN TO Caterham R300 Superlights with DPR Motorsport in 2013. Caterham regular Ed Hayes will join him, and both drivers gave their newly rebuilt cars a shakedown at Donington Park last week.

NEW HISTORIC FORMULA FORD champion Callum Grant, 17, is set to graduate to the club's Historic FF2000 series next season in father Nigel's Delta T78. Grant also won the Desmond Monson Trophy as the HSCC's brightest young prospect, and the Merlyn Trophy for marque achievement.

BRITISH ENDURANCE CLASS 4 champion David Pittard had a run in the Red Bull F1 simulator last week. Pittard lapped within 1.2 seconds of triple world champion Sebastian Vettel's qualifying time for the 2012 Brazilian GP.

BRITISH FORMULA 3 NATIONAL Class champion Spike Goddard is to contest the Toyota Racing Series in New Zealand this winter. The 20-year-old Australian is preparing for a season in the top class of F3.

THE ASTON MARTIN OWNERS CLUB won Club of the Year at the second annual International Historic Motoring Awards last week. Other winners included the RAC Woodcote Trophy (Race Series of the Year) and the Goodwood Revival (Motor Sport Event of the Year).

GT RACER FERGUS CAMPBELL IS considering racing in Formula Ford 1600 next season after testing one of Don Hardman's Rays at Donington last week.

Campbell sampled Don Hardman's Ray

PICS: BOURNE, EBREY/LAT, LAT ARCHIVE, WALKER

Find more issues at magazinesdownload.com

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 Mark Davies
1st in Ginetta G50 Cup

The reigning Ginetta G40 Challenge champion returned to the G50 Cup and dominated against fairly weak opposition. However, he showed his class by stepping up to G55s in the Brands finale and winning two races.

9 Sean Huyton
1st in Ginetta G40 Challenge

Huyton is a controversial driver but there is no doubting his speed. Made up for missing out narrowly on the 2011 title by topping a large field in 2012. Scored 10 wins from 19 races and finished nearly 100 points clear.

8 Charlie Robertson
1st in Ginetta Junior

After finishing runner-up to Seb Morris in 2011, Robertson was overwhelming favourite to lift the Ginetta Junior crown this year. He got the job done, after a season of hard fights with Niall Murray and Sennan Fielding.

7 Carl Breeze
1st in Ginetta GT Supercup

He's been the nearly-man of Ginetta's top series for a fair few seasons now, but everything finally came right in 2012. After a poor opening round at Brands, Breeze only once finished outside the top four in being crowned.

6 Paul Rivett
2nd in Renault Clio Cup

Easily the most successful driver in the Clio Cup with 38 wins and three titles. Should have made that four this year after adding six wins to his tally, but was denied by a couple of costly mechanical failures.

5 Ben Barker
2nd in Porsche Carrera Cup GB

Returned to the UK from Australia for his first full season in the Carrera Cup GB and starred in the second half of the year. Had too much ground to make up on Michael Meadows in the title race, but showed his quality.

4 Jann Mardenborough
6th in British GT

This was almost a fairytale first season of racing for the Welshman. But for a damper failure he would have ended it as British GT champion. Nissan believes he may be the best graduate yet of its PlayStation GT Academy.

3 Seb Morris
3rd in Formula Renault BARC

The reigning Ginetta Junior champion continued his rise through the ranks with an impressive debut season in single-seaters. Was the qualifying king early on, won five races, and added the Winter Series title to his collection.

2 Matt Griffin
4th in British GT

Whatever Matt Griffin does he just cannot get his hands on the British GT crown. Despite more last-minute heartbreak, he was the best Ferrari driver for most of 2012 and definitely the most consistent of the pro drivers.

1 Scott Malvern
1st in FRenault BARC

Malvern's single-seater CV just keeps on growing. This was another stellar season for the two-time McLaren AUTOSPORT BRDC Award finalist, who followed up a record-winning season in British Formula Ford in 2011 by adding a first slicks-and-wings crown this year. Formula Renault BARC was the top UK single-seater series in 2012 and Malvern beat a large and competitive field.

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 2012

10 Martin Stretton
2nd in European Historic Formula 2

Stretton has been one of the best historic aces in the world for years and starred in a range of machinery in 2012. Highlights included stunning March 742 drives and winning Driver of the Meeting at the Silverstone Classic.

9 Jason Cooper
1st in BRSCC Ford Fiesta ST

Class C for STs was the Ford Fiesta championship's best-supported category, and Cooper was the star. Cadwell Park crash aside, he had the edge over a strong field and scored nine victories from his 14 starts.

