

**GUEST EDITOR DAN GURNEY**

# **AUTOSPORT**

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**COLLECTORS' ISSUE**

**AMAZING STORY, UNIQUE CAREER**

# **SURTEES**



**His rise and fall at Ferrari**

**Taming Can-Am monsters**

**Quicker than Clark?**

**Mark Hughes's view**



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**STR JACKIE STEWART ON LEVIS HAMILTON'S RISK AT MERCEDES**

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### SURTEES AND FERRARI: MISSED OPPORTUNITY?

He may have won the 1964 world title with the legendary Italian squad, but politics prevented Surtees from achieving even more

By Dan Gurney

John Surtees has been a racing legend for decades. He won the 1964 Formula 1 world title with Scuderia Ferrari, driving the Ferrari 158. He also won the 1966 Can-Am title in a Lola T70 Spyder. Surtees was a versatile driver, competing in various motorsport disciplines. This article explores his career and the missed opportunities he faced, particularly in the 1960s when he was at the peak of his powers. It discusses the political and organizational challenges that prevented him from achieving even more success, such as winning more world titles or competing in more major events. The article also touches on his later career and his status as a motorsport icon.

### 2014 engines: answers to the key questions

This time next year, Formula 1 will be preparing for the arrival of exciting new rules built around 1.6-litre turbo V6 engines

By Edd Straw

The 2014 Formula 1 season will be a landmark one for the sport, as it introduces a new engine configuration: the 1.6-litre turbocharged V6. This article addresses the key questions surrounding this new engine, including its performance, reliability, and the challenges it will pose for teams. It also discusses the impact of the new engine on the sport's technical regulations and the competitive landscape. The article provides insights into the development process and the expectations for the 2014 season.

### MAKING RACE MEETINGS PAY

People complain club racing is costly, but where does the money go? PAUL LAWRENCE explains

By Paul Lawrence

Club racing is often criticized for being expensive, but where does the money actually go? This article provides a detailed look at the costs of staging race meetings, from track maintenance and safety to marketing and administrative expenses. It explains how these costs are managed and how they contribute to the overall health of the motorsport industry. The article also discusses the importance of race meetings for the sport and the challenges of balancing costs with the need for high-quality events.



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## POLE POSITION

# What must John Surtees do to earn a knighthood?



AT THE BRDC AWARDS TOWARDS the end of last year, Dario Franchitti was invited on stage to be honoured for his third Indy 500 win.

Before reflecting on his own achievements, Dario (who has a fine appreciation of the history of motor racing) asked why it is that John Surtees doesn't have a knighthood.

It's a question I've heard many times before, but one that I'm yet to hear a satisfactory answer to. As we explore in this issue, Surtees's results on two wheels and four are surely enough to merit state recognition. If you also factor in the role he's played in helping scores of young British drivers move up the motorsport ladder and the significant money raised through the Henry Surtees Foundation, the case becomes compelling.

Next year it will be 50 years since Surtees won the F1 world title – perfect timing to make 'Big John' Sir John.

*A van de Burgt*

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**DAKAR RALLY**

**Peterhansel all at sea on Dakar**

Stephane Peterhansel's All 4 Racing Mini is almost washed away as a once-dry riverbed is transformed into a watercourse in full flood by heavy rain further upstream. The first few competitors negotiated the route successfully, but by the time the 10-times Dakar winner arrived he was swimming against the tide.

Pic: X-Raid



# New approach no hurdle for Perez

Moving to a top team means Sergio Perez can't rely on alternative tyre strategies anymore, but his new team believes he can adapt. By JONATHAN NOBLE



First duties for new McLaren signing

McLaren does not expect Sergio Perez to struggle to adapt to the demands of racing at the front of the grid, despite the Mexican's admission that he will need to change his approach.

Perez began life as a McLaren driver last week, conducting a whirlwind series of media engagements before knuckling down to engineering meetings and simulator work at its Woking base. And senior figures at McLaren are hugely encouraged by what they have seen of him so far.

Initial interaction with the staff points to a young driver ready to learn, but also willing to push on with his own views.

McLaren sporting director Sam Michael told AUTOSPORT: "Checo" spent a lot of time over the week learning about how we operate, but also asking why we did things.

"Some things we do are obvious, but there are other things that McLaren have done that did not



Perez takes in the McLaren history

make sense to him. It could be because we made a mistake in the past or we found a way of doing something better.

"The 'why' part of his approach has been hugely important. The smart drivers ask why, and that is what he has been doing. I like his confidence and like the balance he has there."

## DIFFERENT LIFE AT THE FRONT

Perez's reputation as a promising youngster was sealed with three podium finishes last year, all of which were helped by lowly grid positions giving him the opportunity to benefit from an alternative tyre strategy.

Although he showed in Malaysia, Canada and Italy that he had the speed to race title contenders wheel-to-wheel, he was especially flattered at Montreal and Monza by being on the right tyres for the conditions when the top 10 on the grid were effectively locked in to the wrong choice by rules that demand they start on the rubber with which they qualified.

While such tyre-gambling options are a no-brainer for a midfield team such as Sauber, Perez conceded that expectations at McLaren are very different.

"The approach this year is different," he said. "At Sauber the approach was to always try to

maximise the race potential, not so much the qualifying. Here, the target is to be in pole position and win the race."

McLaren has faith that the new mindset Perez must have will not be too difficult a transition for the Mexican to handle.

"Ultimately in all teams, whether you are at the front of the grid or the back, you are fighting to go as fast as you can," said Michael. "But if you are fighting for wins and the championship, it does affect your weekend plan — like tyres and the set-up of the car.

"It culminates in qualifying — where we expect to be in Q3 with both drivers each time. That dictates Q1 and Q2 tyre usage, which will be different to what Checo was used to at Sauber last year."

When asked about whose responsibility it was to handle that change, Michael said: "It is an engineering-led issue. We can guide



**PEREZ ON THE PODIUM**

How the Mexican brought home three trophies for Sauber in the 2012 season



**MALAYSIA**  
9th to 2nd

Perez hustled his car into the top 10 in dry qualifying, but foundations for the race were laid with early switch to intermediate tyres. Pushed eventual winner Fernando Alonso all the way, but lost victory with a brief run off track.



**CANADA**  
15th to 3rd

Failed to get the car hooked up for qualifying, but an alternative tyre strategy and some aggressive driving helped him charge through to a podium finish, just five seconds behind race winner Lewis Hamilton.

**ITALY**

12th to 2nd

Disappointing qualifying ultimately helped push Perez to an alternative tyre strategy that proved perfect at Monza. Long stint on hards and a late blast on mediums was ideal, whereas other frontrunners had to run the other way around.



**AUTOSPORT SAYS...**

**JONATHAN NOBLE**  
F1 EDITOR

@NobleF1



**S**ergio Perez's potential at McLaren has divided opinion ever since the Woking-based team announced him as Lewis Hamilton's replacement.

His supporters believe that the speed shown with his stirring drives in Malaysia, Canada and Italy point to a bright future that will give Jenson Button plenty of sleepless nights.

The sceptics are less convinced, highlighting his inconsistency and the fact that each of those podium finishes owed much to him being on the right tyre at the right moment whereas his rivals were locked into the wrong choice after qualifying.

Perez is wise enough to realise the circumstances that helped him out last year are unlikely to materialise in the forthcoming campaign. At McLaren, winning every race is the target – not grabbing headlines at a handful of races to show your promise.

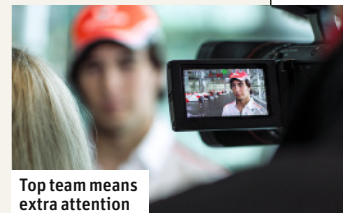
That is why he has been talking of a new approach: one where he will not get free choice of tyres because he is expected to be in Q3.

The simple truth is that Perez's success will not depend on how much he understands the McLaren way or how much the engineers love him.

It boils down to whether or not he is fast enough. It's the stopwatch that ultimately decides your fate.

We've seen Perez be quick on Saturdays. We've seen him be quick on Sundays. But we've not yet seen him put everything together week in, week out.

That has to happen in 2013.



Top team means extra attention



Battling Hamilton in 2012 Italian GP

**"Jenson is on top of his game. It's going to be a good fight"**

Sam Michael, McLaren

him to show him how fast he can be, as we will know from data how fast he will be and what he must do. So as long as he is fast enough then he simply has to drive to his maximum."

**BUTTON RIVALRY BREWING**

McLaren also likes the fact that Perez is showing a competitive desire to

beat team-mate Jenson Button.

"He is fighting to prove himself," said Michael. "The fact both Jenson and Checo are talking about beating each other already is healthy. There is a good level of competitiveness.

"Jenson is on top of his game and it takes a lot to be in front of him. It is going to be a good fight."

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# 2014 engines: answers to the key questions

This time next year, Formula 1 will be preparing for the arrival of exciting new rules built around 1.6-litre turbo V6 engines. Last week, Mercedes-Benz published the first images of its new unit, as AUTOSPORT sought answers to some of the key issues

## **WILL THEY BE LESS POWERFUL THAN THE CURRENT V8s?**

No. The aim of the 2014 engines is to create power units that produce the same horsepower as the current V8s but are as much as one-third more efficient. This will be mandated through a fuel-flow limit of 100kg (approximately 140 litres) per hour.

The predictions are that the new turbocharged units will deliver the same 750bhp as the current V8s, but with a significantly bigger boost from Energy Recovery Systems (ERS) in terms of power and the length of time they can be used over a lap.

The engines will also deliver much more torque, so drivers are likely to experience far more power than the tyre grip is capable of comfortably handling on the exit of slow corners.

## **SO IS F1 GOING TO TURN INTO AN ECONOMY DRIVE?**

Fuel economy is already important in F1, but the fact that a fuel-flow limit is mandated in the regulations means that for 2014 there will be no way of getting around having too thirsty an engine by simply adding more fuel.

Engine chiefs believe that the racing will shift towards those 'thinking' drivers who have a more strategic mind to manage the fuel and ERS use over a race – similar to the situation created by Pirelli's tyres for the past two years.

Engine builders are confident, however, that it will not go as far as frustrating the drivers by preoccupying them with looking after the fuel rather than racing wheel-to-wheel.

## **WILL THEY SOUND ANY GOOD?**

Yes. The biggest talking point among fans and F1 chiefs about the switch to V6 turbos has been about the sound the new engines will make.

Bernie Ecclestone has long been sceptical about the noise, and last year he described it as "terrible" after hearing an engine on the dyno at Ferrari.

Last week, Mercedes played to selected media an audio recording of a simulated dyno lap of the Monza circuit. Although the V6 was quieter than the shrieking squeal of the current V8s, it was still very loud. And it will sound even better when it is put onto a real car out on track rather than being run in the confines of a dyno facility.

Mercedes-Benz engine chief Andy Cowell said: "They are loud, but I think sweeter sounding."





**WILL ENGINES BECOME THE MOST CRITICAL PART OF THE 2014 PACKAGE?**

Red Bull technical chief Adrian Newey said last year that he believed the engine package in 2014 would become the primary differentiator between teams.

Cowell thinks that may be overstating the new engines' importance, but he does think that work by manufacturers will return better rewards than in the era of the current engines.

"We are putting the motor back in motor racing," he said. "But to what extent that is the case we will only know in 2014. It will definitely have more of an influence than now."

Cowell is sure, however, that the importance of energy recovery systems will be far greater.

"Today it is difficult to be quick without KERS. For 2014 it will be impossible to go racing without ERS."

**WILL MANUFACTURER TEAMS HAVE AN ADVANTAGE?**

The fact that the engine is evolving to become a more integral part of the package means those teams that are currently aligned with the engine builders will get a head start over customer squads that are simply being supplied with the components.

Cowell said: "Time is critical and the longer you have to look at things, the better it is for thinking up ideas."

**HOW THE NEW ENGINES COMPARE**

	<b>2013 V8</b>	<b>2014 V6</b>
<b>CAPACITY</b>	2.4-litre	1.6-litre
<b>MAX RPM</b>	18,000rpm	15,000rpm
<b>POWER</b>	750bhp	750bhp
<b>MIN. WEIGHT</b>	95kg. No limit for KERS	145kg including ERS
<b>FUEL</b>	Unlimited	100kg (140 litres) per hour
<b>UNITS PER SEASON</b>	8	5
<b>ENGINE LIFE</b>	2000km	4000km

**KERS v ERS**

A look at how 2014's energy recovery systems will differ from the current specification

	<b>2013 KERS</b>	<b>2014 ERS</b>
<b>UNIT SPEC</b>	Kinetic only	Kinetic and heat unit
<b>WEIGHT</b>	No limit	Mandated 20-25kg limit
<b>POWER</b>	Max 60kW	Max 120kW
<b>ENERGY INPUT</b>	No maximum	Max 2MJ per lap from kinetic unit effectively 4MJ per lap
<b>ENERGY OUTPUT</b>	400 kJ	Max 4MJ
<b>POWER BOOST</b>	80bhp for 6.7s per lap	161bhp for 33.3s per lap

 **P15 MARK HUGHES ON THE NEW ENGINES**

# Di Resta: I've not missed my chance

Failure to secure a top drive for 2013 is not a concern for Force India star

**P**aul di Resta insists that a winter of reflection has helped him move on from missing out in the battle for 2013's Formula 1 top seats.

The Scotsman had been linked with McLaren, Mercedes and Ferrari for this year, but lost out at each – the drives going to Sergio Perez, Lewis Hamilton and Felipe Massa respectively.

Di Resta's disappointment at not being picked for the plum seats was further amplified by a difficult end to last season, where Sauber-bound team-mate Nico Hulkenberg appeared to gain the upper hand.

But having had time to look deeper at what happened last year, di Resta is sure that he can rediscover his best form and put the lessons of what went wrong in 2012 to good use in the season ahead.

"I'm ready to smash out the beginning of the year," he told AUTOSPORT. "I am more eager than ever, and I am absolutely up for the fight."

## WHAT WENT WRONG IN 2012?

In Formula 1, it is often said that you are only as good as your last race, which is why a poor finish to the 2012 campaign masked what had been a nip-and-tuck fight with Hulkenberg up until that point.

After the summer break, di Resta appeared to be gaining the advantage, highlighted by him setting the fourth fastest time in qualifying at Monza (before being handed a five-place grid penalty) and then finishing a career-best fourth in Singapore.

Di Resta believes that his campaign then turned after a crash in the second free practice in Japan when he spun off at the Spoon Curve.

Unbeknown to the Force India team at the time, the incident caused hidden damage to the chassis. Over the next three events, di Resta was baffled by his

car's poor handling and a lack of straight-line speed.

It was only a decision to change the chassis for the Abu Dhabi GP that got things back on track for di Resta, but the year ended with a run of frustrating events where he just could not hook things up.

The new generation of tracks at the end of the season – which were typified by slippery surfaces – did not play to his smooth driving style, but instead favoured the more aggressive Hulkenberg.

"Nico had a difficult time at the beginning of the season, and I had mine at the end," di Resta said. "And unfortunately it was not the right time of the year for people to remember the good races."

## BATTLE FOR TOP DRIVE

Di Resta faced further disappointment towards the end of last season when his dreams of making the step up to a top team were dashed.

While Mercedes was always unlikely to come off for this season, and Ferrari's preferred option from day one was to help Massa rediscover his form to secure his place with the team, there was more surprise at McLaren electing to take Perez as Hamilton's replacement.

Although di Resta admits that he does not "fully understand" the reasons for McLaren taking the Mexican, it is understood a combination of factors conspired against him. There was the fact

that McLaren had already had an all-British line-up that left chiefs reluctant to sign another home driver for fear of becoming typecast; Perez's financial backing from Carlos Slim at a time when McLaren is looking for a new title sponsor for 2014; and the Mexican's podium finishes in Malaysia, Canada and Italy, which had done his reputation no harm at all (di Resta is yet to finish in the top three).

Although the McLaren door appears firmly closed for now, other good options for 2014 are there to be taken if di Resta can impress at Force India this year.

Massa's contract at Ferrari is only until the end of this year, while Red Bull could have a vacancy if Mark Webber retires.

"I am just going to keep up the momentum, keep a good vibe around me and keep the teams' attention," he said. "There will be drives coming up in the future."

"I will continue to give my all to Force India, but I want to be winning races. I want to be doing something. But I'll try to keep a friendly face and keep a good relationship with everybody because time is short, and it's a small world."

Scot's best finish came in Singapore





Di Resta has had time to ponder the future

## QUALIFYING BATTLE



A comparison between Nico Hulkenberg and Paul di Resta in qualifying in 2012. If one driver was knocked out before Q3, then the times are taken from Q2.



	HULKENBERG	DI RESTA
AUSTRALIA	0.772 (9th)	(15th)
MALAYSIA	(16th)	0.013 (14th)
CHINA	(16th)	0.428 (15th)
BAHRAIN	(13th)	0.297 (10th)
SPAIN	(13th)	0.052 (12th)
MONACO	0.297 (10th)	(14th)
CANADA	(13th)	0.109 (8th)
VALENCIA	0.240 (8th)	(10th)
BRITAIN	(14th)	1.453 (10th)
GERMANY	1.388 (4th)	(9th)
HUNGARY	0.160 (10th)	(12th)
BELGIUM	(11th)	0.126 (9th)
ITALY	(24th)*	(9th)**
SINGAPORE	(11th)	0.308 (6th)
JAPAN	0.055 (15th)**	(11th)
KOREA	0.214 (8th)	(14th)
INDIA	0.748 (12th)	(16th)
ABU DHABI	0.199 (10th)	(12th)
UNITED STATES	0.599 (6th)	(13th)
BRAZIL	0.417 (6th)	(10th)

\*No time set  
\*\*Five-place grid penalty

150s 100s 050s 0 050s 100s 150s  
Gap between drivers

## DI RESTA'S F1 CAREER IN NUMBERS

<b>BEST FINISH</b>	<b>39</b>	<b>POINTS FINISHES</b>
<b>4<sup>TH</sup></b>	<b>STARTS</b>	<b>17</b>
<b>BEST QUALIFYING 4<sup>TH</sup></b>	<b>1</b>	<b>POINTS 73</b>
<b>LAPS LED</b>		<b>13<sup>TH</sup></b>
		<b>HIGHEST CHAMPIONSHIP POSITION (2011)</b>
<b>8 FRIDAY OUTINGS IN 2010</b>		

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# MARK HUGHES

## GRAND PRIX EDITOR

Concerns that Formula 1's 2014-spec V6 turbo engines will lack the aural excitement and muscular performance of the current V8s look to be unfounded

Last week I heard the future of Formula 1, and it sounds just fine. At the Mercedes High Performance Engine plant in Brixworth, Northamptonshire, there was a 2014-spec V6 turbo on the dyno, silent at the time of our visit, but upstairs we listened to a recording of the engine being run at a simulation of Monza.