8 Bradley Smith
1st in Radical Clubman's Cup

After a shaky start, Smith came on strong in the Clubman's Cup with his SR3. Six wins from the last eight races in a decent field were enough to take him to the title ahead of rival and early pacesetter Matt Bell.

7 David Sleigh
1st in Scottish Mini Cooper Cup

The Sleigh brothers are the dominant force in Scottish Mini racing and David is the current king. Brother Tim wrecking his car mid-year helped, but David's 119-point winning margin and second title were no accident.

6 Lawrence Davey
1st in Legends UK

Legends is one of those categories that always delivers close racing, so to win the title by 860 points (8085 to 7225) is impressive. Davey also took 17 victories against the likes of Dean Brace (15 wins) and John Mickel (10).

5 Ben Winrow
1st in Production BMW

Winrow has dabbled in PBMW since his career momentum stalled in the wake of Clio Cup and Trofeo Abarth titles in 2008-09. This year he and his dad took their self-run car for a full campaign and came away champions.

4 Ivor McCullough
1st in Northern Irish FF1600

Didn't quite achieve his dream of sweeping Martin Donnelly, Brands Hatch Kent Festival and Walter Hayes trophies this year, but two out of three (he was third in the WHT) still makes him the stand-out driver in FF1600.

3 Luke Herbert
1st in Ma5da MX5 Mk3 Cup

A rising force in Mazdas these past three seasons. Finished second to Rob Boston in 2011, but went one better this year, winning 11 times and beating '09 Formula Ford Festival winner Chrissy Palmer and Jordan Stilp.

2 Tom Roche
1st in Ma5da MX5 Mk1

Continues to be the standard by which all others judge themselves in single-make Mazda competition. Won 19 races (more than anyone else in the UK and Ireland) and claimed his third Ma5da MX5 Mk1 title in four years.

1 Rob Boston
1st in Lotus UK Cup prod

The former Renault Clio Cup racer and Ma5da MX5 champion was a race winner in three different series in 2012. He took five of the eight Production class wins on offer to take that section of the Lotus UK Cup; he won more races than any other driver in the Lotus Elise Trophy (seven); and he even managed a victory in a one-off appearance in the BMW Compact Cup at Donington Park!

YOUR SAY

What you think of the motorsport news of the past week

Mass TV audience is missing out on this...

Time for rallying to stage a revival

David Evans' Soapbox last week sums up the disgusting way the World Rally Championship has been handled. For this to be happening on the watch of ex-rally man Jean Todt at the FIA is deplorable.

This is a motorsport series comparable with any and it, like our own Rally GB, seems to be the greatest secret never told. Who is responsible for this shambles? Here we have *the* most difficult driving challenge in world motorsport, and for the last decade one of the greatest drivers to have graced the sport. Most non-motorsport people haven't heard of Sebastien Loeb, and the way WRC TV coverage has been handled it looks like that is set to continue.

Barry Hunter, Oxford

EDITORIAL CONTACT mail@autosport.com

I'd love to go to another F1 race, but it's so expensive. I have, however, just booked Le Mans 2013 for two people. Total cost for the race, camping, two nights in a hotel and ferry: £385. No wonder this will be my 10th Le Mans!
Nick Parrott
By email

I'm sure Fernando Alonso would have been a very proud triple world champion had Ferrari's 'clarification' of Vettel's alleged overtaking of Verne under yellows at Interlagos been upheld.

Ferrari raised the issue because it 'could have left a shadow in the eyes of F1 fans'. By seeking clarification, Ferrari achieved exactly that result, and this on top of breaking Massa's gearbox seal to improve Alonso's grid position at Austin.

This is a great shame because Alonso drove some fantastic races this year, and was arguably the best driver of 2012.
Graeme Lovell
Warwick

So the FIA believes that Sebastian Vettel did not infringe the rules when passing Jean-Eric Vergne's Toro Rosso. What about his pass of Kobayashi's Sauber under three yellows later in the race?
Richard Hounslea
Leicestershire

F1, arguably the greatest show on earth, has now experimented with driver interviews on the podium.

They really do not work, they devalue the sport and have been so absurdly embarrassing that I have given up trying to defend the idea to my chums.

Please Mr Ecclestone, may we next season return to the previous rather more dignified style.
Brian Winstone
Saffron Walden, Essex

It's interesting Lotus hasn't yet confirmed Grosjean for 2013. I got to thinking of others to take the seat, and Lotus is spoilt for choice.

Kobayashi, Kovalainen, Sutil, Alguersuari, Buemi... All maybe a safer pair of hands than Romain, who should be put in the Marussia for further polishing.
Rob Werran
By email

AUTOSPORT.com

TOP FIVE ON OUR WEBSITE

1. RED BULL FEARED VETTEL WOULD RETIRE
2. FIA: 'NO CASE' TO ANSWER FOR VETTEL PASS
3. BRAWN: RED BULL JOY WILL BE SHORTLIVED
4. ANALYSIS: WHY VETTEL'S PASS WAS LEGAL
5. RED BULL THANKS 'GRACIOUS' SCHUMACHER

AUTOSPORT+

TOP STORY ONLINE

WHY 2012 WAS ALONSO'S BEST

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!

ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Best Racing Sounds
- Will Alonso ever win another title?

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

PIC: McKLEIN/LAT

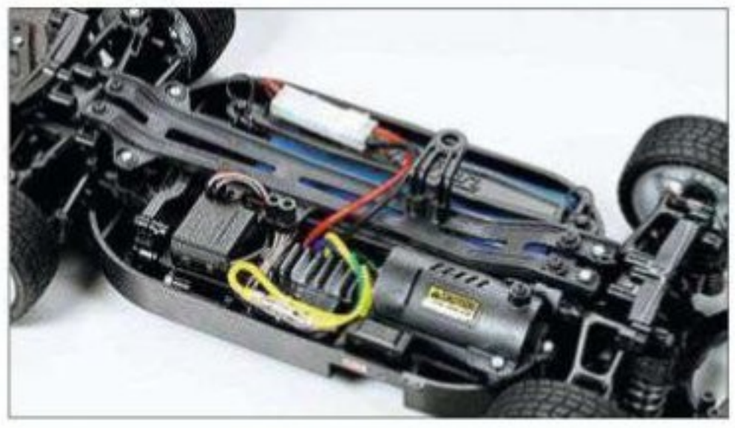
Find more issues at magazinesdownload.com

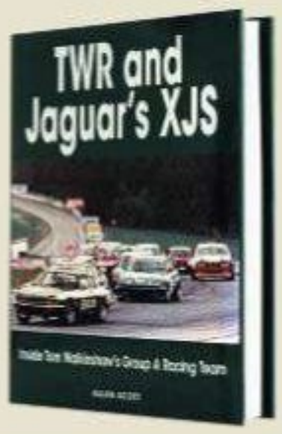
THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

TAMIYA R/C BMW M3 E30
£149.99 kit only; £225 package
hobbyco.net

Tamiya's latest radio-controlled racer uses the simple-to-assemble Type-E chassis on to which you bolt the Linder Team BMW M3 E30 polycarbonate bodyshell, a 1:10-scale replica of the car raced in the DTM in 1992 by former 500cc bike champ Wayne Gardner. And you *must* paint it in the mega orange colours of German liquor giant Jagermeister.





TWR JAGUAR BOOK
£49.99 (978 0 8573 30987)
autosport.com/shop

Period Tom Walkinshaw Racing head of engine development Allan Scott tells the inside story of the road and racing Jaguar XJSs – the cars that cleaned up in the ETCC in the '80s and beat the Australians at their own game at Bathurst in '85. It's expertly written with great technical detail and many original pics.

McKLEIN CALENDAR 2013
€39.90
racingwebshop.com

World-renowned rally snapper Reinhard Klein also possesses a superb archive of racing images from the '50s, '60s and '70s, some of which appear in this large black-and-white calendar. The 28 pictures feature single-seaters, sportscars and tin-tops – and a few rallying beauties for good measure.

SNAKE/STALLION DVD
£19.99 (60 mins)
autosport.com/shop

This fascinating, two-disc hour-long documentary tells the story of hardy Texan racer and engineer Carroll Shelby and his passion-fuelled mission to "nail Ferrari's ass", which ultimately brought us the fearsome AC-based V8 Cobra, as well as two hot Fords in the shape of the GT40 and Mustang.