It's a very different sound from the normally-aspirated V8s we've grown used to since 2006, but it's anything but dull. Although not as loud, the pitch is actually higher. With a 6-4-1 exhaust layout, the single pipe emits a higher frequency at the maximum 15,000rpm than the twin pipes of the 18,000rpm V8s. Furthermore, from outside it's expected you will be able to hear the turbos spooling up even before the engine comes on song.

The sensory good news doesn't end there, either. Although the

combined power of the 1.6-litre turbo engine with its associated heat and kinetic energy systems will be roughly equal to the current 750bhp of the V8, for much of the rev band the torque will be considerably greater. These units will give their power over a much wider rev band and will be pushing up harder against the traction limits of the car.

There has been some reluctance to embrace the new formula on the grounds of cost and spectacle, but it now seems fairly clear that the latter concern can be put to bed. These engines are going to be plenty spectacular and every bit as quick as those in the current cars. However, their greater reliance on energy recovery (both heat and kinetic) means they will be so on only two-thirds of the fuel and CO<sub>2</sub> emissions. That will bring them very much in line with the direction of the car industry, which is downsizing and downrevving (the forthcoming Ford Mondeo will be available with a 1.0-litre turbo engine).

The Mercedes briefing put some meat on the bones of the new formula. The current KERS boost of 80bhp for only 6.7s per lap will be dwarfed by the ERS (heat and kinetic, hence the dropping of the 'K') boost of 161bhp for 33.3s per lap. A storage capacity 10 times greater than currently, the addition of the heat-derived energy and a harvesting rate five times greater than at present make this possible.

In addition to the turbo, but mounted on a common shaft, will be an electric-powered compressor. This can be used to help spool up the turbo – and thereby reduce turbo lag – or to send energy in the other direction. When the energy from the exhaust heat is more than is required

to turn the turbo blades, this motor can direct the excess to the battery.

There is no restriction on the size of turbo and each manufacturer will be left to work out the optimum combination of power (big turbo) and response (small). The turbos, however, can be only single stage, and whatever spec is chosen will have to be used for the whole season. The engine/turbo combination will be limited to five units per year rather than the current eight. This raises the necessary mileage of each engine to around 2500 miles.

A startline fuel weight limit of 100kg is combined with a maximum flow rate of 100kg per hour. As the races last considerably more than an hour, they will only be running at the maximum fuel flow rate for part of the time. The energy storage cell must weigh between 20-25kg, thereby effectively putting a cap on costly weight-reducing development.

Around 70 per cent of the energy contained in the fuel of a current V8 goes out of the exhausts as wasted heat (a similar figure to most road cars). With the V6s, that will be reduced to around 60 per cent initially. The development war will be on the efficiency of the harvesting of recovered energy (currently around 80 per cent – up from the 39 per cent of Mercedes' first KERS prototype in 2007).

It's a more prescriptive formula than seen at Le Mans, for example, but still leaves room for technical development within a tight framework, and without artificial weighting and the resultant politics. Given the conflicting demands upon the sport, it feels extremely well conceived. ☺



New V6: fast, yet efficient

“These engines will be plenty spectacular and just as quick”

DTM

## GREEN SETTLES IN

Ex-Mercedes driver Jamie Green officially began life as an Audi driver last week as he paid a visit to the Ingolstadt factory and had a seat fitting in the A5 he will race in the DTM in 2013.



DTM

# Kubica to test DTM Mercedes

Grand prix winner to drive C-coupe at Valencia test as he continues his recovery. By JAMIE O'LEARY

Robert Kubica is set to test a DTM Mercedes at Valencia next week as he continues to push to return to circuit racing in the future.

The grand prix winner has not raced a car since severely injuring his right hand and arm in a crash on the Ronde di Andora Rally two years ago. His competitive driving has been limited to selected rally outings during the second half of 2012. Now, however, he is ready to take the next step on the road to recovery.

Mercedes would not comment on Kubica's participation in the test, which is due to start at the Spanish circuit on January 25. A spokesperson for the German manufacturer would only confirm that lead HWA driver Gary Paffett and 2012 DTM rookie Roberto Merhi would be driving.

### RACE SEAT UNLIKELY

Whatever the outcome of the test, a DTM race seat would appear unlikely for Kubica. As reported in AUTOSPORT (December 13, 2012), the Polish driver is set to undertake



Kubica will drive latest Mercedes

a 10-round programme of events in the European Rally Championship during 2013, most likely in a Ford Fiesta RRC, prepared and run by Malcolm Wilson's M-Sport squad. He is set to join the series from the Canaries Rally in March.

Although only three of the 12 remaining ERC events clash with DTM races, one of these is Kubica's home event, Rally Poland, which

takes place on the same weekend as the DTM's Zandvoort round on September 27-29. It is understood that missing the Polish event is not an option for Kubica, while Mercedes would be unlikely to want a driver intent on skipping races.

The other date clashes involve the Brands Hatch (May 17-19) and Norisring (July 12-14) DTM rounds taking place at the same time as,

respectively, the Corsica and San Marino rallies.

### ELECTRONICS A FACTOR

Since returning to competition last year, Kubica's hand injury has restricted him to using cars with gearboxes aided by an electro-hydraulic shifting mechanism, such as old-spec WRC machinery similar to the Citroen C4 he drove on the 2012 Var Rally.

The new generation of DTM cars that was introduced last year, including the Mercedes C-coupe, also uses a paddle-shift system. This will be of great benefit to Kubica while his right arm remains weak as he continues to recover from his injuries.

● AUTOSPORT understands that Mücke Motorsport, which has run Mercedes machinery in the DTM since 2005, will receive greater technical support from Gerhard Ungar's crack HWA squad this year than in previous seasons. The team could even be renamed the HWA Junior Team to reflect this.



Team barely ran in testing

## GP2 Ocean plays down test no-shows

### OCEAN RACING TECHNOLOGY BOSS

Tiago Monteiro is confident of staying on the GP2 grid for 2013, after financial problems affected the team during post-season testing.

The Portuguese squad completed only a handful of laps last winter, but Monteiro told AUTOSPORT that this was caused by drivers failing to produce funds.

"The situation during testing was very simple," said the former grand prix racer. "Everything is OK with Ocean.

Obviously the team has been going through a difficult financial time through a lack of payment from drivers – I'm not going to name names. We have been left in a difficult situation and are in the process of starting legal action. That didn't help, but I can assure you Ocean is still a safe and sound company and it will go on."

Former Formula 2 driver Ramon Pineiro and Auto GP champion Kevin Cecon replaced the non-paying drivers. The pair completed minimal

running for Ocean at Jerez last November and at Barcelona in October.

"The drivers who were there were helping us out," said Monteiro. "Some drivers were supposed to pay for the test, but their money didn't arrive. We decided not to take risks, so I said to the drivers, 'Don't bother coming'. As far as I am concerned, we will be on the grid as normal in 2013. I'm working hard to find potential investors and good drivers with decent budgets."

## AUTOSPORT SAYS...

**JAMIE O'LEARY**  
REPORTS EDITOR

@mrjamieoleary



**F**irst it was Alex Zanardi and BMW, and now Robert Kubica has stepped forward and sorted himself out with a Mercedes DTM test. It's proof yet again that sometimes the determination of an individual to return to a competitive environment can't be dimmed by injuries – no matter how severe.

I'd love to see Kubica race a DTM car this year, but I don't think that it's likely, especially given the date clash the series has with the European Rally Championship's Polish round, the promotion of which Kubica is undoubtedly key to.

One thing the test does show, however, is just how far and wide Mercedes is casting its net to try to bolster its driver line-up following Jamie Green's switch to Audi after eight years of service with Mercedes in the German championship.

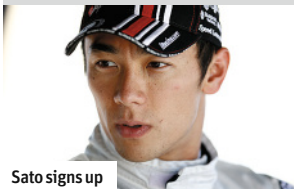
De facto team leader Gary Paffett suffered from a lack of support from his stablemates as he battled with BMW last year, and the present situation makes it look as though the Brit may be on his own again unless a solution is found quickly.

With Mercedes' number one target for 2013, Mattias Ekstrom, having opted to remain at Audi and Lucas di Grassi having turned down a test before Formula 1 sign for the rival manufacturer's sportscar squad, the Stuttgart firm doesn't seem to be the attractive employer it was two years ago. I hope that I'm wrong, but this could be a tough year for Paffett and co.



DTM race seat seems unlikely

## IN BRIEF



Sato signs up

### ARDEN SIGNS GP3 TRIO...

Carlos Sainz Jr and Daniil Kvyat were last week confirmed as MW Arden drivers in GP3 for 2013, as revealed by AUTOSPORT (November 29). They will be partnered by Romanian Robert Visoiu.

### ...AND PAIR FOR FR3.5

Antonio Felix da Costa will lead Caterham Arden's Formula Renault 3.5 team this year. He will be partnered by Pietro Fantin, who steps up from British Formula 3. Meanwhile, Carlin has signed Carlos Huertas to partner Jazeman Jaafar.

### AUSTIN'S BTCC LINE-UP

Will Bratt will contest a full British Touring Car Championship campaign with Rob Austin Racing this year, after taking part in selected races in 2012. Team boss Austin will drive the other rear-wheel-drive Audi A4, which will be powered by new engines built by Field Motorsport.

### Austin has full-time team-mate



Performance last ran BF3 in '07

### BRITISH F3

## Performance set for return

### GERMAN FORMULA 3 CUP TEAM

Performance Racing is keen to contest British F3's five-round National Invitation Trophy, if organisers can find a way of pegging back the performance of the derestricted specification Volkswagen engine.

The squad, which competed in British F3 in the 2000s, hopes to appear at some of the series' pre-season tests, where balancing measures could be assessed.

Performance is set to continue in German F3 with John Bryant-Meisner, Yannick Mettler and Formel Masters graduate Thomas Jager.

Team boss Bobby Issazadhe said: "I hope they can do a couple of British rounds each, and we could get more drivers in for the others. Everyone in F3 should help each other out as much as they can, with grids not looking fantastic."

## REMEMBER WHEN...



1993-96

**...Nannini returned?** Robert Kubica should take heart from Alessandro Nannini. His right arm had to be sewn back on after a helicopter crash, but he became a DTM/ITC race winner with Alfa Romeo from 1993-96.

NASCAR

## BIFFLE FASTEST

Roush Ford driver Greg Biffle set the pace over two days of NASCAR Sprint Cup testing at Daytona last week. The first day was marred by a multi-car crash triggered by contact between Dale Earnhardt Jr and Marcos Ambrose.



LE MANS/ALMS

# Grand-Am raises Le Mans idea

Discussions in early stages over possibility of Daytona Prototypes joining French classic. By GARY WATKINS

The prospect of Daytona Prototypes racing in the Le Mans 24 Hours has been raised by officials involved in the new-for-2014 unified US sportscar series.

Grand-Am is understood to be pushing for the inclusion of its closed-top prototypes in the Le Mans field from 2014. The idea follows up on statements about its desire to forge a strong relationship and links with the Automobile

Club de l'Ouest at Le Mans following its recent buy-out of the American Le Mans Series.

Grand-Am has yet to confirm that it wants DPs at Le Mans, but ALMS boss Scott Atherton, who will be part of the management team of the unified series, admitted that there had been discussions on the matter at the same time as playing them down.

"It has been raised, but I wouldn't

put it in the category of a firm discussion," he said. "We have so much on our plate, it is a topic for a later date."

The ACO has denied that it has received a firm approach about DPs joining the Le Mans grid.

Sporting manager Vincent Beaumesnil said: "There is a determination on both sides to retain a strong relationship. You can imagine that many things have been discussed, but there has been no request and there is no decision."

It is unclear whether Grand-Am wants DPs at Le Mans as a separate class or whether it is pushing for them to race at the same level as LMP2 machinery, as they will in the as-yet-unnamed unified series.

News of the possibility of DPs racing at Le Mans comes at the same time as doubts are rising about the viability of the P2 class in the ALMS this season.

There are no confirmed P2 entries for the ALMS at present. The Level 5 Motorsports squad, which won the US P2 titles in 2011-12, is refusing to

**"There is a determination on both sides to retain a strong relationship"**

Le Mans organiser ACO

commit to the category with its pair of HPD ARX-03bs so long as there is no opposition.

It is believed that team boss Scott Tucker is already in the process of downscaling Level 5's workforce as a result, but team manager Dave Stone insisted that there was no final decision.

"The problem right now is that no one is committed to P2," he said. "If no one else is racing, there is no point in being there."

Conquest Racing, which ran Level 5 close for the title in 2012, also has no firm programme following the move of driver David Heinemeier Hansson, who provided much of the funding for the team's assault last season, to OAK Racing for an FIA World Endurance Championship programme.



Could these line up at Le Mans?

WEC

## Single WEC car for Toyota

**TOYOTA WILL FIELD JUST A SINGLE** car in the full World Endurance Championship this year.

Toyota Motorsport GmbH in Cologne had been working on running two cars in the full series, but on Monday a spokesman confirmed speculation that it was due to enter only one full-season entry ahead of the closing date for entries yesterday (Wednesday) had been correct. Toyota was planning to lodge two entries for the Le Mans 24 Hours and is expected to run a second TSO30 HYBRID at the Spa round of the WEC by way of preparation.

The spokesman said: "It is purely a matter of resources. What we shouldn't forget is that last year was intended as a test and development year and this year was meant to be our first full season, which probably would have meant one car in the WEC anyway."

The full-season entry will be for the



There will be two Toyotas at Le Mans

#7 car to be raced full-time by Alex Wurz and Nicolas Lapierre.

The spokesman stressed that Toyota was not downgrading its aspirations for the coming season following its successful return to the international sportscar racing arena last year.

"The target will be to win Le Mans and the world championship," he said. "We are

still serious about winning."

Toyota will contest the 2013 WEC with a revised version of the TSO30 HYBRID that won three races last season. The updated car will be built around a revised monocoque to remove the compromises in the '12 tub that resulted from it being designed to use either the front or rear axles for energy retrieval.

## IN BRIEF



Waltrip joins Swan

### WALTRIP BACK TO DAYTONA

Two-time Daytona 500 winner Michael Waltrip has joined Swan Racing for this year's NASCAR Sprint Cup season-opener. David Stremme will take over the team's lone Toyota Camry for the rest of the season.

### ENGSTLER KEEPS DUO

Team Engstler will again run Charles Ng alongside team owner Franz Engstler in the World Touring Car Championship this year. The pair will continue to drive BMW 320 TCs. Meanwhile Lada has confirmed that Aleskei Dudukalo will partner James Thompson in its factory team.

### KRISTOFFERSSON DOWN UNDER

Superstars champion Johan Kristoffersson will take part in February's Bathurst 12 Hours. The Swede will share a Phoenix Racing Audi R8 LMS ultra with Andreas Simonsen and Harold Primat.

### PESCAROLO IN TROUBLE

Pescarolo Team went into liquidation last week following six months of inactivity while it was under court protection from its creditors. Team boss Henri Pescarolo, who retains ownership of the squad's premises at Le Mans, has not ruled out restarting a new team.

### MINASSIAN STAYS PUT

Former factory Peugeot driver Nicolas Minassian has been retained by the AF Corse-run Pecom squad for this year's FIA World Endurance Championship. The Frenchman will share the team's LMP2 class ORECA-Nissan O3 with Pierre Kaffer and Luis Perez Companc.

### TT FOR SILVERSTONE WEC

The historic Tourist Trophy will be awarded to the winners of the Silverstone round of the FIA World Endurance Championship in April. It will be the first time that the 108-year-old trophy has gone to the victors of a world series endurance sportscar race since Graham Hill's TT triumph for Ferrari at Goodwood in 1964.



TT for FIA WEC



Bueno is in frame

FIA GT

## Stars for Brazilian BMWs

**THE BRAZILIAN TEAM THAT WILL JOIN** the new FIA GT Series in 2013 is promising an all-star driver line-up including ex-Formula 1 racers.

BMW Team Brazil is close to finalising its plans to contest the six-round series with a pair of BMW Z4 GT3s. Five-time Brazilian Stock Car champion Caca Bueno is the only confirmed driver so far, but team boss Antonio Hermann has revealed that "three big names" will take the remaining seats.

"Think of some Brazilian ex-F1 drivers," he said, when asked by AUTOSPORT about potential drivers. "This will be an all-Brazilian team from the mechanics to the drivers."

Hermann ruled out World GT1 race winner Enrique Bernoldi being part of the line-up.

A 10th team, SUNRED Engineering, has confirmed its entry in the series. The team will run two Audi R8 LMS ultras.

ALMS/DTM

## Martin still in push for BMW DTM drive

**NEW BMW FACTORY DRIVER MAXIME** Martin is targeting a move into the DTM for 2014, after being placed with the German manufacturer's American Le Mans Series squad for this season.

The Belgian will contest the full ALMS in one of the Rahal Letterman Lanigan squad's new Z4 GTEs. He will also be the test driver for BMW's DTM project.

Martin told AUTOSPORT: "This is the best way for me to start my relationship with BMW, but my goal is still to race in the DTM."

"Marco Wittmann moved up from being the test driver to the race team for 2013 and I hope I can do the same."

BMW has confirmed that Dirk Muller, Joey Hand and Bill Auberlen are being retained. Hand, who is also staying in



Martin has BMW race deal in ALMS

the DTM, will be replaced in the ALMS line-up by 2009 Atlantic champion John Edwards when he is unavailable.

BMW and RLL have yet to nominate the

driver combinations.

Jorg Muller, who has lost his place to Martin in the full-time line-up, and Uwe Alzen will contest the enduros.



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WTCC

## ZENGO'S CIVICS

World Touring Car team Zengo Motorsport will run a pair of JAS-built Honda Civic WTCCs this year. Reigning Yokohama Drivers Trophy champion Norbert Michelisz will drive one of the cars.

NEWS  
PIT & PADDOCK



WTCC

# Solberg open to WTCC switch

Rally ace keen to resume rivalry with Sebastien Loeb in circuit racing, but admits rallycross interest

**P**etter Solberg could be set to renew his rivalry with Sebastien Loeb on the race circuits in the World Touring Car Championship.

The Norwegian has been offered a drive in the series and admits one of the main reasons he is considering a change of disciplines is the chance to take on the all-conquering French rally star again.