HOT ON THE WEB THIS WEEK

YOUTUBE: AUGUSTO FARFUS SCARES HIS MISSUS AT THE 'RING

SEARCH FOR: A hell of a ride: Liri Farfus gets a taste of the Nordschleife (9:53) Brazilian BMW DTM driver Augusto Farfus takes his wife Liri around the old Nurburgring in a road-going machine – while trying to convince her in Portuguese that it's all going to be OK. The on-screen translation conversation is the best bit...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

Brazilians will entertain with world's biggest numbers

BRAZILIAN V8 STOCK CARS
Rd 12/12
Interlagos, Brazil
December 9
stockcar.globo.com

Interlagos has already staged one thrilling championship finale this year, and this Sunday it's the turn of Brazil's leading domestic series two weeks after the Formula 1 boys. Its Caca Bueno's title to lose, with Atila Abreu (a former Euro F3 team-mate of Sebastian Vettel), Daniel Serra and ex-F3000 racer Ricardo Mauricio all tied in second, and outside chances for Max Wilson, Valdeno Brito and Nono Figueiredo. Add to the mix guesting IndyCar stars Rubens Barrichello, Helio Castroneves, Tony Kanaan and Rafa Matos, and it becomes even more intriguing.

AUTOSPORT SOAPBOX

MARK GLENDENNING is fed up with rich drivers, and non-rich drivers. He likes Scott Dixon though...

I can't think of many sports besides motor racing where limited talent is not an automatic barrier to entry.

It has always been democratic in that regard – if you can't join the field on merit, there's the option of trying to buy your way in. No amount of lottery wins or surprise inheritances from hitherto-unknown rich aunts can get me a spot in the Tottenham midfield, or the San Francisco Giants pitching rotation, or the men's marathon for the 2016 Rio Olympics. But once the cheque clears I could, theoretically, attempt to qualify for the Indy 500, or become a development driver for Caterham and post Facebook pictures of myself doing straightline aero runs at an airfield on an overcast Tuesday afternoon.

This is not a problem in itself. Pay drivers have been part of racing for decades, and the sport would be a poorer (in every sense of the word) place without them. Many distinguished careers could not have happened without the cash to open the doors. But I do wonder whether these dual routes into the paddock have created unrealistic expectations among some drivers with neither the ability nor the backing to take part.

Just like the rich kids, those who would be pay drivers if only they could afford it have been around forever, but the difference now is that social media have given them more opportunity to vent their grief at the perceived injustice of their absence. If you know who to follow, you could easily fill your Twitter feed with messages from frustrated would-be drivers, most of whom have little in their CV to suggest that the next Alonso is being overlooked.

It's possible that the media might contribute to warping an aspiring driver's self-evaluation of their ability by being overly generous to their similarly capable but better-funded rivals. A recent feature about one F1 hopeful recognised his family's wealth, but tried to argue that he deserved an opportunity at the top level on the basis of his recent record in a leading feeder series, overlooking the facts that a) it was his third season in the championship and b) the 2012 field was the weakest in the series' history. No doubt the driver in question can do an adequate job, but let's not pretend the situation is something that it isn't.

How many in GP2 this year deserve to graduate to F1?

And for those without access to lots of resources, it's time to get a grip and stop tormenting yourself. Maybe it's not fair that Luiz Razia, Max Chilton or Giedo van der Garde are better connected than you are. It's also not fair that Scott Dixon is quicker than you. That's life. You really want to be on the grid? So do all the millions sitting at home watching on TV.

But rather than asking the world why you're not, it may be better to ask yourself why you really deserve to be.

PICS: EBREY, HONE, WOOD/LAT

Find more issues at magazinesdownload.com

Television

THURSDAY DECEMBER 6

1135-1445 Motors TV
British GT: Season Review
1445-1750 Motors TV
Blancpain: Season Review
1900-2000 Sky Sports 4
Racemax
2205-0115 Motors TV
Formula 2: Season Review

FRIDAY DECEMBER 7

0200-0300, 1000-1100, 1600-1700 Sky Sports 4
Racemax
1005-1310 Motors TV
Blancpain: Season Review
1800-1930 Sky Sports F1
2012 British Grand Prix: Highlights
2100-0115 Motors TV
Grand-Am: Season Review

SATURDAY DECEMBER 8

0355-0425 Channel 5
Motorsport Mundial
0910-1010 ITV4
Motorsport UK
1005-1035 Motors TV
Lotus 72 F1 Story
1035-1340 Motors TV
Blancpain: Season Review
1400-1500 Sky Sports F1
F1 Legends: Mika Hakkinen
1545-1650 Motors TV
Formula 3 Macau Grand Prix: Highlights
1750-1820 ESPN Classic
F1 British GP: 1973
1820-1855 ESPN Classic
F1 British GP: 1977