Solberg was the last man to win the World Rally Championship before Loeb began his nine-year domination of the sport's top

tier. Now the 2003 title winner is hoping to settle the score in a racing car.

"The WTCC is just one of the race options I have," said Solberg. "But I have to say that the chance to fight with Loeb again is what's making me look at it. It would be fantastic, and, for sure, my goal would be to win against him."

Solberg added that he had been in discussions with endurance racing teams and has an option to compete in Scandinavian Touring

Cars. A move into rallycross is also under consideration.

"I could run my own team in rallycross," he said. "And this would be interesting as well. With IMG taking over the European Rallycross Championship, you know that it's going to be very well done with lots of television and lots of good media coverage. I have to make my mind up soon, but I do have a lot of options, and they even include which car I would build for rallycross."

Solberg began his career in rallycross, following in the footsteps of Norway's best-known category star Martin Schanche. Outside the European Rallycross series, Solberg is also hoping to contest the X Games in America, where he would face the cream of the Global Rallycross Series.

While Loeb looks certain to be a part of Citroen's WTCC squad for 2014 when the manufacturer confirms its entry, his circuit racing programme for this year is limited to the six-round FIA GT Series, in which he will race a McLaren MP4-12C GT3 for his own Sebastien Loeb Racing team.

to make a number of rallycross outings himself this year after winning a gold medal in the category at last year's X Games.

Loeb said: "It could be interesting to do more rallycross over the course of the year. I'm not sure if we would do Global or European rallycross, but Europe is closer to home."

Loeb said his rallycross victory at the X Games last season was something he enjoyed.

"Maybe we could be doing more like this," he said. "We would use the same car that we did for the X Games [a specifically-built DS3 rallycross machine]. It would be nice to go back to the X Games. It was a good experience — except for waiting around for so long and then doing a race for five minutes."

Much was made of safety concerns at the 2012 X Games following ex-rally king Marcus Gronholm's heavy accident during practice for the event, but Loeb dismissed such talk.

"It was not dangerous," he countered. "The only thing that might have been dangerous was the jump with nothing in the middle. During practice this was OK, but it might have been difficult if you came to it in the race with a few of you fighting for position."



Solberg and Loeb could continue fight on-track

PICS: MCKLEIN, DE

### LOEB KEEN ON RALLYCROSS

The 38-year-old Frenchman admitted that he could be tempted

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WRC

## HYUNDAI'S NEW BOSS

Hyundai's World Rally Championship programme took another step forward last week, when former Peugeot technical director Michel Nandan was announced as the Korean firm's team principal. The i20 WRC will make its debut in 2014.



NEWS  
PIT & PADDOCK

WRC

## New base for Rally GB

Event set to leave Welsh capital for Wrexham this year. By DAVID EVANS

Rally GB will later this year move out of Cardiff for the first time since 1999, with the event expected to shift north to a base in the town of Wrexham.

There has been increasing disquiet surrounding Britain's round of the World Rally Championship, with WRC Commission president Jarmo Mahonen last year stating that failure to alter the route could cost Rally GB its place on the calendar.

A Wrexham base – with a likely central service park at Toyota's 115-acre engine plant in Deeside – would mean three days of rallying in the north of the country and the cities of Birmingham, Manchester

and Liverpool all within a 90-minute drive of the stages.

While there has been no official comment on the change to the route, AUTOSPORT sources indicate there will be a day in Hafren and Myherin (which would include a remote service in Newtown as in 2012); a day in Dyfi and Dyfnant and a day in Clocaenog and Penmachno.

The three-mile asphalt test around the Great Orme in Llandudno will run at the start of the event and possibly as the powerstage following the final loose-surface stage on November 17. The ceremonial start would be held in Llandudno on November 14.

One potential problem for the event organisers is the onset of windfarm development affecting the Clocaenog and Dyfnant forests.

An AUTOSPORT source said: "The first two days would be no problem this year, but getting a decent-length stage out of Clocaenog – similar to the 10-miler we ran in 2011 – would be tough with the central section of the forest out of action."

The Welsh government recently committed itself to another multi-million pound deal to fund the event for 2013 and beyond, with one of the key aims being to develop links with the country's burgeoning automotive sector. Basing the event at the Toyota factory would help satisfy that target.

Rally GB chief executive Andrew Coe said: "Since last September, there has been lots of consultation, and it's an aspiration of Rally GB to be among the top rallies in the world.

"We are investing a lot more money in the event for 2013 now that we've got a great new partnership in Wales. It's no secret that we are looking at reinventing the whole thing, which may or may not mean moving to a different part of Wales."

### IN BRIEF

Nikara returns soon



#### NIKARA IN MINI FOR SWEDEN

Jarkko Nikara will return to the World Rally Championship in a Prodrive Mini WRC on Rally Sweden. The 26-year-old Finn finished fifth on his debut in WRC machinery with the squad on Rally Spain last year.

#### HIRVONEN SHUNTS IN TEST

Mikko Hirvonen crashed his Citroen DS3 WRC heavily during his final day of Monte Carlo Rally testing last Friday. The Finn and his co-driver Jarmo Lehtinen were uninjured, but the car was too badly damaged to continue. Hirvonen said: "It's not the best way to start the year, but we have enough data from previous tests."

#### 'BICHE' BACK ON DUTY

To celebrate the WRC's 40th anniversary, 1973 Monte Carlo Rally-winning co-driver Michele Petit returns to the event this week. 'Biche', as Petit is better known, will co-drive Italian driver Maurizio Verini in a Mitsubishi Lancer numbered 73.



'Biche' co-drove '73 winner



Cardiff has hosted Rally GB since 2000

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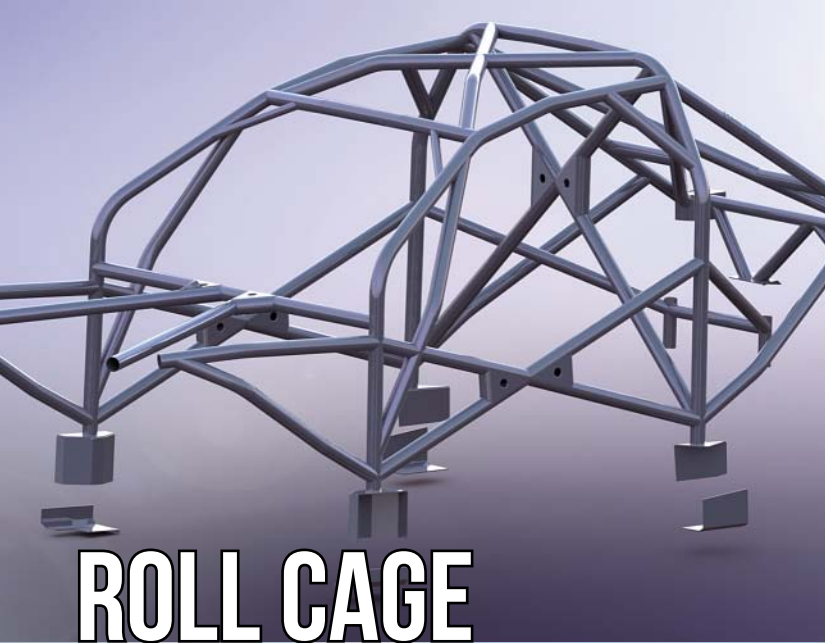
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LEGENDS SPECIAL - JOHN SURTEES

# AUTOSPORT

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## *IN THIS SPECIAL ISSUE*

THE STORY BEHIND HIS WORLD TITLE SEASON : GREAT CAR - FERRARI 158  
RATING A RACING ALL-ROUNDER : CAN-AM DAYS OF THUNDER : HIS CAREER STATS

**GUEST EDITOR: DAN GURNEY**

# A GREAT DRIVER, ENGINEER AND FRIEND

It is very special for me to be asked to talk about John Surtees. I was well aware of John's performances on bikes before he arrived on the car racing circuit.

I was a great admirer of motorcycle racers and I've known a lot of them – people like Wayne Rainey, Mick Doohan, Geoff Duke, Joe Leonard, Eddie Lawson, Giacomo Agostini and many others. What they put in to race a two-wheeled contraption is often above and beyond what the four-wheeled racers do. The experience of racing motorcycles was probably as good a foundation and learning experience for John as one could ask for. Our mutual interest in motorcycles made us friends early on, a relationship that lasts to this day.

John had substantial Italian connections and felt comfortable in that culture. He was willing to stick his neck out and try things many would not. What he did at MV Agusta in bikes helped prepare him for Ferrari later on.

He arrived on the scene in the post-Stirling Moss era, which was a difficult time to break into grand prix racing and he did a very good job from the beginning. There was no doubt he'd be contending for the lead very often and that he would become a stand-out, even in the Jim Clark era.

You could tell that he was one of those drivers who would leave no stone unturned, technically or



Surtees was a multiple world champion for MV Agusta



Gurney still enjoys historic racing events

**“John wasn't a big showman, but the lap times and integrity spoke for themselves. He would leave no stone unturned and was hungry to find an edge”**

otherwise. He was hungry to find an edge. He probably understood the design and mechanical side better than most because of his motorcycle career and his work with top development people.

I admired his character, I met his mum and dad – he came from a very strong family and they gave him good support then and now. John wasn't a big showman, but

the lap times and integrity spoke for themselves.

I remember we were at Syracuse for a non-championship F1 race. John was right behind me and I lost control approaching a hairpin. I tried to correct and snapped into his direction; it looked like I did it on purpose. He questioned me afterwards and I said, 'Aren't you supposed to do that?!' but he knew I was pulling his leg.

He was consistently in the top bracket of the F1 grid in the 1960s and he was also great in sportscars, especially in the early Can-Am. John and I had spirited battles at the 'Ring, Monza and Spa in the middle '60s and we trusted each other on the track – a good feeling for a driver. He won the F1 world championship at the Grand Prix of Mexico in 1964, a race I won for Brabham, and the photo of the two of us on the victory podium being congratulated by Prince Philip is one of my favourite pictures of the era.

I think John knew setting up

his own team was going to be a stretch, but he was well equipped to do it. He could pull together the minds and capabilities of the team into something that was a threat. I thought he did an excellent job, but there are many factors you can't control – like a certain amount of luck – and Team Surtees probably didn't get the results it deserved.

I admire John as a driver, an engineer and a man, and I was terribly sorry about his son Henry [killed in an F2 accident at Brands Hatch in 2009].

I don't pretend to know the most important criteria for getting a knighthood, but I would certainly think John has demonstrated time and again what an outstanding man he is. No one else has achieved GP world championships in both motorcycles and then F1 cars...

I saw John last September at the Goodwood Revival where he was kind enough to drive my 1963 Indy Lotus belonging to our mutual friend George Barber. He still fits into his original driver suit and his smile was as big as ever. We both immediately bent over the engine of the Lotus and started to discuss its merits while photographers were taking pictures surrounding us. We totally forgot where we were, which is typical for us.

We both have a never-ending passion for the technical aspect of our sport.



Gurney chases Surtees's Cooper at Syracuse in 1961

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How Surtees won at Ferrari... and why he didn't achieve even more



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The machine in which Surtees took his four-wheeled grand prix crown



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AUTOSPORT's Mark Hughes assesses just how good Big John was



### 40 Can-Am king

How Surtees scooped the inaugural Can-Am title, and lots of prize money



## Next week

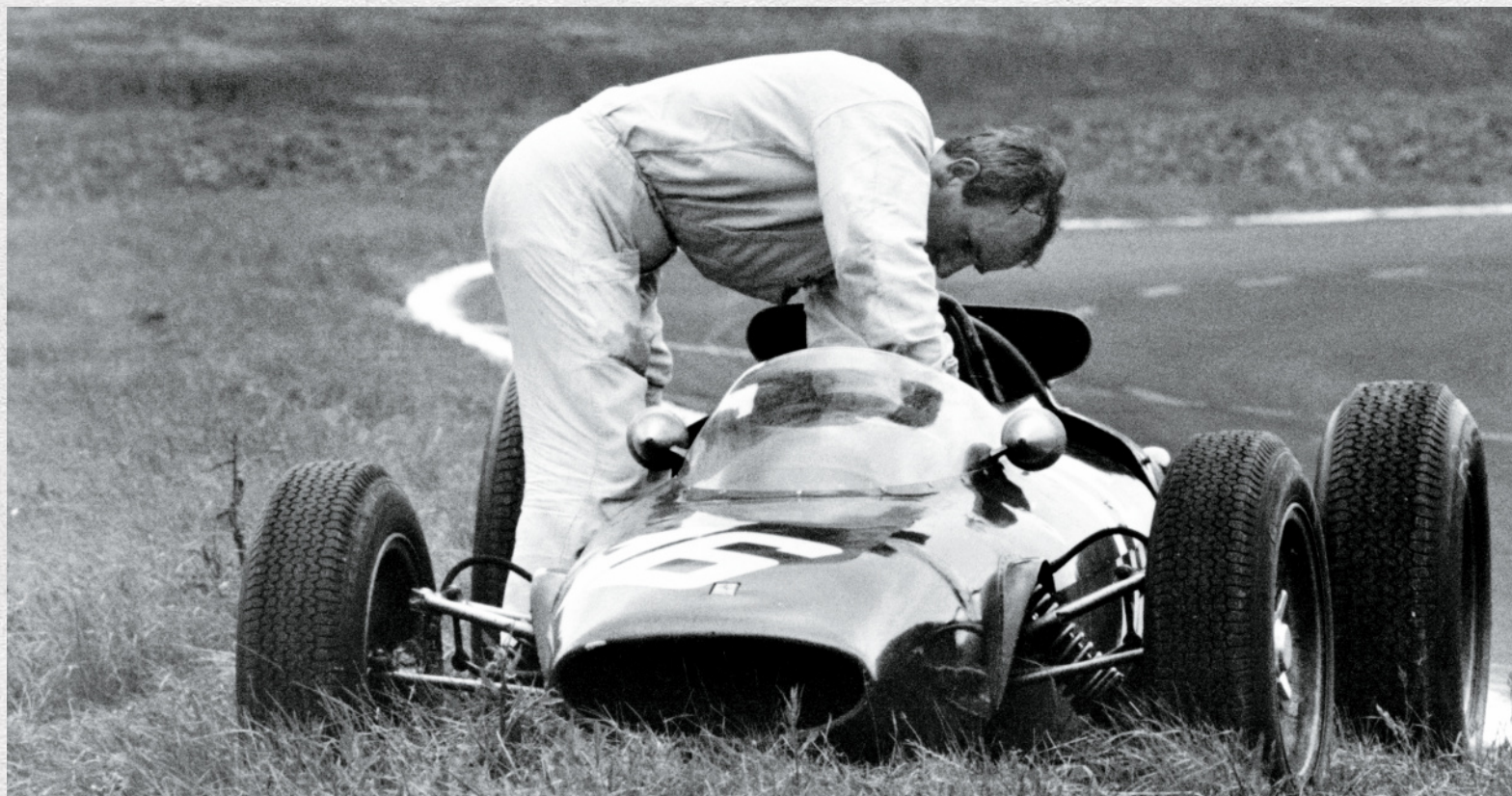


### JAMES HUNT

The 1970s superstar becomes the eighth Briton to get the AUTOSPORT legends treatment



Celebrations in Mexico, 1964: Gurney won the race, Surtees the title



# SURTEES AND FERRARI: MISSED OPPORTUNITY?

**He may have won the 1964 world title with the legendary Italian squad, but politics prevented Surtees from achieving even more**

Enzo Ferrari was not a man disposed to asking twice, but John Surtees was determined not to be hustled into a decision. After five seasons spent coaxing, cajoling and second-guessing (yet winning for) Count Domenico Agusta, the 'Enzo' of bike racing, Surtees was doubly distraught at his undeserved casting as the 'black hat' in Colin Chapman's cack-handed 'sacking' of Innes Ireland at Team Lotus. As this sorry episode's self-appointed fall guy, he was seeking a safe haven where he could concentrate on honing his new four-wheeled craft. Ferrari at the end of 1960 was not that place.

"I was given the tour by Carlo Chiti [technical director]," says Surtees. "He showed me the sportscars, the GT's, the Formula 1 cars; he told me that they were going to do this, that and the other, and about the host of drivers on their list. The whole scene with him worried me. I couldn't see



Surtees finished third in 1963 Dutch GP but would fail to finish next time out in France (top pic)

myself going there in a position of strength. I think I would have been used as a pawn."

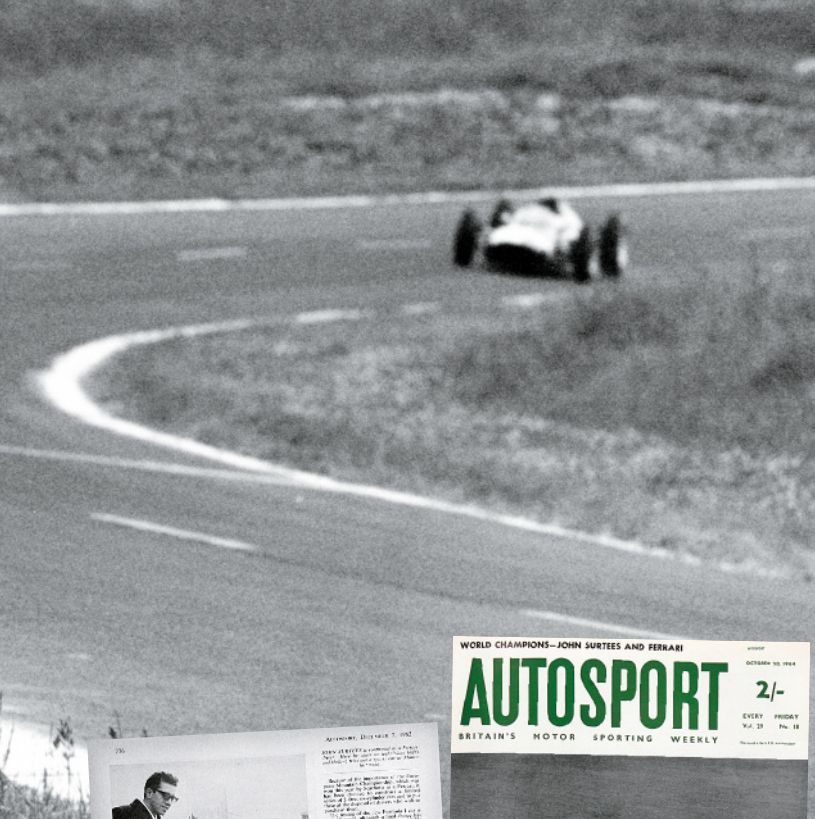
Chiti's multifarious team (with unwanted input from Mrs Ferrari) would win both F1 world titles and the World Sports Car Championship the following

year, but Surtees, keenly attuned to the good and the bad of the Latin temperament, had smelled blood in the water. Unconsciously, he had jumped a year ahead to the Chiti-led ATS 'walkout'. By the time he did feel ready, in 1963, to join – he had always seen the

neatness of the fit and been confident that Enzo would ask him a second time – Scuderia Ferrari was very different: no Chiti, no shoal of circling drivers, it was floundering in an increasingly bigger pond. A "more complete" Surtees jumped in.

"In some ways I had marked time with [a privateer] Cooper and Lola in 1961–62," he says. "But I had a lot more experience under my belt now and so knew what I was looking at. You must remember that the first car race I ever saw, I was in [when he finished second to Jim Clark in a Formula Junior race at Goodwood in March 1960]."

"That year, 1960, my car racing had to be fitted between my full-time motorcycle commitments. It was a stressful time. To leave MV Agusta and bikes was not an easy decision – the Count immediately said, 'I'll build you a Formula 1 car!'



Surtees would become one of the most significant drivers in Ferrari's history



Surtees confirmed by Ferrari (left) and goes on to get green cover for 1964 title (above)



Silverstone 1963: leading Graham Hill's BRM on way to second in British GP

— and not everybody in car racing welcomed me with open arms [he was too quick for that to happen]. Plus I knew very little about it.”

The thing he thought he knew — an extended tenure at Lotus — blew up in his face: “Colin offered me the number one seat and my choice of team-mate.” He didn’t pick Ireland. “To then suffer in a contractual dispute that was nothing to do with me... it was a bit much.”

Surtees, like all great bike racers, was physically tough. Beneath that leather exterior, however, beat a sensitive heart and soul: mental knocks were the harder to endure and took more out of him. Pushed too hard, too far from his chosen path — a marcher of routes, he had no time for Machiavellian meandering — he tended to make snap decisions not always to his benefit. Shot through with steel, he was also speckled with naivete.

“Perhaps I should have — totally

out of character — stuck two fingers up and said, ‘Bugger this! I’m just going to look after number one’ and stayed,” ponders Surtees.

He didn’t, of course. Nor would he six years later.

Ferrari was in a slump when he signed. Complacent after its 1961 successes, industrial disputes and economic crises had (temporarily) sucked the fight from Enzo, and Ford had brashly come a-courting. Though not offering the *carte blanche* that Stirling Moss had provisionally received for 1962, the team clearly viewed Surtees as its new number one, even though he wanted no such stipulation in his contract: being the fastest would be sufficient proof of his worth. Ah, different times.

“The first thing they mentioned was that they didn’t have much money,” he says. “But there were other advantages: staying full board at the Hotel Real Fini in Modena for £1 a night, for instance. The

team just wanted me to come and work with it on all its cars. I didn’t take a lot of persuading. I felt very much back at home.”

With support from old hands Franco Rocchi — “a wonderful creator of things when he was allowed to” — and Angelo Bellei (*motore*) and Walter Salvarani (*telaio*), plus engineering young blood Mauro Forghieri as the coordinator, Surtees was positive that his speed and British connections and experience, allied with the Italian artisanship that he admired greatly, plus Ferrari’s forge, would be a winning F1 combination. Had he not achieved something similar at MV, which had yet to win a TT or a world title with a large-capacity bike when he joined it in 1956?

“I didn’t want to take the Italy out of Ferrari, but there was no doubt that it was suffering because of its isolation; the British teams were piggybacking each other;”

he says. “I wanted cooperation and to get rid of some of the old-fashioned thinking. I never suggested not using a Ferrari engine — that would have been wrong. I had a lot of time for what Ferrari could do.

“It was not a question of revolution but of introducing lateral thinking alongside the traditional methods. When Ferrari had a monocoque built in England [for 1973] it didn’t work; when it set up a design office in Guildford [in 1987] that caused problems too. These were steps too far. Something along the lines of what Niki Lauda got thanks to Luca di Montezemolo in the mid-1970s was what I was after.”

Although he would win the 1964 world title in dramatic fashion, and occasionally had the F1 car to beat, he was not entirely successful in that aim. He introduced fibreglass bodywork and Firestone tyres to Ferrari, but his suggestions that it►

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### 2013 PROVISIONAL CALENDAR

February 2, Amsterdam	2012 Awards Dinner
March 23, Oulton Park	Masters Raceday
April 4, Donington	Test Day
April 12-14, Barcelona	Catalan Classic
May 3-5, Donington	Donington Historic Festival
May 25-27, Brands Hatch	Masters Festival
June 14-16, Dijon	Grand Prix de l'Age d'Or
July 26-28, Silverstone	Silverstone Classic
August 9-11, Nurburgring	Oldtimer Grand Prix
August 30-September 1, Zandvoort	Historic Grand Prix
September 20-22, Spa	Spa Six Hours Event
October 11-13, Jerez	Masters Festival

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might axe its sportscar programme to concentrate on F1, or that British expertise might help provide it with a true monocoque, were too much too soon. (These ideas would only bear fruit in the 1970s and '80s.) Surtees had his backers – he got on well with Enzo, the mechanics doted on him and Forghieri (ie the future) was onsite initially – but there were flies in his ointment.

The aptly-named Eugenio Dragoni was a factor for which nothing could have prepared him. To have his win-on-debut at the 1963 Sebring 12 Hours protested (unsuccessfully) by his own team manager was an eye-opener and foretold of things to come. Dragoni's promotion of lesser but Italian driving talent was a thorn in Surtees's side, as was the version of events that he related to an increasingly isolated Enzo.

"All the Old Man's 'knowledge' was relayed information and there were lots of people deciding what they thought he wanted to hear," says Surtees. "We didn't have the TV coverage of today, which meant he could not see for himself what was going on. I complained to him about Dragoni, but really I just wanted to get on with my racing."

A period of uneasy calm ensued. Surtees's consistent performance and strong results kept a lid on it, but his 'snake in the grass' was patient and would repeatedly strike hard when he got his opportunity.

The situation with Mike Parkes was more subtle and perhaps more irksome. He and Surtees were born in Surrey, albeit at opposite ends (in most senses), and joined Ferrari at the same time. Public school-educated Parkes, son of the MD of Alvis, did so as a development engineer – ostensibly. The reality was that he coveted Surtees's job. He numbered Enzo among his fans and was fast enough to get under John's skin, even though it was



NART colour scheme in 1964 United States GP

**SURTEES: "All Enzo's 'knowledge' was from people deciding what they thought he wanted to hear. We didn't have the TV coverage of today"**

clear who was the quicker (it wasn't Parkes...). Thus two men who might on the surface have been allies were always destined to clunk rather than click.

Also there were operational snafus that Surtees could neither change nor get to the bottom of.

The first was that the F1 programme had to take a passenger seat until after Le Mans was done and dusted. This race's burnishing effect on the Ferrari brand, particularly Stateside, was vital to a company that did not yet boast outside sponsors. Success in the 24 Hours was paramount.

The second was a bewildering F1 engine policy: V6, V8 and flat-12. Each 1.5-litre unit had its strengths and weaknesses, but Surtees's choice, the 12-pot, received the least airtime.

"The V6 was a superb little engine," he says. "The problem with it was that you couldn't rev it safely to where it would have been even better. Work on the flat-12 started too late, by which time the Coventry Climax and BRM V8s were well established, with very usable power curves. Ferrari, meanwhile, continued with Bosch direct fuel injection, which was a mistake in some ways. On the odd occasion, when the atmospheric conditions and everything else



Dragoni was bane of Surtees's life at Ferrari

**SURTEES AND FERRARI**

F1 WORLD CHAMPIONSHIP RESULTS

**1963** (4th in drivers' standings)

MONACO GP	Q3	4th (FL)
BELGIAN GP	Q10	rtd (engine)
DUTCH GP	Q5	3rd
FRENCH GP	Q4	rtd (fuel pump)
BRITISH GP	Q5	2nd (FL)
GERMAN GP	Q2	1st (FL)
ITALIAN GP	Q1	rtd (engine)
US GP	Q3	9th (engine)
MEXICAN GP	Q2	dq (push start)
SOUTH AFRICAN GP	Q4	rtd (engine)

**1964** (champion)

MONACO GP	Q4	rtd (gearbox)
DUTCH GP	Q4	2nd
BELGIAN GP	Q5	rtd (engine)
FRENCH GP	Q3	rtd (engine)
BRITISH GP	Q5	3rd
GERMAN GP	Q1	1st (FL)
AUSTRIAN GP	Q2	rtd (suspension)
ITALIAN GP	Q1	1st (FL)
US GP	Q2	2nd
MEXICAN GP	Q4	2nd

**1965** (5th)

SOUTH AFRICAN GP	Q2	2nd
MONACO GP	Q5	4th (out of fuel)
BELGIAN GP	Q6	rtd (engine)
FRENCH GP	Q4	3rd
BRITISH GP	Q5	3rd
DUTCH GP	Q4	7th
GERMAN GP	Q4	rtd (gearbox)
ITALIAN GP	Q2	rtd (clutch)

**1966** (2nd, after switching to Cooper)

MONACO GP	Q2	rtd (transmission)
BELGIAN GP	Q1	1st (FL)

**TOTALS**

<b>STARTS:</b> 30	<b>PODIUMS:</b> 13	<b>FASTEST LAPS:</b> 6
<b>WINS:</b> 4	<b>POLES:</b> 4	



Trouble ahead: leading Rindt on his last Ferrari GP start, Spa 1966



were exactly right, it gave us a bit of an advantage; it caused us problems the rest of the time.

“We tended to choose the V8 because it was likely to be the most reliable. The flat-12 was more powerful but suffered oil surge in fast corners. Its higher consumptions meant we couldn’t run races at anywhere near full speed. Even so, I thought we should concentrate on it because it had the most potential. That didn’t happen, which was a great shame. What Fiat might want for its road cars was, I think, already a consideration. When Rocchi designed a new cylinder head for it for the 1965 Italian GP at Monza, it became a little jewel. We didn’t win that race – my clutch went at the start – but I’m sure that it had been a flag-to-flag possibility because we were really flying.”

At which point Surtees crash-landed in a Lola T70 at Mosport. A split pelvis shortened his left side by 4.5 inches, and ruptured kidneys almost killed him. Enzo, who had given his leading man permission to race for another marque under the Team

**SURTEES: “To be told that Ferrari makes V12 cars to sell and that I, as its number one, should be in a V12 didn’t make sense”**

Surtees banner, paid John’s medical expenses, half-jokingly promised to build him an *automatico* and insisted that he move into a grace-and-favour flat nearby. The accident had drawn them closer. Other team members took a less charitable view: racing anything other than a Ferrari was treachery. Knives would be sharpened in Surtees’s absence.

The man himself had more pressing matters. After he had been (literally) pulled straight at St Thomas’s in London, he pounded round the Modena test track to begin his recovery. And when he wasn’t doing that he was buying furniture for the flat. He was, it seemed, back to stay.

Re-enter the Dragon!

Surtees bravely won his first two ‘comeback’ races – the non-championship Syracuse GP



Bellissimo part one: pressing on to second place in South African GP at East London, New Year’s Day 1965



Bellissimo part two: Surtees drove with Parkes to win 1966 Monza 1000km in Ferrari 330P3

and the Monza 1000km sportscar encounter – but the cracks were reopening. Dragoni’s report laid the Monza victory at co-driver Parkes’s feet. Forghieri, meanwhile, was annoyed by John’s criticism of the 330P3 sports-prototype, and displeased by his underwhelmed response to the new three-litre F1 engine. Their relationship, already unsettled by Surtees’s suggestion that Lola’s Eric Broadley be consulted about monocoques, continued to cool as the engineer viewed his longer game.

Surtees: “I had thought I would come back to an entirely new engine. What they had done instead was simply shorten the stroke of the sportscar V12, complete with all its weight. I went to the test shop and saw 290bhp.”

Having been beaten to pole and to victory by Jack Brabham’s Brabham-Repco at Silverstone’s International Trophy, Surtees had no intention of driving the portly 312 at Monaco, where his 2.4 V6 Tasman car would be ideal...

“To be told that Ferrari makes

V12 cars to sell and that I, as its number one, should be seen in a V12 didn’t make sense to me,” he says. “I should have had that race in the bag. Instead I led until the transmission broke, as I had predicted it would because I was having to row it along.” Team-mate Lorenzo Bandini, meanwhile, finished second (and set fastest lap) in John’s preferred mount: “I had nothing against Lorenzo – I thought him a superb driver – but at times he was just used.” A cylinder-head and



Champions both: with Enzo Ferrari during 1964, in which both F1 crowns were won



Spa '66: a bit wetter than pic on page 31

combustion-chamber redesign by Rocchi boosted power to 320bhp from the V12 for Spa, where Surtees was on pole by 3.2 seconds (times change!). The car was improved, but it's clear from his facial expression today that he still considers this a big effort on a circuit that separated the great from the good.

He won a race marred by heavy rain and a multiple shunt on the opening lap, but Dragoni's 'huffy' remarks about Surtees allowing Jochen Rindt's Maserati-engined

Cooper to lead for 20 laps made Ferrari's lead driver – battling for full fitness still and therefore already under extra stress – begin to see red. He would buzz through his emotional rev-limiter at Le Mans the following weekend.

Surtees: "The team said, 'John, we must beat Ford. Only you can do it.' Our strategy was to treat it like a 24-hour grand prix and draw these big-engined American cars, driven on the whole by acknowledged racers who would not sit back if they saw a red car disappear, into

**SURTEES: "I was disappointed in some people who should have shown more backbone and given me support"**

a dogfight. I planned to go like hell from the start. Because of Ferrari's proven reliability I thought we stood a chance"...

...until the opening stint was handed to co-driver Ludovico 'Lulu' Scarfiotti, apparently to meet with the approval of a spectating Gianni Agnelli, who happened to be his uncle as well as the new boss of Fiat.

Surtees: "Boom! 'That's it! Leave me out of it!' I marched straight out." And drove to Maranello for a pow-wow with Enzo.

There are elements of their conversation that Surtees will never reveal, but surely the reason for their parting of the ways went deeper – and higher – than Dragoni's approval rating. Enzo would only enigmatically say that he knew what he was losing, but that he didn't know how much he'd be losing if he kept Surtees on. Fiat had been hovering since Ferrari had given Ford the flick in May 1963, yet the deal that saved Italy's racing silver wouldn't be clinched until June '69.

"I regret that I didn't try to marshal the forces I think would have been supportive of me and would have helped shoot down the conspirators' case," says Surtees. "And I was disappointed in some people who should have shown more backbone and given me support."

More than 20 years later Enzo would ask him to remember the good times and not the mistakes, and Surtees uses this line to politely draw our interview to a close.

But let's not finish here; let's be angry on his behalf. Like most Ferrari drivers, he was ultimately relegated to the role of pawn – but very few have deserved it less. Only Michael Schumacher and arguably Lauda have had a greater beneficial effect on the sport's most important team. That's despite Surtees arriving probably 10 years ahead of his time – even after his wise 1960 caution – and departing at least one F1 title too soon.

As for Dragoni – he was shown the door at the season's end. A deserving pawn. ❧



# GREAT CAR: FERRARI 158

The combination of John Surtees and Ferrari technical supremo Mauro Forghieri helped Ferrari to re-establish itself as a title-winning force against the emerging British *garagisti*