SUNDAY DECEMBER 9

0215-0315, 2100-2205 Motors TV
Formula 3 Macau Grand Prix: Highlights
1100-1200 Sky Sports F1
F1 Legends: Mika Hakkinen
1410-1440 ESPN Classic
F1 British GP: 1973
1440-1515 ESPN Classic
F1 British GP: 1977
1830-1900 Sky Sports F1
Fast Track: 2012 Brazilian Grand Prix
2030-2100 Sky Sports F1
F1 Legends: Murray Walker

MONDAY DECEMBER 10

0010-0315 Motors TV
British GT: Season Review

Macau GP action on Motors TV
GP2: the rich man's slightly poorer relation to Formula 1

Online

AUTOSPORT+

Coming up in our premium web content this week

Pastor Maldonado put Williams back on top

HOW WILLIAMS BOUNCED BACK

AUTOSPORT's Sam Tremayne talks to Williams executive director Toto Wolff about the team's return to winning ways in 2012 and what the future could hold for the historic squad.

THE STORY OF MOTOGP IN 2012

We look back at Jorge Lorenzo's successful MotoGP campaign and pick out our top 10 riders of 2012.

WHAT'S GOING ON OFF-TRACK IN F1

Dieter Rencken delves behind the scenes of F1 to see where it's all heading.

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Ronnie. On it. Montjuich Park. Marvellous, isn't it?

"FIFTY-SEVEN CHANNELS and there's nothing on," lamented 'The Boss', Bruce Springsteen. Those were the days! Now there are 10 times as many, but still bugger-all on aside from reruns, *Come Dine With Me* and indistinguishable panel shows where unfunny 'comedians' laugh like drains at the faintest of bon mots. And sport.

But not motorsport. We've had our lot for a while, unless you include the Race of Champions, which I don't.

But those schedules don't fill themselves, and much as AUTOSPORT turns to the archive whenever the news taps are turned off, so Motors TV has looked to the past – alongside its *Best of Crash* compilations.

For the first of its grand prix icons, the story of the Lotus 72 is told via a Gary Critcher-produced documentary. As is often the case with programmes such as these, where budgets are tight, the format is basically a series of talking-head interviews, interspersed with stills and the occasional race footage.

Fortunately, with Emerson Fittipaldi (wearing GP Masters attire, so you can date when the interview took place), John Miles and especially the late Pete Warr, they had some fine storytellers.

As anyone who's read Warr's autobiography will know, he never shies from saying what he thinks, with his assessment of Reine Wisell a gem.

"Wisell was a very moody driver and he could have won in Holland... but he reversed up the pitlane and got himself disqualified!"

As Warr recalled, this was an era when Ronnie Peterson would come through the fearsome Curva do Sol with both rear tyres smoking, a memory sure to provoke a wistful "ah" from the rose-tinted-glasses brigade, but he also proved that some things have remained the same: "We had £112,000 from JPS in 1970... but things were still tight so we needed Alex Soler-Roig to add funds." 'Twas ever thus.

Revved Up

"Peter Warr recalls the era when Ronnie Peterson would come through Curva do Sol with both his rear tyres smoking"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Vegas to Valencia, via an Argentinian naval base

BK TAKES A DRIVE-THROUGH ON THE STRIP
NASCAR Sprint Cup champion Brad Keselowski burns along the 'Strip' at Las Vegas during last week's championship celebrations

ALONSO TAKES A SPIN IN SPAIN
World title runner-up thrilled his fans at Ferrari's Finali Mondiali at Valencia

SEBASTIAN, WE'VE FOUND YOUR BIGGEST FAN
We admire this one-woman campaign to have Austrian city Graz renamed in Sebastian Vettel's honour! Seb then jetted into London for Sunday's AUTOSPORT awards

READY FOR BATTLE
The 2013 Dakar Rally truck class contenders have already descended on Mar del Plata naval base in Argentina

PICS: MILLER/LAT, LENNON, GETTY

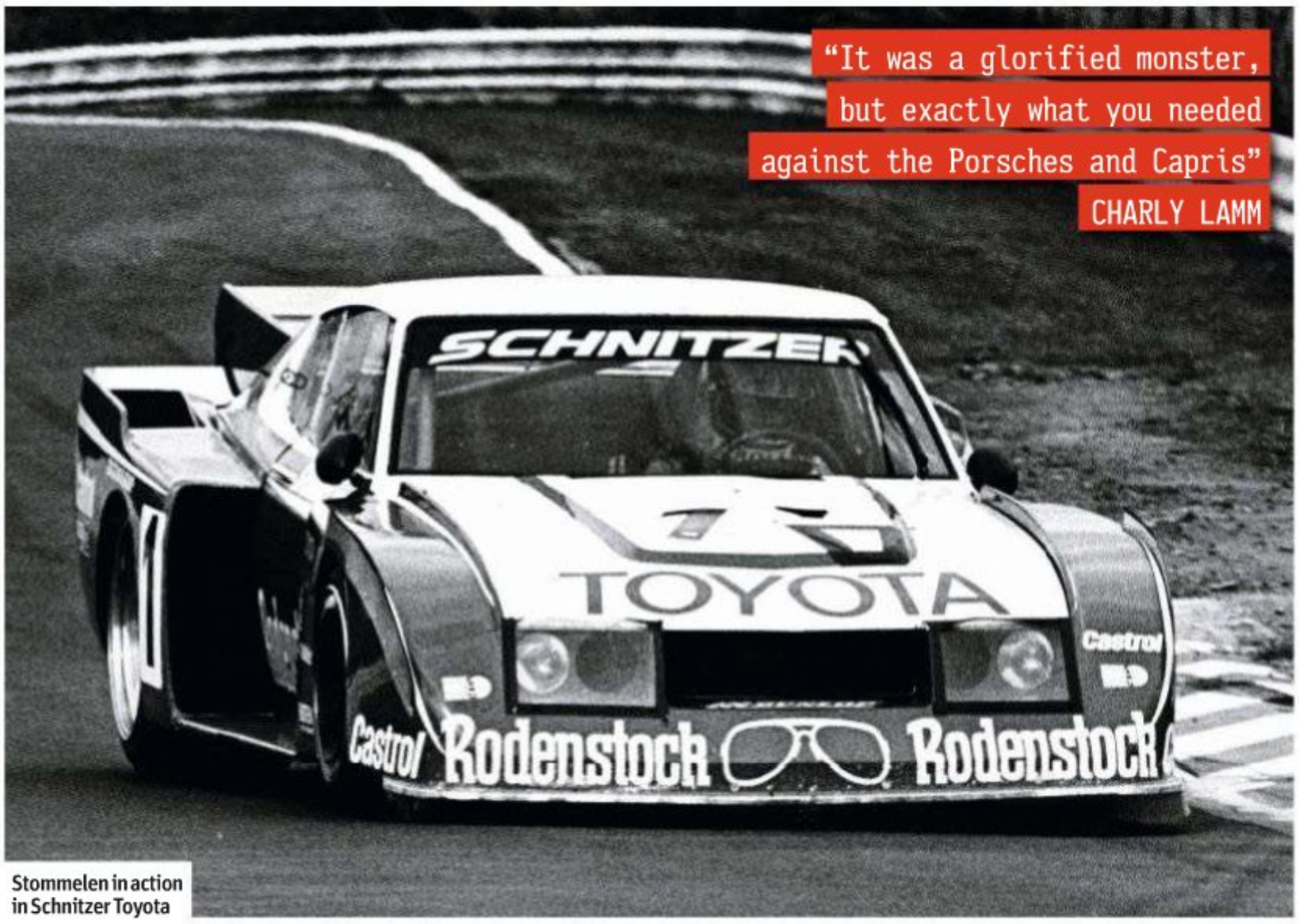
NEXT WEEK

FORMULA 1 SEASON REVIEW
THE DEFINITIVE ANALYSIS OF 2012 **DON'T MISS IT!**

Find more issues at magazinesdownload.com

FROM THE ARCHIVE

Schnitzer runs a Toyota in the DRM, 1977 and '78



"It was a glorified monster, but exactly what you needed against the Porsches and Capris"
CHARLY LAMM

Stommelen in action in Schnitzer Toyota

SCHNITZER MOTORSPORT MAY BE BEST KNOWN AS a powerhouse of BMW's motorsport activities for more than 40 years, but for a fleeting moment it dared to do something a little different (OK, the team ran McLaren F1 GT cars in 1997, but they were works-backed BMW entries).

The result was the monstrous Toyota Celica LB Turbo, which was built and run by the squad in Germany's premier racing series, the DRM, in 1977 and '78.

"We were building rally engines for Toyota in the 1970s," remembers long-time team manager Charly Lamm. "And Ove Andersson came to us and said, 'We want to be in the DRM'.