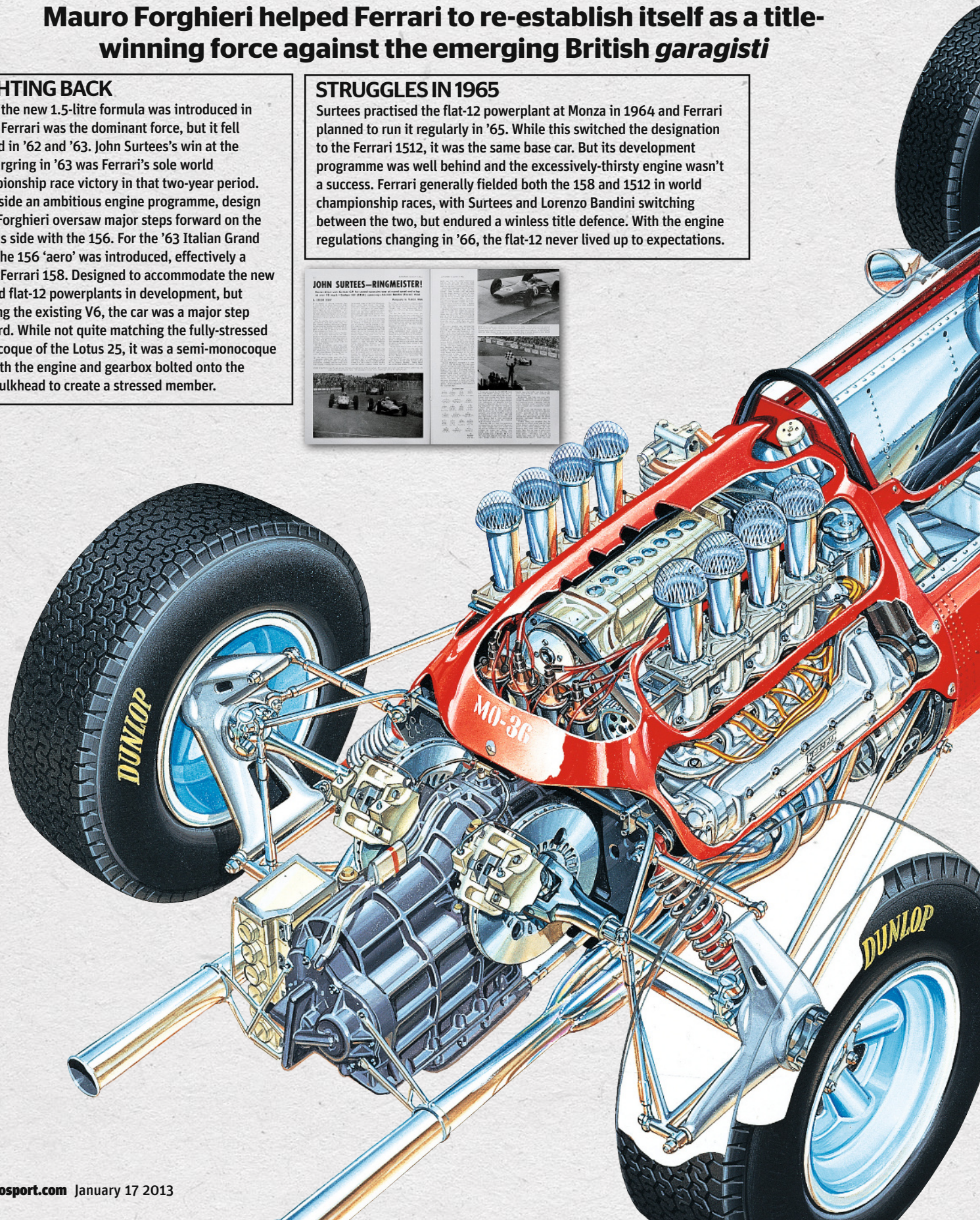
## FIGHTING BACK

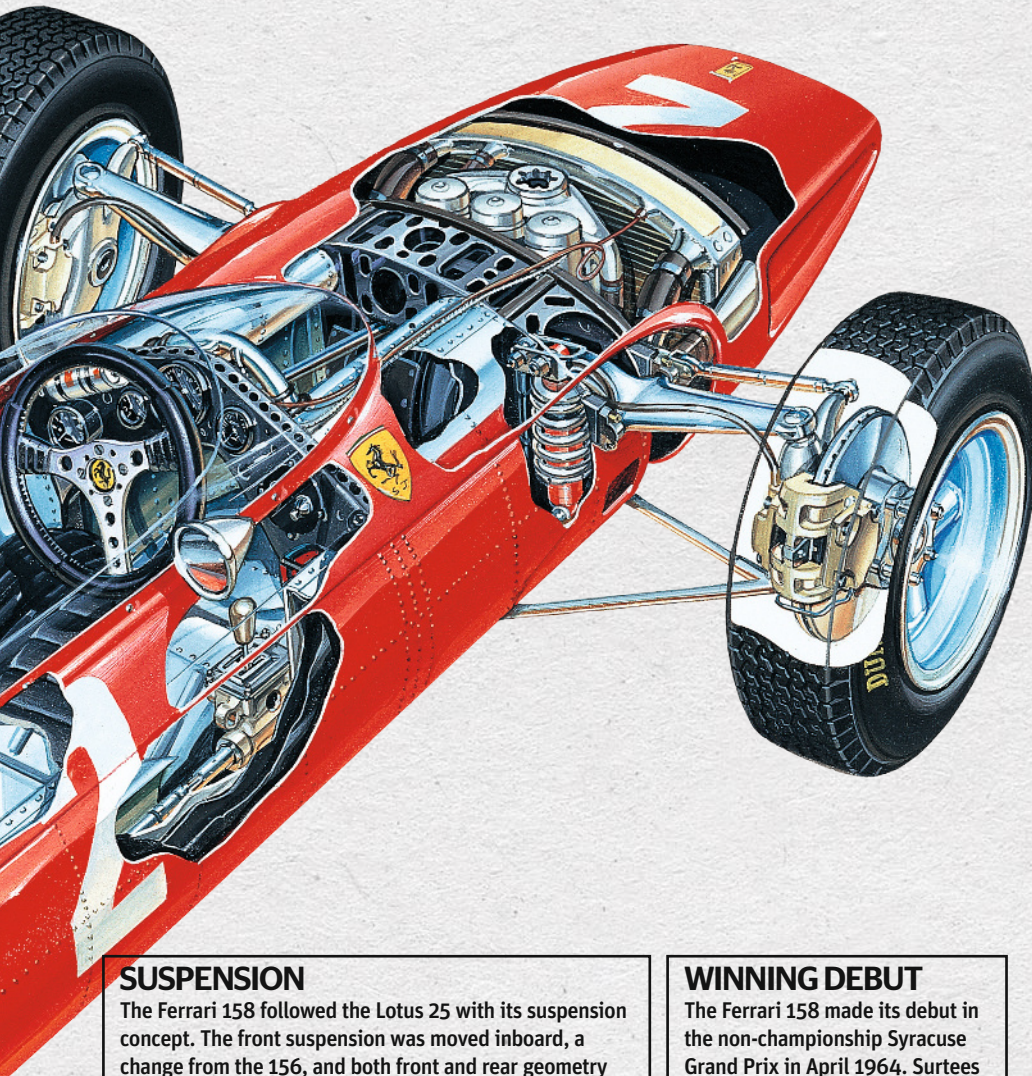
When the new 1.5-litre formula was introduced in 1961, Ferrari was the dominant force, but it fell behind in '62 and '63. John Surtees's win at the Nurburgring in '63 was Ferrari's sole world championship race victory in that two-year period. Alongside an ambitious engine programme, design chief Forghieri oversaw major steps forward on the chassis side with the 156. For the '63 Italian Grand Prix, the 156 'aero' was introduced, effectively a proto-Ferrari 158. Designed to accommodate the new V8 and flat-12 powerplants in development, but running the existing V6, the car was a major step forward. While not quite matching the fully-stressed monocoque of the Lotus 25, it was a semi-monocoque car with the engine and gearbox bolted onto the rear bulkhead to create a stressed member.

## STRUGGLES IN 1965

Surtees practised the flat-12 powerplant at Monza in 1964 and Ferrari planned to run it regularly in '65. While this switched the designation to the Ferrari 1512, it was the same base car. But its development programme was well behind and the excessively-thirsty engine wasn't a success. Ferrari generally fielded both the 158 and 1512 in world championship races, with Surtees and Lorenzo Bandini switching between the two, but endured a winless title defence. With the engine regulations changing in '66, the flat-12 never lived up to expectations.

### JOHN SURTEES—RINGMEISTER!





### SUSPENSION

The Ferrari 158 followed the Lotus 25 with its suspension concept. The front suspension was moved inboard, a change from the 156, and both front and rear geometry were improved, giving better grip.

### WINNING DEBUT

The Ferrari 158 made its debut in the non-championship Syracuse Grand Prix in April 1964. Surtees led home Bandini for a one-two.

### RELIABILITY

Ferrari's 1964 world championship season started slowly, with focus on the sportscar project until the Le Mans 24 Hours had been run. Surtees scored only once in the first four races, with second at Zandvoort. Gearbox glitches and fuelling problems were among the reasons for Ferrari underachieving. Forghieri-inspired changes to the fuel system solved some of the problems, while Surtees relentlessly pushed for the kind of attention to detail that allowed his car to score points in five of the final six world championship races that year.

### ENGINE DEVELOPMENT

On top of the existing V6, used in 1963, Ferrari commissioned two parallel engine programmes for Angelo Bellei to oversee. There was one for the new V8 engine, which initially produced a handy 220bhp at 11,000rpm and featured Bosch fuel injection, and one for a flat-12 that was expected to be even more potent and raced regularly in '65. The V8 was a clear step forward, giving around five per cent more power than the V6, and wiping out Ferrari's previous straightline speed disadvantage.

### BLUE TRIUMPH

Thanks to Enzo Ferrari falling out with the Italian motorsport federation over problems homologating the Ferrari 250LM sportscar, the national racing colours were dropped for the final two world championship races of 1964 in the US and Mexico. Instead, the cars ran in blue and white under the North American Racing Team banner, the first time that 'factory' Ferrari F1 cars were anything other than red at the top level. In Mexico, Surtees clinched the title on the final lap after Jim Clark's engine seized.

### SURTEES ALSO STARRED IN...



#### LOLA-CLIMAX Mk4

Scored consistently to take fourth in the 1962 world title in the Reg Parnell-entered Lola. Became the only driver ever to win an F1 race in a Lola in June that year, at Mallory Park.



#### COOPER-MASERATI T81

The Surbiton equipe's glory days were behind it when Surtees washed up with Cooper in 1966 after walking out on Ferrari, but he still won from pole in the Mexican GP.



#### LOLA T70

Won fiercely competitive 1966 Can-Am title in iconic T70 with wins at Mont Tremblant, Riverside and Stardust Raceway in Las Vegas. But a crash in the T70 nearly cost him his life.



#### HONDA RA300

Surtees was the driving force behind the Lola-built 'Hondola', which made a famous winning debut at Monza in the 1967 Italian Grand Prix. He raced the car only five times in total.



#### SURTEES-COSWORTH TS9

Results were patchy, with Surtees scoring just three points in his final full F1 season in 1971. Results were better in non-championship races: he won the Oulton Park Gold Cup.

### FERRARI 158 1964-65 STATISTICS

WORLD CHAMPIONSHIP RACES ENTERED:	19
WINS:	2
POLES:	2
FASTEST LAPS:	2

HONOURS: 1964 CONSTRUCTORS' AND DRIVERS' CHAMPIONSHIPS



# SO HOW GOOD WAS BIG JOHN?

**An F1 world title and six GP wins doesn't sound too bad, but it sold the towering talent of John Surtees far too short**

The unique status of world champion on two wheels and four is impressive enough, but that bald statistic doesn't properly get across just what a giant of a driver John Surtees was. The history books record his 1964 world title with Ferrari and six grand prix victories; it's a proud CV, but sells his level far short. John's personality, his intense determination always to do things his own way, and his strong engineering aptitude led him down an F1 path that did not fully reward a quite exceptional natural gift.

Consider the following snapshots from his early car career:

November 1959, Goodwood: the reigning 500cc world champion is having his first experience of a racing car – at the wheel of that year's Le Mans-winning Aston Martin DBR1. He laps it faster than it has ever gone around there.

Team boss Reg Parnell is proffering him a contract at the end of the run, but he turns it down, still with bike racing business to attend to.

December 1959, Goodwood: Vanwall F1 team boss Tony Vandervell, upon hearing of

Surtees's appearance in the Aston, is on the phone to him the next day, demanding to know what the hell he was doing messing about in a sports car and that, if he had wanted to try a racing car, why hadn't he told him? He will be sending a '58 Vanwall F1 car down to Goodwood and Surtees should show up. He laps it faster than it has ever gone around there – faster even than its regular driver Stirling Moss has managed. This from a guy who has yet to even race a car.

March 1960, Goodwood: 26-year-old Surtees is making his car-racing debut, in a Formula Junior Cooper run by Ken Tyrrell. He's set pole position, faster even than the works Lotus of 24-year-old Jim Clark, another supremely gifted rookie, having just his second single-seater race. In the race Surtees is wrong-footed by a backmarker, giving Clark the opportunity to pass and win. Surtees finishes second. Surtees and Clark were the two outstanding prospects of the time, and in fact Reg Parnell had tested the Scot in the Le Mans Aston just a few weeks after

Surtees had tried it.

July 1960, Silverstone: with just a few Formula Junior races under his belt, Surtees has made his F1 debut earlier in the year in Monaco in a works Lotus. He's fitting in a few grands prix in between winning a fourth world 500cc bike title and taking his bike grand prix-winning tally to 38. Now he's in his home grand prix in the Lotus. He finishes second to that year's world champion, Jack Brabham. It's only his second grand prix.

August 1960, Oporto: the seventh GP of the year's world championship, the Portuguese, is Surtees's third F1 race. He's on pole, 0.6s quicker than Moss in the same model of Lotus. He leads the race convincingly until leaking petrol drips onto the pedals, his foot slips off the brake and he crashes out.

These performances bore the mark of a true great in the making. Unfortunately the 1960 Lotus 18 would turn out to be the most competitive car of his F1 career. He would go on to drive some good Ferraris between 1963 and

'66, but over a season none were as quick, relative to the opposition, as that Lotus from his debut year.

He could – should – have stayed there as he took up car racing full time for 1961. Lotus boss Colin Chapman had been enormously impressed and offered him team-leader status – and choice of number two between Jim Clark and Innes Ireland. Surtees chose Clark – who had driven the 18 when Surtees was unavailable, and who had impressed but without creating the sensation of Surtees – and what in hindsight could have been a golden partnership looked set in place. But that was to reckon without the furore created by Ireland when he found out his services were no longer required. 'Who was this newcomer, fresh out of bikes, to be setting the agenda?', stormed Ireland to the racing establishment. It created such distaste in Surtees that he backed out of the agreement, leaving Ireland to retain his place there alongside Clark.

Ireland would go on to score Team Lotus's first grand prix win at the end of that year, and Clark ▶



Surtees beats Trevor Taylor to second place on his car-racing debut, Goodwood 1960. Only Jim Clark beat him



A relaxed Surtees sits in the cockpit of his Ferrari 156 in 1963



would claim two world titles and an Indy 500 win – and a reputation as the towering talent of his generation, maybe the greatest of all time. Surtees, meanwhile, spent 1961 and '62 in average F1 cars and only then transferred to Ferrari, where he established himself as one of Clark's strongest rivals and won that three-way '64 title showdown. But it could surely have been so much more had he stayed with Chapman. What was there to suggest that Surtees wasn't made of stuff every bit as magical as Clark?

While it's beyond any shadow of doubt that Clark was one of the greatest F1 has ever seen, his talent was translated direct to the record books thanks to the blockbusting series of cars Chapman was able to provide him with. Who knows exactly how Clark and Surtees compared in the depth of their talent? But whatever that difference was, it had next to nothing to do with the numbers that say Clark 25 grand prix victories, Surtees six.

Ferrari, BRM and Brabham formed the strongest competition to the ground-breaking Lotuses during the 1.5-litre formula but were invariably playing catch-up.

What's more, Chapman came to focus his entire competitive will through Clark and the two enjoyed an exceptionally close working relationship. The numbers simply surrendered to their very special partnership.

Surtees instead assumed team-leadership status at Ferrari, completely outclassing an array of quick drivers – such as Lorenzo Bandini – who might have looked terrific had they not had the genius of Surtees alongside as perspective. But 'Il Grande John' was at the mercy of Ferrari's struggle to match Lotus chassis technology and the bewildering politics of the organisation at the time. Any sniff of an equal opportunity though, and Clark would feel that inevitable Surtees thorn in his side.

Some more snapshots - of genius unrewarded:

July 1964, Solitude, Germany: Surtees has taken his first championship-status grand prix victory at the Nurburgring in '63, beating Clark's intermittently misfiring Lotus. He will go on to repeat the victory in '64 after outqualifying Clark around the 14 miles by 0.4s, but again Clark

suffers mechanical troubles in the race. A couple of weeks before that though, there's a straight fight between the pair at the non-championship South German Grand Prix, around the dangerous Solitude track. Clark's Lotus has been marginally quicker in dry qualifying than Surtees's Ferrari, but in the rain of race day John is in his element, into the lead on the opening lap. The pair pull well clear of everyone else and stage a thrilling duel. In the changeable conditions, it is noticeable that whenever the track dries Clark and the Lotus are quicker, and he is able to pass the Ferrari and open out a gap. But then as the rain returns Surtees is back upon him, re-passing for the lead. Then the rain stops and Clark is able to lead once more, this time for good.

September 1965, Monza: in the new 12-cylinder Ferrari 1512, Surtees qualifies marginally slower than Clark. On the grid his mechanics are working feverishly to fix the hydraulic mechanism of the clutch. It seems to have worked but then as the flag drops he crawls away and, to the dismay of the crowd, he completes the opening lap in 14th place. Shifting gear without the clutch, Surtees then stages a magnificent comeback and on lap 11 he passes both Clark's Lotus and Jackie Stewart's BRM to take the lead. Then the clutch begins to slip and he falls back to third – and then it breaks and he's out.

Two weeks after that stirring Monza performance, Surtees's life was hanging in the balance. A front upright had broken as he practised

**“Surtees was always attracted to a ‘project’, something with potential that needed to be sorted, whether that be MV Agusta, Ferrari after an awful 1962, or Honda’s struggle with its F1 programme”**



Surtees stunned by qualifying on pole position and then leading the 1960 Portuguese Grand Prix on the Oporto street circuit

his Lola T70 Can-Am car at Mosport and he'd crashed heavily, incurring multiple injuries. What was he doing in a Lola? He had secured Enzo Ferrari's tacit blessing that he could quietly work with the British company in improving Ferrari's chassis technology – in much the same way that he would later do with Honda – and at the same time campaign their Can-Am car. That development illustrates how Surtees was always very active in trying to mould a team around him – he was never merely a driver.

It had been the same in his motorcycle career and his constant campaigning of Count Agusta to make the changes Surtees saw as necessary. Surtees was always attracted to a 'project', something with potential that needed to be sorted, whether that be MV Agusta, Ferrari after an awful season in 1962, Honda's struggle with its F1 programme in the late '60s, right up to the logical conclusion of setting up as a constructor. Even he will admit this trait was to the detriment of his career, that concentrating simply on getting his bum into the best cars would have brought more success, though not

necessarily satisfaction.

Surtees spent the winter recovering and was craned into his Ferrari's cockpit via an engine hoist to begin testing prior to the 1966 season. He received a standing ovation from his devoted mechanics and it's impossible not to admire Surtees's brand of proud, dignified, quiet but intense individualism, that determination to direct his own destiny. That stubbornness may have compromised his career, left it as a great one rather than a stratospheric one, but it probably also played its part in his amazing recovery.

It also put him at loggerheads with an internal enemy at Ferrari: team manager Eugenio Dragoni. There was a quite brilliant Surtees performance in winning the infamous rain-soaked 1966 Belgian Grand Prix. He ran in the wheeltracks of Jochen Rindt's Dunlop-shod Cooper, with its deeper tread grooves than the Firestones on the Ferrari, during the wettest part of the race. Then he simply pulled out and passed to win as the rain eased off. But Dragoni's only comment was that Surtees had brought shame

on Ferrari by allowing a Maserati-engined car to lead for a time. Another row with Dragoni at Le Mans triggered Surtees walking out on both Ferrari and the very realistic prospect of the '66 world title.

He pitched up at Cooper for the rest of the season, in an outdated car powered by a heavy Maserati engine. The incumbent driver there was Rindt, already establishing a reputation as one of the very fastest men of all. Surtees outperformed him instantly. In their seven races together the qualifying score stood at Surtees 6, Rindt 1 – and Surtees won the final grand prix of the year, in Mexico. But his best chances of success were already over: he'd now walked away from both Lotus and Ferrari, the two pre-eminent teams. He won one last time with Honda in 1967, but once the Japanese company pulled out at the end of '68 he was running out of projects. Even so, this was one of the all-time great drivers and it's surely unjust that the sheer brilliance of his talent still does not receive the recognition of that of Clark or Rindt.

One last snapshot:

October 1966, Watkins Glen: Surtees is running nose to tail with leaders Brabham and Bandini on the 17th of the 108 laps as they come up to lap the Lotus of Peter Arundell, who lets Brabham and Bandini through but blocks Surtees for the next two corners and then chops him as he tries to pass. Contact is made and both cars trail to the pits. But instead of heading to the Cooper garage, Surtees stops at Lotus, erupts out of the cockpit and has to be separated from Arundell by the mechanics. He continues to remonstrate for a couple of minutes before finally getting in his car and driving up to Cooper to have it fixed. He rejoins two and a half laps down, but begins to drive at a completely different rate to every other car out there. He unlaps himself not once but twice! But that still leaves him only third, a lap down on the winner, Clark.

Had Surtees not wasted all that time shouting at Arundell, he'd comfortably have won, even with a pitstop. As ever, the principle overrode all else – and the result suffered. But in no way does that detract from his greatness. ❧



Leading Clark during their terrific battle for honours in the 1964 Solitude GP



Chasing Rindt in 1966 Belgian GP; furious Dragoni not pictured



Watkins Glen '66: Surtees gave honours to Clark due to pit spat

# CAN-AM'S FIRST KING

**The first clash of Can-Am monsters was filled with talent and innovation. Surtees and his small team prevailed in one of his greatest achievements**

Bruce McLaren, Jim Hall, Jackie Stewart, Graham Hill, Dan Gurney, Chris Amon, Phil Hill, Denny Hulme, Mark Donohue, Mario Andretti, Peter Revson, Anthony Joseph Foyt and Rufus Parnell Jones – John Surtees beat them all to win the 1966 *Los Angeles Times* Grand Prix at Riverside and so put his bid for the inaugural Can-Am title back on track.

Malcolm Malone, his mechanic on loan from Lola Cars, winched the red-with-white-arrowhead Lola T70 Mk2 onto a trailer hooked to their first-generation Chevy Van

– this was before the big-bucks days of McLaren's orange 'crusher' and Porsche's turbocharged panzerwagens – and turned it and his mind to Stardust International Raceway in Las Vegas, scene of the concluding round. Surtees, racing himself fit again, was about to show Ferrari the error of its ways.

A T70 and Surtees was a formidable combination. Having overseen the development of Eric Broadley's semi-monocoque design, John trusted it, even though it had tried to kill him at Mosport in September 1965 when

a front upright shattered.

"You can be confident with a car that gives you consistent feedback and reacts and responds to you in an honest way," he says. "Just forgiving enough – a car that is too easy is never the quickest – it was very driveable."

Before his accident Surtees had won at Mosport, Brands Hatch and St Jovite in 1965, making the Lola-Chevy the weapon to have. The Mk2 version featured a small-block V8 – prepped by LA's Traco concern in Surtees's case – and (mainly) a four-speed

Hewland, but was considerably lighter due to an increased percentage of aluminium plus bonding and riveting instead of welding. Surtees, who used one to again win at Brands in August '66, was about to embark on the most lucrative streak of his career.

It helped that benchmark Jim Clark was wrestling with uninspired Lotuses – the lumpen BRM H16-engined Type 43 F1 car and the whippy Group 7 30 – but then Surtees, as great racing drivers must, had always backed himself to beat anyone, given a



PICS: LAT ARCHIVE

Victory at Riverside got the title challenge back on-track against a formidable field

*By Paul Fearnley*



Surtees became the inaugural Can-Am champion in his Chevrolet-powered Lola T70

**SURTEES'S 1966  
CAN-AM RESULTS**

ST JOVITE	1st
BRIDGEHAMPTON	rtd (oil pipe)
MOSPORT	rtd (accident)
LAGUNA SECA	rtd (accident)
RIVERSIDE	1st
STARDUST	1st

competitive car. And in T70 and F1 Cooper T81-Maserati, he would end 1966 as the pacesetter.

A week after a split bag tank had prevented him taking the fight to Ferrari at the Italian GP, he was at swooping St Jovite in Quebec for Can-Am's opening 200-miler. Having qualified on pole, he fought a classic duel with Bruce McLaren's smaller but more bulbous spaceframed M1B. Even when the Kiwi waded through team-mate Chris Amon, a lap down and charging after an early excursion, Surtees refused to be

ruffled and won by 6.5 seconds.

Over the next fortnight the admirable Malone hauled their rig to Long Island's Bridgehampton and then back to Mosport, where Team Surtees was based in a small garage owned by helper Ron Mutton in nearby Bowmanville.

Malone's reward? Two retirements from two races.

Bridgehampton was notable for the arrival of Hall's sensational flappy-winged Chaparral 2Es, complete with exclusive lightweight aluminium-blocked V8s direct from GM's back door.

The race, however, would provide the only Can-Am victory for a Ford engine, in the back of polesitter Gurney's T70. Surtees, who started from the middle of the front row, pitted early with gear-selection bothers and was stopped for good a few laps later by a failed oil line.

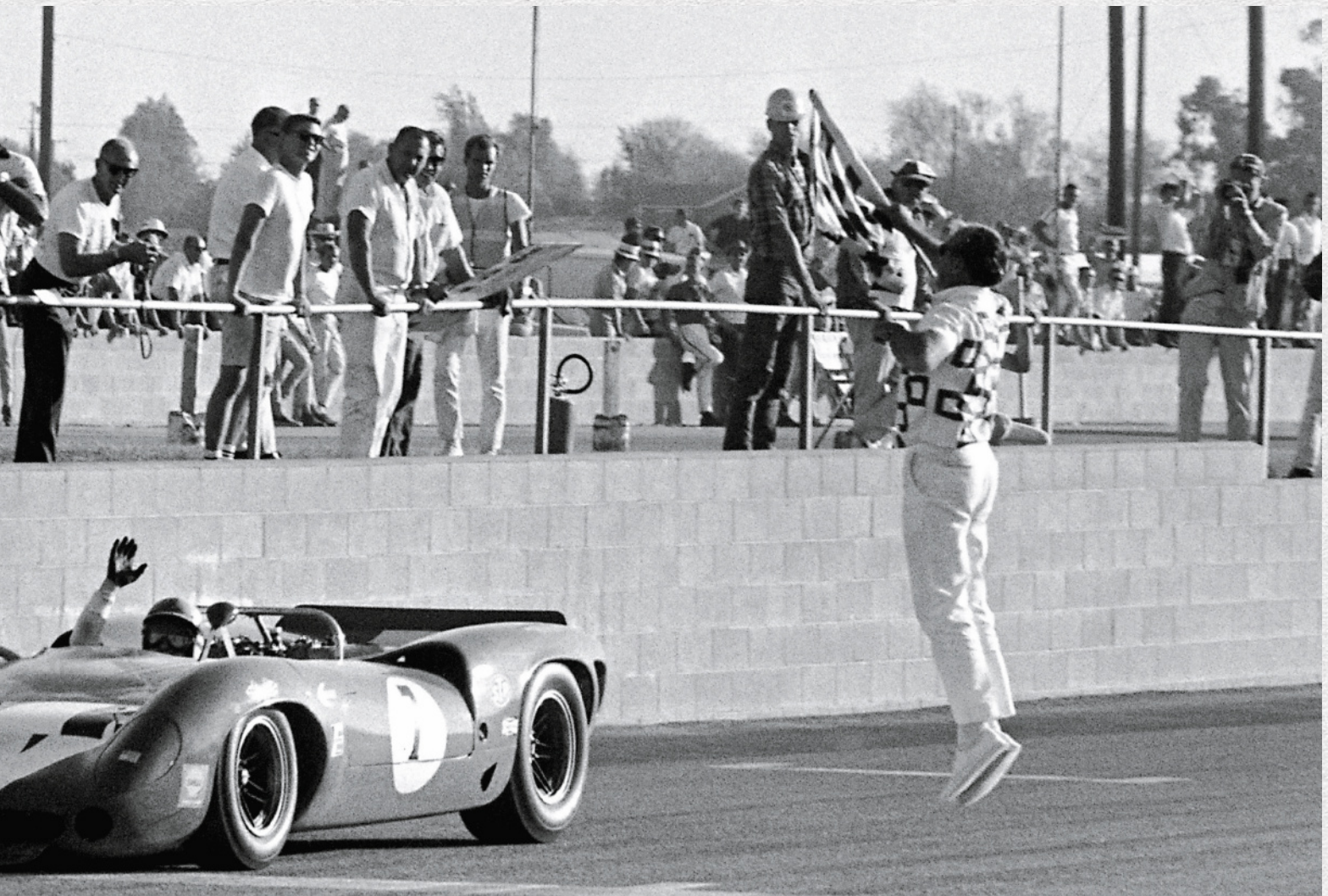
At Mosport, he was not the only fast man caught out by a quirky qualifying procedure that allowed times set during Thursday's wet session take precedence over those recorded in the dry of Friday. As the jumbled grid rumbled into

Turn 1, scene of his 1965 crash, he copped one in the driver's door and was forced to retire with a crunched right-front corner. His subsequent hospital visit was thankfully short this time.

His bad luck continued seven days later when, but for a tangle with a backmarker, he might have won the United States GP for Cooper. Instead he left Watkins Glen with a battling third position and the race's fastest lap.

Can-Am headed west for its remaining three races.

Laguna Seca's Monterey GP ▶



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was a two-heat affair. The Chaparrals' downforce was a boon at this twisty track and Phil Hill and Hall scored a one-two in the first 53-lapper. Flu sufferer Surtees was fourth.

The second heat was illuminated by a charging drive from last place by Jones in a Mecom-run T70. Surtees was so resolute in his defence of third place that Parnelli forced the issue – at the track's fastest corner. The American survived the contact and pressed on to win the heat – the Chaparrals were more compliant – while the Englishman retired with broken suspension.

"He just did a 'Parnelli,'" says Surtees. "Perhaps I should have been more aware that with someone like him you don't try to control the race from the front in quite the same way as you could with others. Knowledge of rival drivers is always a big factor and sometimes you can get caught out in 'foreign fields.' Perhaps he thought he saw a gap that wasn't there. I don't know. I had little knowledge of him and he had little knowledge of me." At least both men now knew that they were as determined as each other.

His drawing the line in the sand had cost Surtees dearly: he lay joint fifth in the standings, nine points behind Hill. And matters technical were hotting up, as they tend to



Elkhart Lake 1967: new fuel-injected engine led to disappointing performance

when no minimum weight or maximum engine capacity are stipulated. McLaren's M1B, now fuel injected and stretched to six litres, would boast a driver-adjustable feathering rear spoiler at the next round.

Surtees, boosted by a commanding victory from pole for Cooper at the Mexican GP, stuck with what he knew: "Perhaps my knowledge of the Lola helped us. But any suggestions I had made during its development were incorporated into the production cars. We certainly didn't have a works car with next year's development bits on it. It didn't work that way. And Carl Haas, Lola's agent in America, had been very active."

There were 16 T70s on the grid at Riverside, including a back-up Team Surtees car for Graham Hill. John's was the fastest of them. McLaren, however, was quicker still, while Hill loomed menacingly.

"I had to be tucked as close as I could to his Chaparral's exhaust pipes through the corners before the long straight," says Surtees. "That way I could try to pull out and get by under braking for the final banked turn." In this way

they swapped the lead six times until Hill, increasingly hampered by fuel vaporisation that caused him to remain in top gear, had to admit defeat.

Surtees thus drew level with Phil Hill at the top of the table. Breathing down his neck were the consistent Donohue, winner at Mosport, and McLaren, while Hall, Amon and Gurney also had mathematical shots at the title. Iconic Can-Am wouldn't always be so thrilling.

It was clear by now that the 2Es and the works McLarens had Surtees's measure over a single lap. He would, therefore, have to sprinkle Stardust with a bit of magic if he wanted to be crowned.

Shaped like an extended Lydden Hill and running anticlockwise, this new three-mile, 13-turn layout was pancake flat and swept by shifting sand. Its sequence of fast left-rights caught Surtees's eye:

"We had decided on a very tactical approach, with the tenths – plus the occasional eleven tenths – to come on race day. The Chaparrals had more oomph in the tighter sections, but I got the handling working nicely so that I could pull back the gap through this wiggly section; it allowed me

## 1966 CAN-AM FINAL POINTS

JOHN SURTEES (LOLA T70)	27
MARK DONOHUE (LOLA T70)	21
BRUCE McLAREN (McLAREN M1B)	20
PHIL HILL (CHAPARRAL 2E)	18
JIM HALL (CHAPARRAL 2E)	12
CHRIS AMON (McLAREN M1B)	10

the flow that I knew I would need. A good start was going to be vital."

Hall and Hill locked out the front row, while Surtees, 1.6 seconds off pole, lined up fourth alongside Amon. At the flag's fall, however, the Lola muscled into an immediate lead that would stretch to all 70 laps.

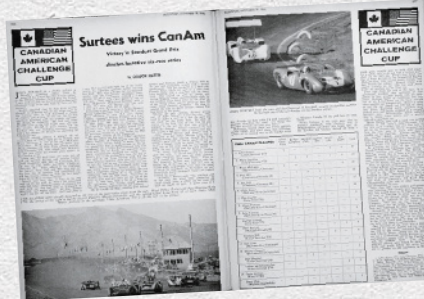
Surtees: "I was able to concentrate on my own rhythm and open a gap, albeit helped by some scrambling between all the others."

Phil Hill collided with Jones; Hall's wing mechanism failed; Stewart's Mecom Lola spun out of third before retiring because of a broken fuel line; Amon's gearbox protested; and Gurney suffered a broken driveshaft. A conservative McLaren, having reverted to carbs and removed his moveable spoiler, survived the chaos to finish second. Donohue was third. Surtees was the champion.

"Can-Am was a very special series," he says. "My opponents were formidable. Those Chaparrals were superb. And the grids were packed with quality. So I am very proud of what my tiny team achieved. It was consolation for what had happened at Ferrari, and I remember it with great fondness."

So, too, does his bank manager: \$70,000 (approx) was more than he would have netted had he won every GP that season.

The first Can-Am was perhaps the best Can-Am, for superb McLaren had it in its aluminium grip by 1967. There is, however, a neat Surtees postscript. Disappointed by the performance of his Weslake-developed, fuel-injection Chevy, and unhappy with the Mk3B's handling, he borrowed his untouched '66 car from Haas – and promptly won the Stardust finale for a second consecutive year in November '67. McLarens would not be beaten again until September '70. ❦



Stardust win and title reported in AUTOSPORT



Back in his 1966 car, Surtees made it a Stardust double at the end of '67 season

# A MASTERCLASS IN NUMBERS

This is an impressive enough CV on four wheels by anyone's standards, with a world title and numerous top wins. And that's without his bike honours!