"So Josef Schnitzer, my step-brother, started to work on the car. He restyled the body, did most of it in fibreglass, and made a very powerful engine – a 2.1-litre turbo. It was a glorified monster, but exactly what you needed to race against the Porsches and Capris."

The monster didn't initially cover itself in glory, Harald Ertl qualifying 25 seconds from pole on its DRM debut for the German Grand Prix support race at Hockenheim in 1977 and retiring after only four laps.

But steady progress was made. The car qualified only 5s off the pace at Zolder next time out and took its best DRM finish with fourth in the season finale at the Nurburgring. There was even a victory, again via the talents of Ertl, in the non-championship ADAC Cup event at Zolder.

More improvements were made to the car for 1978, particularly on aerodynamic efficiency. With Ertl stepping down to Division 2 of the DRM to race Schnitzer's BMW 320, the Toyota was entrusted to Rolf Stommelen. Reliability was dismal, however, with only a single finish registered at the Mainz airfield circuit: eighth, behind seven Porsche 935s.

"While this was going on, we were doing very well with Harald in the BMW and he in fact won the championship," Lamm remembers. "And BMW were wanting to do more and more things with us so it looked like the thing to do."

The car's fate – in Germany at least – was sealed when Josef Schnitzer was killed in a road accident on the way to Zolder. The Celica was soon sold to TOM'S co-founder Nobuhide Tachi and taken to Japan, where it competed with equally-limited success in the nation's super-silhouette series until 1983.

"There was no real option to continue after Josef was killed," Lamm says. "He was the technical genius behind it and he worked so hard to get that car going. With the Group 5 rules finishing around that time and our BMW programmes getting bigger and more international, we had to go in a different direction."

PIC: LAT ARCHIVE

THIS WEEK IN...

DECEMBER 2 1966

DAVID PIPER WAS THE MAIN MAN OF the week as the British sportscar regular dominated the Cape Town 3 Hours sportscar race in his Ferrari 365 P2.

There was no such British joy on the RAC Rally as Bengt Soderstrom and Gunnar Palm won in their Lotus Cortina to head an all-Swedish podium. Harry Kallstrom was second in his Mini Cooper S, accruing 13.35 more penalty points than the winner, with Tom Trana's Volvo third. All had trailed Timo Makinen until the Finn's Mini broke on the final day.

Over in Macau, victory in the annual grand prix, held at the time for sportscars, went to Mauro Bianchi – grandfather of Jules – in a brand-new 1300cc Renault Alpine. Expected frontrunner Filipe Nogueira failed to figure at the front after his Brabham was lost by the airline on its flight out. He switched to an uncompetitive, locally-sourced Lotus instead.

WIN PRIZES AND FAME

DESIGN YOUR OWN T-SHIRT

Think you could be a designer? Why not try your hand at your own product range. We've already got our own awesome new range but now we want to see what you can do. Search for AUTOSPORT product range at www.shotdeadinthehead.com

Just post your ideas onto the AUTOSPORT Facebook page and we'll select the best ones. If your design is chosen we will produce an entire product range including a T-shirt, hoodie, mug and iPhone case and send you one of each. Just call it an early Christmas present.

Terms: Designs must not be offensive, or infringe personal or brand identity. For full terms see autosport.com.

DARRELL WALTRIP

■ Winston 500, Talladega, ■ May 1, 1977 ■ Chevrolet Malibu ■ Hanging on for last-lap superspeedway victory

Waltrip keeps ahead of Pearson and Petty

THERE'S NOTHING LIKE your first win: that's one you never forget. Mine came at Nashville, where I live, in May 1975. It was in my own car, and it was against all the NASCAR big-hitters – everybody was there.

I could talk all day about that one, but the thing is it was almost like people expected me to win there. I just had a better car at my home track, and if I couldn't win there, it felt like I probably wouldn't win anywhere.

Plus, winning on the short tracks didn't have the same impact as winning on a superspeedway – that was what really marked you out as a superstar. If I look at races where people said, 'Gee, this guy might be the real deal', two races stand out: Darlington and Talladega in 1977.

It's difficult to choose between the two. At Darlington I beat Donnie Allison, Richard Petty and David Pearson in a shoot-out over the final laps. They all got into each other and I came flying from nowhere, passed Donnie on the start/finish line and won the race. That was huge.

A few weeks later we were at Talladega [for the Winston 500], and at the time you did not want to be leading the last lap: you were a sitting duck. Five of us were in a pack coming to the white flag, and my crew chiefs were screaming at me for the last four of five laps, 'Get out of the lead, you're gonna get passed'. And I'm telling them to shut up, to leave me alone, that I know what I'm doing. And I really didn't.