## WORLD CHAMPIONSHIP GRANDS PRIX

**STARTS** 111

**WINS** 6

**1963 German GP**

*(Ferrari 156)*

**1964 German GP**

*(Ferrari 158)*

**1964 Italian GP**

*(Ferrari 158)*

**1966 Belgian GP**

*(Ferrari 312)*

**1966 Mexican GP**

*(Cooper T81)*

**1967 Italian GP**

*(Honda RA300)*

**PODIUMS** 24

**POLES** 8

**FASTEST LAPS** 11

**POINTS** 180



Scoring points in the Lola in 1962 Monaco GP

## OTHER MAJOR RACE WINS

**1961 Glover Trophy, Goodwood**

*(Cooper T53)*

**1962 International 2000**

**Guineas, Mallory Park**

*(Lola Mk4)*

**1963 New Zealand GP,**

**Pukekohe**

*(Lola Mk4)*

**1963 Mediterranean GP, Enna**

*(Ferrari 156)*

**1963 Rand GP, Kyalami**

*(Ferrari 156)*

**1964 Syracuse GP**

*(Ferrari 158)*

**1966 Syracuse GP**

*(Ferrari 312)*

**1970 Oulton Park Gold Cup**

*(Surtees TS7)*

**1971 Oulton Park Gold Cup**

*(Surtees TS9)*

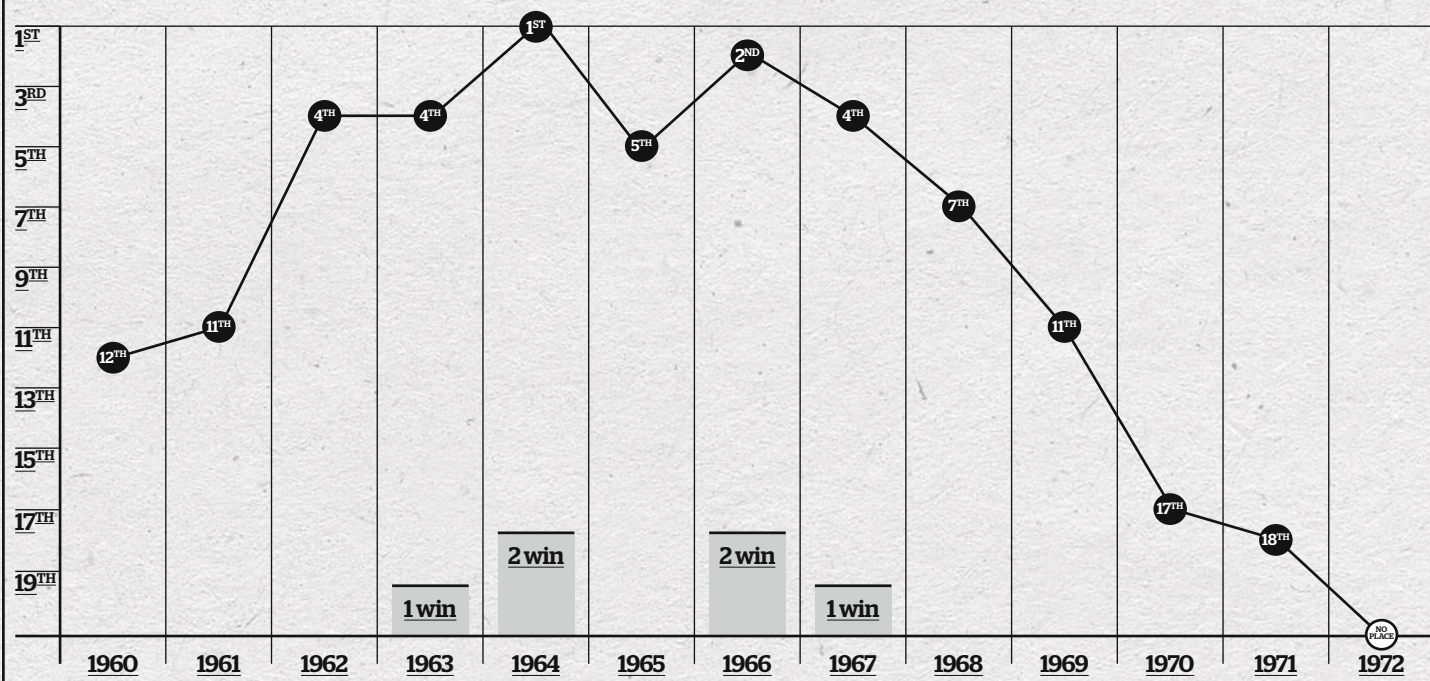
**1972 Imola GP for European F2**

*(Surtees TS10)*

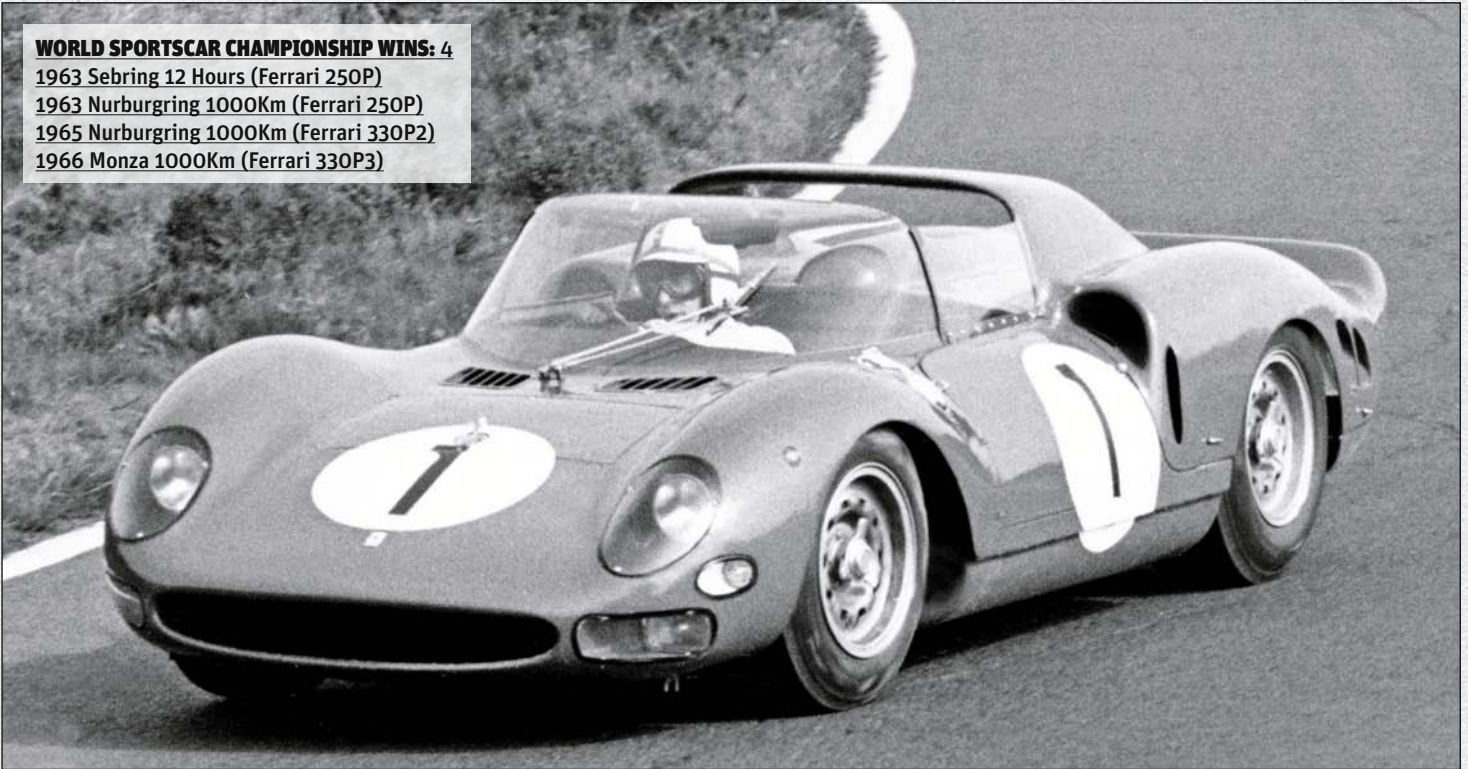


'Big John' jumps the Honda RA273 to fourth place in the 1967 German GP at the Nurburgring

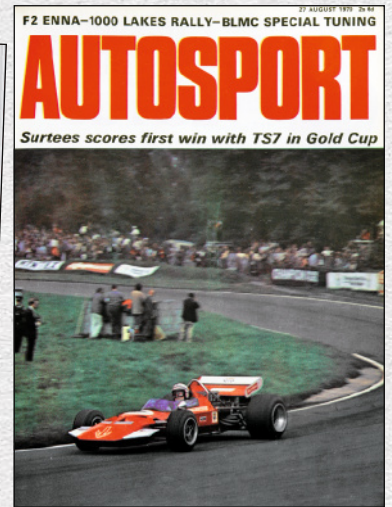
## SURTEES'S RECORD IN THE F1 WORLD CHAMPIONSHIP



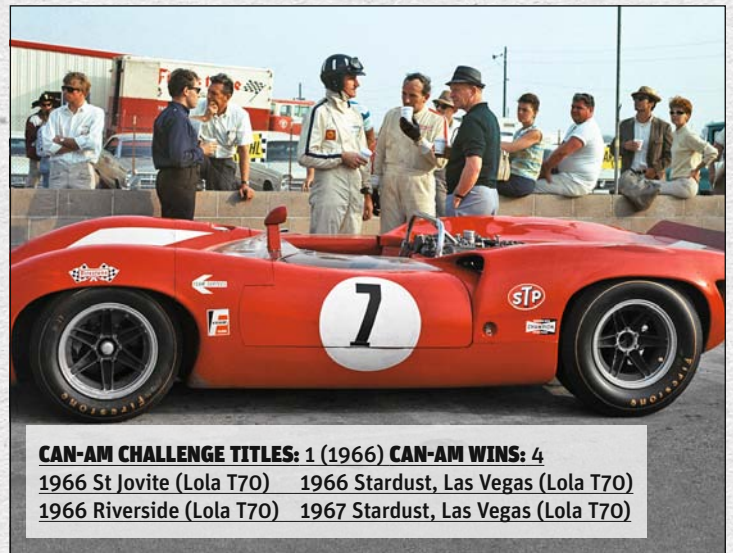
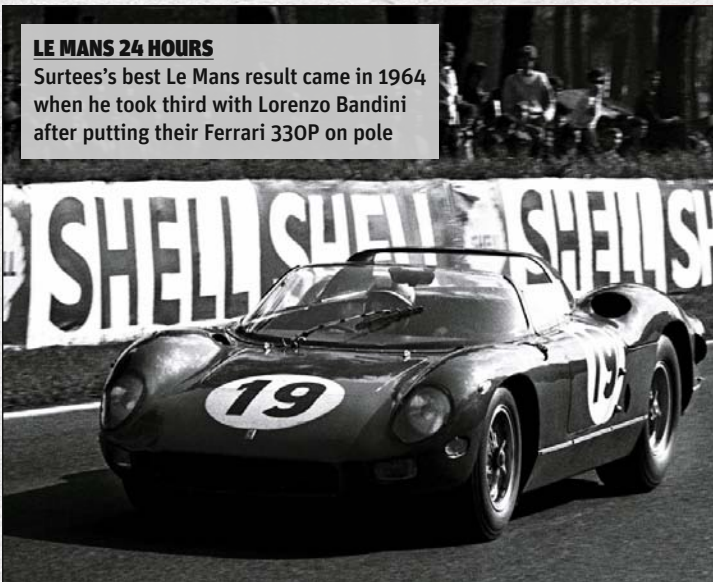
**WORLD SPORTSCAR CHAMPIONSHIP WINS: 4**  
 1963 Sebring 12 Hours (Ferrari 250P)  
 1963 Nurburgring 1000Km (Ferrari 250P)  
 1965 Nurburgring 1000Km (Ferrari 330P2)  
 1966 Monza 1000Km (Ferrari 330P3)



Winning the 1965 Nurburgring 1000Km in the Ferrari 330P2 he shared with Scarfiotti



**LE MANS 24 HOURS**  
 Surtees's best Le Mans result came in 1964 when he took third with Lorenzo Bandini after putting their Ferrari 330P on pole



**CAN-AM CHALLENGE TITLES: 1 (1966) CAN-AM WINS: 4**  
 1966 St Jovite (Lola T70) 1966 Stardust, Las Vegas (Lola T70)  
 1966 Riverside (Lola T70) 1967 Stardust, Las Vegas (Lola T70)

Sharing a drink and a chat with Graham Hill at Riverside in '66



Peterhansel was relentless all week

DAKAR RALLY STAGES 4-8 NAZCA(PE) - SAN MIGUEL (RA), JANUARY 6-13

# Peterhansel and Al-Attiyah pull clear of rivals

THE 2013 DAKAR RALLY HAD developed into a two-horse race by the time the 106 remaining cars reached the San Miguel rest halt in Argentina with eight stages behind them.

X-raid Mini driver Stephane Peterhansel, who is chasing his 11th victory on the event – and a record fifth in the car category – held a slender advantage of 3m14s over Nasser Al-Attiyah's Red Bull Buggy as the pair pulled 45 minutes clear of the depleted field.

"It is certainly looking more and more like the two of us racing for the win," said last year's winner Peterhansel. "But I have done the Dakar enough times to know from experience that anything can happen right up to the final kilometre."

Al-Attiyah's V8-engined buggy had been a revelation. He and Spanish team-mate Carlos Sainz had won five of the eight stages in a car that was only briefly tested before the event in the United States and was taking part in its first Dakar.

Sainz retired with



The SS8 weather thwarted many

terminal engine problems last Thursday, by which point he had at least gone fastest on two stages.

"It was disappointing to end this way, but I am proud to have been a part of this exciting new project," he said.

Peterhansel had been the model of consistency in his Mini and only one navigational mistake blotted his copybook, ironically on the eighth stage, which was eventually shortened and neutralised by event organiser the ASO because of freak rainfall in north-west Argentina.

Peterhansel was fastest on the stage between Calama and Salta to stay in front of Al-Attiyah and the Imperial Toyota of Giniel de Villiers. The South African, who won the event in 2009, was 44m03s behind the leader.

Peterhansel's team-mate Nani Roma was fastest as the teams crossed into Chile from Peru, but he lost time in a tricky sand hole earlier in the week and was down in seventh, behind X-raid's fourth-placed Leonid Novitskiy and the fifth- and sixth-placed SMG Buggies of Guerlain Chicherit and

Ronan Chabot. After being relieved of his duties within the X-raid team for wrecking the prototype Mini on a rest day two years earlier, it was satisfying for Chicherit to win the eighth stage and to match the times of his former BMW colleagues.

Robby Gordon's challenge had failed to materialise in his Hummer. The American was plagued with technical issues for several of the early stages and also rolled. Individual top-three stage performances have been the highlight of his Dakar.

The week was marred by a

fatal road crash involving a British service crew from the Race2Recovery Team and two local taxis. The incident claimed the lives of two Peruvians in one of the taxis. The Dakar was also rocked by the death of French biker Thomas Bourgin in a collision with a police car on a road liaison section in Chile on day seven.

Competitors re-cross the Andes into Chile today, two remaining stages taking the survivors to the finish in the Chilean capital on Sunday.

● Neil Perkins

## POSITIONS AFTER STAGE 8

**1 Stephane Peterhansel/Jean-Paul Cottret (Mini All4 Racing)**, 18h31m04s; 2 Nasser Al-Attiyah/Lucas Cruz (Demon Jefferies Buggy), +3m14s; 3 Giniel de Villiers/Dirk von Zitzewitz (Toyota Hilux Pickup); 4 Leonid Novitskiy/Konstantin Zhiltsov (Mini); 5 Guerlain Chicherit/Jean-Pierre Garcin (SMG Buggy); 6 Ronan Chabot/Gilles Pillot (Buggy); 7 Nani Roma/Michel Perin (Mini); 8 Orlando Terranova/Paulo Fiuza (BMW X3 CC); 9 Bernard Errandonea/Arnaud Debron (SMG); 10 Carlos Sousa/Miguel Ramalho (Great Wall Haval).

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**DUBAI 24 HOURS**  
Dubai Autodrome (UAE)

**QUICK RESULTS**  
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→ Pole **Bleekemolen**  
→ FL **Stefan Mucke**

**RACE RATING** Fascinating  
★★★★☆  
race featured  
29 lead changes  
among nine  
different cars

**REPORTS**  
**WORLD OF SPORT**

DUBAI 24 HOURS DUBAI AUTODROME (UAE), JANUARY 11-12

# Edwards joins Schneider to win in Mercedes

**BLACK FALCON RACING MADE** it back-to-back Dubai 24 Hours wins thanks to the efforts of Brit Sean Edwards, Jeroen Bleekemolen, Bernd Schneider and Khaled Al-Qubaisi, the strength of its Mercedes SLS and the efforts of its mechanics.

A crash by Al-Qubaisi in testing 48 hours before the start damaged the team's leading car beyond repair, leading to a quick purchase of the British Team Pyro squad's spare machine. After two all-nighters, during which the mechanics converted the car from 'sprint' trim into endurance specification, their efforts were rewarded when Bleekemolen claimed pole.

Bleekemolen was passed by Nicki Thiim at the start of the race, but the Dane's glory lasted barely an hour before a fuel line in his Attempto Porsche's engine bay came loose and caused a retirement-inducing fire.

Among the other expected

victory contenders to hit trouble was Schubert Motorsport, as neither of its factory-supported BMW Z4s – running plenty of GTE-spec parts as a test for the car's upcoming American Le Mans Series campaign – made the finish.

The race boiled down to a fight between the Mercedes and AF Corse's best-placed Ferrari 458, featuring Mika Salo on the driving strength. The result was decided when the Ferrari needed a brake-disc change with a few hours remaining.

Third, thanks largely to great performances from Aston Martin factory men Darren Turner and Stefan Mucke, was the Craft Racing AMR Vantage, while Team Pyro's Mercedes, featuring five members of the British Jones family, was fifth.

RJN Motorsport's two Nissans, which featured the PlayStation GT Academy winners, were frontrunners in GT4 early on, but both



Schneider anchored the winning Merc

cars were involved in incidents. A fine recovery by Lucas Ordonez/Wolfgang Reip/Mark Schulzhitskiy/Steve Doherty and Roman Rusinov brought them to second in class behind Cor Euser Racing's Lotus Evora. ● Rene de Boer

## RESULTS

**1 Sean Edwards/Bernd Schneider/Jeroen Bleekemolen/Khaled Al-Qubaisi (Mercedes-Benz SLS AMG GT3)**, 600 laps in 24h01m15.390s; 2 Mika Salo/Lorenzo Case/Marco Cioci/Lorenzo Carvalho (Ferrari 458 Italia), -2 laps; 3 Darren Turner/Stefan Mucke/Darryl

O'Young/Tomonobu Fujii/Frank Yu (Aston Martin Vantage GT3); 4 Martin Ragginger/Otto Klohs/Carlo Lusser/Jens Richter (Porsche 911 GT3-R); 5 David Jones/Godfrey Jones/Morgan Jones/Philip Jones/Gareth Jones (Mercedes); 6 Marcel Wagner/Thomas Fleischer/Heinz Arnold/Marco Zolin/Heinz Bruder (Porsche).

TOYOTA RACING SERIES TERETONGA (NZ), JANUARY 12-13, RD 1/5

# Serralles scores as Lynn escapes big crash

**FELIX SERRALLES LEADS** New Zealand's Toyota Racing Series after surviving a collision that caused a huge crash for Alex Lynn at Teretonga's opening round and going on to win the final race.

Puerto Rican Serralles and Briton Lynn – third and fourth respectively in British Formula 3 last year – headed side by side

into the very fast Loop corner at the end of the main straight.

Their wheels touched – possibly because of a strong gust of wind – and Lynn was launched into the air and over a tyre barrier. His M2 machine landed upside-down and rolled onto its wheels, with Lynn mercifully uninjured.

Serralles's victory gives

him a series lead of five points over Austrian Lucas Auer, his team-mate with Giles Motorsport.

Auer took pole for race one and won it comfortably, following that up with fifth and second places, while Serralles finished fourth, second and first.

Lynn had scored a pair of thirds before his crash and said that with the top drivers being very close on lap times it was difficult to pass. "There's not a straight long enough to get a good tow and overtake," he said.

Brazilian Pipo Derani – another race winner from British F3 last season – won the reversed-grid race to make it a treble for the Giles team. He lies third in the points, ahead of 2012

champion Nick Cassidy. The M2-run Kiwi began with a second and a fourth but started the main race 16th after tyre problems in qualifying. He finished eighth. ● Bernard Carpinter

## RESULTS

**Race 1 1 Lucas Auer**, 14 laps in 13m02.929s; 2 Nick Cassidy, +2.521s; 3 Alex Lynn; 4 Felix Serralles; 5 Bruno Bonifacio; 6 Pipo Derani. **Race 2 1 Derani**, 15 laps in 15m28.566s; 2 Serralles, +0.784s; 3 Lynn; 4 Cassidy; 5 Auer; 6 Steijn Schothorst. **Race 3 1 Serralles**, 20 laps in 24m10.582s; 2 Auer, +1.638s; 3 Schothorst; 4 Bonifacio; 5 Derani; 6 Damon Leitch. **Points 1 Serralles**, 196; 2 Auer, 191; 3 Derani, 169; 4 Cassidy, 160; 5 Bonifacio, 145; 6 Schothorst, 144.



Serralles leads Lynn in race two

## IN BRIEF

### ANDROS TROPHY

Serge Lubrano drove his Toyota to a maiden series win at Isola 2000 last Saturday, while Benjamin Riviere top-scored the previous night in his Citroen DS3. Two podiums for Jean-Philippe Dayraut increase his series lead to 31-points over new second-placed man Riviere.

### NEW ZEALAND V8s

Australian V8 Supercar regular Jason Bargwanna won twice at Teretonga in his Tulloch Motorsports Holden to take a one-point series lead. Kiwi Martin Short won the other race in a Toyota Camry, both drivers in the series' new-generation machinery.

### Short won in Toyota



# DOOMED TO FAILURE?

HRT made little impression on F1 before its final demise, but *EDD STRAW* believes it was almost impossible for the team to do better, given the difficult circumstances

**T**he numbers are damning. The 58 grands prix entered by the HRT team yielded no points, a solitary 13th place and 19 back-row lockouts for a spend of around £70 million. It's easy to compare this to the debacles experienced by the Life and Andrea Moda teams of the early 1990s, but it would be grossly unfair. By no measure was HRT a success during its three years in Formula 1, but in the circumstances completing three seasons was a remarkable achievement.