> "My crew chiefs were screaming at me for the last four of five laps, 'Get out of the lead, you're gonna get passed'. And I'm telling them to shut up, to leave me alone, that I know what I'm doing. And I really didn't"

I never lacked for confidence you see; that was not a problem for me. I felt like I could outdrive or outsmart or outdo just about anybody – it was just a matter of getting it done. I always felt I had the ability, I always felt I could do anything anyone else could do.

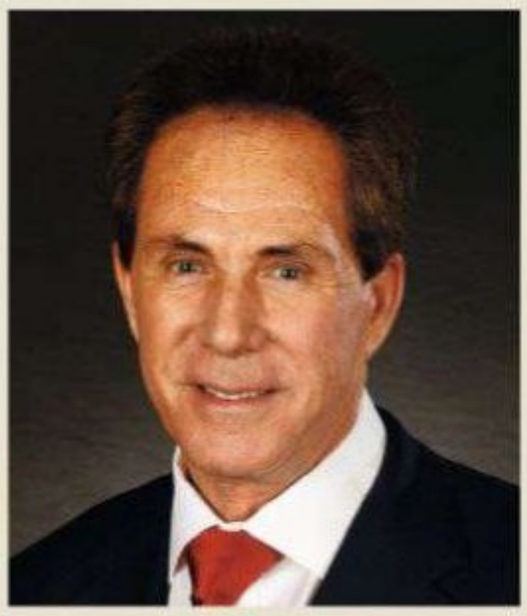
So, anyway, the white flag came out and I'm leading. And at that time we ran pretty high up against the wall on the race track, so at the first turn I just dove straight to the bottom of the track, left the guys hanging on the outside, and when I came off turn two I looked back and I had a huge lead.

Still, I knew they were gonna catch me; going along the back straightaway they were gonna draft up on me. Just as they caught up to me I cut up in front of Cale [Yarborough] who was leading the pack. I bumped him a little bit and that got him a little bit loose and gave me enough breathing room to get away. I was able to win the race after leading it on the last lap, which was kind of unheard of at the time. My crew chief just said: 'You're about a lucky bastard!'

Those two wins were the start of it all really: that was when people really started to say, 'Hey, this guy – he's the real deal'.

Darrell Waltrip was talking to Sam Tremayne

IN PROFILE



DARRELL WALTRIP IS ONE OF NASCAR's most decorated stars. A triple champion and three-time runner-up, he claimed 84 wins – second in the all-time list – 59 poles and 276 top-five finishes over a 28-year career in the sport. His rivalry with Dale Earnhardt and Bobby Allison came to define the sport in the 1980s, while his record of 22 top-five finishes in 1983 remains unmatched. Having raced up until 2000, he is now NASCAR's top television analyst on the Fox network.

PICS: GETTY IMAGES

Find more issues at magazinesdownload.com

THE ART OF WAR

FIVE YEARS IN FORMULA ONE

MMVI MMXII

A STUNNING NEW GRAPHIC NOVEL BY ADAM PARR, EX-CHAIRMAN OF WILLIAMS F1

ADAM PARR

INSIDE F1 AS YOU'VE NEVER SEEN IT BEFORE

Have you ever wondered what it's like negotiating with Bernie Ecclestone? Or how tough it is to run a modern Formula 1 team? Adam Parr's eye-opening new book *The Art Of War* is your unique opportunity to find out!

AMENDED EXTRACT

WITH A FOREWORD BY MAX MOSLEY, FORMER FIA PRESIDENT

This brilliant new graphic novel is a first-hand account of the machinations of the F1 world, told in a unique and engaging way. *The Art Of War* details one of the most tumultuous periods in the sport's history, as seen by a man who knows the sport from the inside. Author Adam Parr worked with the Williams team from 2006-2012, and is not afraid to share his honest opinions about the colourful characters he met along the way. First edition hardback copies, signed by the author, are limited to 2,000 copies and are available on Amazon while stocks last. **Price £25. Order yours today!**

Find more issues at magazinesdownload.com

QUATRAC 3. SUMMER AND WINTER IN ONE TYRE.

COMPLIES WITH THE REQUIREMENTS OF A WINTERTYRE

VRFC ALSO AVAILABLE IN RUNFLAT

WWW.VREDESTEIN.CO.UK

VREDESTEIN

DESIGNED TO PROTECT YOU