It's often overlooked how credible the team appeared initially, with Adrian Campos's operations having won titles at levels as high as GP2. Dallara was the perfect choice to build the car, so it was no surprise to see Campos Meta 1 on the 2010 F1 entry list. Soon rumours of trouble emerged, however. Gian Paolo Dallara admitted that "factors outside our control are slowing the process [of completing the car] down". As ever, such problems were financial. And it wasn't just due to governing body the FIA scrapping the £40 million budget cap.

"I started off with a very nice programme with Dallara, but my partners were not the people I expected," says Campos, who left as team principal after Jose Ramon Carabante bought him out. "I preferred to sell my shares and let them go on because they wanted to be the face of the team. It was better to take one step back and leave the people with the money to it.

"In my opinion, they [the team owners] made a big mistake. They

thought that because they had the money, they knew the business of motorsport. But it's very difficult. You need to be there for many years to know how it works. My part was to organise the technical and the sporting side, and they put the money in."

Dallara was still nominally working on the car because the arrangement with the team – now known as Hispania (HRT) in deference to the Carabante-owned Hispania Group – did not officially come to an end until May, but progress was stop-start. The owners sought Bernie Ecclestone's counsel and the F1 supremo put them in touch with Colin Kolles. That HRT raced at all owed much to the resourceful former Force India team principal.

Geoff Willis came in as technical director, after leaving a similar post at Red Bull in June 2009. Another ex-Honda man, Jacky Eeckelaert, had been working for Kolles' sportscar team and was brought in as they scrambled to get the cars ready for the opening race of the 2010 season in Bahrain.

"Colin had a [ready-made] team because he ran the Audi LMP1 cars in 2009, so he had the equipment, trucks, flight cases for overseas races, mechanics and a few engineers," says Eeckelaert. "The first day I could be involved [because he was on gardening leave after departing Honda/Brawn a year earlier] was March 1. That day, I took a plane to Bologna. What we discovered at Dallara were three bare monocoques, a few cardboard boxes containing some suspension parts, ▶



## DISASTER TIMELINE

How it all unravelled for one of Formula 1's youngest teams



### MAY 22 2009

Adrian Campos confirms that he has applied for a Formula 1 entry for 2010 as Campos Meta 1.

### JUNE 12 2009

The Campos Meta 1 team is given an F1 entry for 2010 for its Dallara-Cosworth cars.

### NOVEMBER 11 2009

GP2 race winner Bruno Senna is announced as the team's first driver.

### FEBRUARY 19 2010

Team shareholder Jose Ramon Carabante takes sole ownership and appoints Colin Kolles as team principal

after Campos hits sponsorship trouble. Kolles and technical director Geoff Willis are tasked with getting the team running.

### MARCH 3 2010

Team is renamed Hispania Racing Team (HRT).

### MARCH 4 2010

Karun Chandhok is confirmed as the team's second driver as the Dallara-built F110 is unveiled in Barcelona.

### MARCH 14 2010

HRT F110 runs for the first time in free practice for the Bahrain Grand



Chandhok signs up for 2010



The sun has finally set on HRT

Prix. Senna completes 20 laps, but Chandhok's car is not ready.

**MARCH 15 2010**  
Senna and Chandhok, the Indian not driving until Saturday afternoon, qualify 9.103s and 10.803s off the pace in Bahrain. Fortunately,

there is no 107 per cent rule in force.

**MAY 26 2010**  
The partnership between HRT and Dallara is formally ended.

**MID-JUNE 2010**  
Agreement with Toyota Motorsport to conduct

CFD and windtunnel work for HRT is finalised.

**JULY 8 2010**  
Sakon Yamamoto replaces Bruno Senna for the British GP.

**JULY 16 2010**  
Chandhok loses his race seat to Yamamoto as



Senna had to fight for his seat

Senna makes his return.

**SEPTEMBER 24 2010**  
Christian Klien replaces Yamamoto, whose payment has not come through, for Singapore. Illness is blamed.

**NOVEMBER 2 2010**  
HRT confirms that

Williams will supply it with year-old gearboxes in 2011.

**NOVEMBER 4 2010**  
Klien replaces Yamamoto for Brazil and Abu Dhabi.

**NOVEMBER 15 2010**  
Toyota ends its technical partnership with HRT

“There were good people at the team, but you can only do what you can with what you have”

**Narain Karthikeyan**

◀ and a model of the gearbox and engine. Two weeks later, there was a race in Bahrain. It looked impossible.”

Thanks to Kolles, the parts required to build up a running car started to arrive. The team laboured flat-out before heading to Bahrain at the last minute, where work continued. It was a chaotic time. The driver line-up was in a state of flux. Bruno Senna had been signed by Campos with no budget required. Pressure was put on the Brazilian to pay or lose the seat, but liberal waving around of the original contract meant he kept the deal. Ultimately, though, he did bring a small amount to assist the team.

In the other car, Karun Chandhok paid less than he would for a full-blown GP2 drive for his half-season. Intriguingly, among a selection of driver-name decals found in a drawer at the team’s garage that included the likes of Christian Klien, Pastor Maldonado and Sakon Yamamoto was a certain Jacques Villeneuve...

Senna’s car hit the track on Friday in Bahrain, Chandhok’s not until Q1, and both started only because the 107 per cent qualifying cut-off rule was not enforced. Merely running was a miracle, and there were genuine expectations that things would improve.

“We were promised an aero update for Barcelona, another for Silverstone and a low-downforce package for Spa and Monza,” says Chandhok. “Based on that, we thought progress would be made.”

It wasn’t. Dallara had designed a major aerodynamic upgrade that HRT was never able to afford to produce (a similar thing happened with a package Willis came up with in 2011). Chandhok realised he couldn’t keep paying and, after Senna sat out Silverstone on a disciplinary pretext after being critical of the team in an email, Sakon Yamamoto took up a full-time ride at a cost of \$500,000 (£310,000) a weekend.

With the team operating out of Kolles’s base in Greding, Germany, moves were made to engage Toyota to design and



Reliability was always an issue



HRTs caused several incidents

build its 2011 car. This would be based on an evolution of the stillborn Toyota TF110 chassis, with its engines used unbranded. When Cosworth refused to end what was a three-year engine supply contract without suitable recompense, that plan collapsed and a deal was struck for Toyota to do CFD and windtunnel work for HRT. Five months later Toyota, by then owed around \$5 million, pulled out of the arrangement.

This was a major blow. Kolles struggled to get money from the owners to cover the bills – on occasion paying for things such as transport for the team out of his own pocket. In the circumstances, there was nothing the team could do for 2011 except build up

a ‘new’ car around the same three chassis it used in 2010. Unfortunately, after doing a great job in its first season to make a basic car reliable and capable of threatening Virgin on occasion, the team faced a similar challenge in 2011.

However, off-season cashflow problems meant further delays for the 2011 construction programme. Once again, it wasn’t until the season opener that the cars were finished. Not surprisingly, drivers Narain Karthikeyan and Vitantonio Liuzzi failed to qualify. Again, the cars were made reliable and occasionally bothered the Virgins, but struggled on a shoestring. Willis’s plans to develop a permanent design office in the UK Midlands never came to pass and

saying it “has not met its contractual payment obligations”. Around \$5 million is owed.

**JANUARY 6 2011**

Narain Karthikeyan signs for HRT.

**MARCH 9 2011**

HRT misses Barcelona

test after customs impounds its dampers. Meanwhile, Vitantonio Liuzzi is confirmed as second driver.

**MARCH 25 2011**

Australian GP weekend starts with neither car complete. Both drivers fail to qualify.



Karthikeyan and Liuzzi are confirmed for the 2011 campaign

**JUNE 30 2011**

Daniel Ricciardo replaces Karthikeyan.

**JULY 4 2011**

Theban Capital takes ownership of HRT.

**AUGUST 2011**

Willis quits the team because of a lack

of funding. Jacky Eeckelaert replaces him.

**OCTOBER 30 2011**

Karthikeyan steps in to replace Liuzzi on a one-off basis for the Indian GP.

**NOVEMBER 21 2011**

Pedro de la Rosa is



Even vet de la Rosa struggled

any work that was done was spread between as many as seven sites.

With Carabante's businesses struggling thanks to the economic situation in Spain, Thesan Capital bought HRT in June 2011, with a view to selling it on for a profit. The new owners resurrected a dubious plan to make HRT the Spanish national team, eventually setting up a new home for it in Madrid. Kolles had aspirations to acquire the team himself and build it up with proper investment, but was ousted at the end of the season and replaced by Luis Perez-Sala, a less-dynamic team boss.

Willis left in August 2011 after realising that the long-promised investment simply wasn't coming, and

Eeckelaert took over as technical director. HRT did produce a new car for the following season, having used the 50-per-cent-scale 'old' windtunnel at Mercedes, although with cashflow still an issue the cars were once again not built until late on. They were shaken down pre-season, but neither Karthikeyan nor Pedro de la Rosa could qualify in Australia.

Thesan did bankroll the establishment of modest roots with a view to making the team more saleable. On track, it was the same old story, with the team doing a good job considering a minuscule total spend of around £20 million (including the cost of the new facility). But while things were tough in 2010 and '11,

things took a turn for the worse in the second half of last year.

"At the start, Thesan wanted to invest a lot of money and put [the operation] all under one roof," says Karthikeyan. "Somewhere during the year, they started compromising on everything, including using old parts on the car. They came into F1 with closed eyes and they got bitten by it because they weren't aware of the financial input needed to be even half-decent.

"There were some good people at the team, lots of good mechanics, so the racing side was good. Even after getting sacked, they were motivated. But you can only do what you can with what you have, and from July onwards it was really bad. Towards the end of the year, we were risking ourselves. At one point, my number one mechanic said he would not send the car out. I was lucky. I had some massive shunts – particularly in Abu Dhabi – but got away with it."

Thesan redoubled its sales efforts. Attempts to raise money in Spain and off the back of underqualified reserve driver Ma Qing Hua came to naught. When the time came to pay the \$500,000 entry fee at the end of November, no money was forthcoming. HRT was left off the entry list, and even though (at the time of writing) there are still parties attempting to buy the remains and restart the team, if a phoenix rises from the flames it will effectively be a totally new squad.

"On paper, the statistics make HRT a complete failure," says Eeckelaert. "But I have a lot of good memories from my two years there. We had some good moments, and I've seen how it is possible with a micro-budget to race in F1. The human story was one of a lot of effort, and people should not forget that. It is easier to win a race with a McLaren or a Red Bull than it was to put an HRT on the grid at Bahrain in 2010."

Plenty of wealthy, motivated, motorsport and business-literate individuals have tried, and failed, in F1. A few have succeeded. But once Campos was ousted, the team's owners had their eye on nothing more than turning a profit and had little genuine sporting interest. No team can thrive under those conditions, and it's to HRT's credit that, for three years, it survived. ❧

confirmed as a race driver for 2012.

**DECEMBER 14 2011**

Kolles leaves as team principal. Thesan consultant Luis Perez-Sala takes over.

**JANUARY 31 2012**

Eeckelaert leaves.



Kolles had ambitions to buy the team, but was ousted as boss

**FEBRUARY 3 2012**

Karthikeyan is signed as second driver for 2012.

**MARCH 5 2012**

The HRT F112 receives a brief shakedown test at Barcelona.

**MARCH 17 2012**

De la Rosa and

Karthikeyan fail to qualify in Australia.

**APRIL 2 2012**

Toni Cuquerella is appointed as the team's technical director.

**MAY 18 2012**

The team has an official opening ceremony for

its first permanent facility in Madrid.

**NOVEMBER 12 2012**

Thesan Capital confirms that HRT is up for sale.

**NOVEMBER 30 2012**

HRT fails to pay 2013 \$500,000 entry fee and is left off F1 entry list.



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Abarth Punto EVO Range fuel cons mpg (l/100km): urban 35.3 (8.0) / extra-urban 56.5 (5.0) / combined 46.3 (6.1), CO<sub>2</sub> emissions: 142g/km. Promotion available on new Abarth models registered before 31st March 2013. With Advance Payment Plan you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 10,000 miles per annum in this example) and being in good condition. Deposit amount is typically between 43% to 59% depending on term, model, and mileage. Finance subject to status. Guarantees may be required. Abarth Financial Services, PO BOX 4465, Slough SL1 0RW.



# AUTOSPORT

INTERNATIONAL

10 - 13 January 2013, NEC



**LAUNCHES ● CARS AND STARS ● LIVE ACTION ● GLAMOUR!**



# “The NEC played host to stars of the past, present and future”



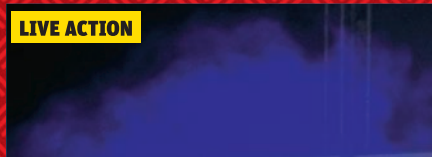
STEWART CELEBRATION



LAUNCHES



F1 DISPLAY



LIVE ACTION



SPECIAL GUESTS



Great displays, car launches, special guests, and live action. All helped AUTOSPORT International get the 2013 season under way (unless you're doing the Dakar Rally!) at a packed Birmingham NEC last week.

The AUTOSPORT stage, in association with KX, again played host to dozens of motorsport stars – past, present and future. Hot Rod legend Barry Lee (pictured left) almost stole the stage at one point and he wasn't the only one to provide an interesting spectacle...

Of course, the show wouldn't be the highlight it is without the machinery and there were some great cars on display. Chief among them were the racers that helped make Sir Jackie Stewart's stellar career (along with cool Tyrrell transporter), the Richard Burns collection of rally exotica, *F1 Racing's* line-up of 2012 cars, and the Historic Sports Car Club's BTCC display. Then there were the launches, including BRDC F4 and the first roofed Radical.

The Live Action arena blew away the winter cobwebs and AUTOSPORT Engineering again played a key part for the motorsport industry.

The signs for 2013 are good; let's hope it continues.

**Kevin Turner**, features editor



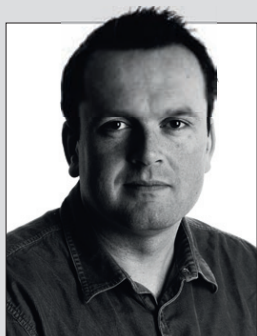
**SIR JACKIE STEWART**



**PAUL DI RESTA**



**JAKE 'GANGNAM-STYLE' HUMPHREY**



**Henry Hope-Frost**  
Stage compere

## Super-quick soundbite sessions

**E**mpowered by rabid enthusiasm for the subject matter – no change there! – I again embarked on four days of interviews with almost 100 people on the main stage. A heady cocktail of Formula 1 world champions, Le Mans winners, World Rally Championship stars, British Touring Car Championship aces – and scores of industry top

names from Europe and the US, including series bosses, circuit owners and team chiefs – made for another marathon of super-fast chat. Most of it involved reflections from the past – some from the 1960s, some from 2012 – and hopes for the motorsport season ahead.

However, mindful that our game can take itself a little too seriously at times, it felt great to encourage Tiff Needell and Jason Plato to goad each other in that TV-luvvie way of theirs, and Barry '351' Lee and Barrie 'Whizzo' Williams to vie for 'naughtiest veteran' honours. And that was before outgoing BBC F1 anchorman Jake Humphrey threw strawberries at me from the top of the stand and then danced, Gangnam-style, helped by DJ HHF. Yes, that really did happen.

But for sheer stage presence – and that's not just thanks to the tartan trousers and matching tie – Sir Jackie Stewart takes some beating. The three-time F1 world champion, whose nine-car display wowed fans, made four appearances during the weekend and confirmed in the frustratingly short time I had with him on each occasion why he's probably the biggest motorsport personality that ever lived. That he walked on accompanied by a slick career-highlight VT (created by his film-making son Mark) with testimonials from 'Beatle' George Harrison and original 'James Bond' Sean Connery tells you everything you need to know.

Thanks to everyone who braved a grilling from me and the knowledgeable crowd.



**M-SPORT WRC REVEAL**



**DEREK BELL**



**JASON PLATO**

**THE GUESTS:** Rob Austin, Dillon Battistini, David Beardmore, Derek Bell, Ivan Bellarosa, Mark Blundell, Rob Boston, David Brabham, Zak Brown, Martin Brundle, James Cameron, Cesar Campanico, Gillian Carr, Jeff Carter, Ben Collins, Ben Cussons, Lawrence Davey, Anthony Davidson, Richard Dean, Javier de Rocafort, Jake Dennis, Paul di Resta, Mark Donnelly, Ben Edwards, Richard Eggar, Elfyn Evans, Alana France, Mike Gascoyne, Oliver Gavin, Brian Gush, Peter Harrison, Jack Harvey, Jack Hawksworth, Johnny Herbert, Luke Herbert, Sam Hignett, Anders Hildebrand, Josh Hill, Colin Hilton, Stefan Hodgetts, Shaun Hollamby, Andrew Howe, Rob Huff, Jake Humphrey, Tom Ingram, Jordan King, Barry Lee, Daniel Lloyd, John McCrone, Melville McKee, Allan McNish, Richard Meins, Andy Meyrick, Seb Morris, Matt Neal, Tiff Needell, Gerard Neveu, Dave Newsham, Tom Onslow-Cole, Mads Ostberg, Gary Paffett, Jolyon Palmer, Jonathan Palmer, Adam Parr, David Pettiit, Emanuele Pirro, Jason Plato, Andy Priaulx, Adrian Quaife-Hobbs, Gerard Quinn, Stephane Ratel, Robert Reid, Tom Roche, Steve Russell, Gordon Shedden, Donald Smith, Sir Jackie Stewart, Mike Stripe, John Surtees, Nick Tandy, Christopher Tate, Lawrence Tomlinson, Sam Tordoff, Oliver Turvey, Don Wales, Andy Wallace, Derek Warwick, Oliver Webb, Josh Webster, Ant Whorton-Eales, Malcolm Wilson, Matthew Wilson, James Winslow, James Wozencroft, Andrew van de Burgt, Nick Yelloly.

# PARADE OF PERSONALITIES

Almost 100 guests chatted with Henry Hope-Frost on the AUTOSPORT main stage. Here a few highlights



EMANUELE PIRRO AND DEREK BELL



**LE MANS WINNERS SHARE A JOKE**

Johnny Herbert remonstrates with Allan McNish after the Scot reminded him that he failed to make the podium after his 1991 victory for Mazda



**AUDIENCE WITH A LEGEND**

Three-time world champion Sir Jackie Stewart drew big crowds whenever he was on stage



ANTHONY DAVIDSON



**TELLY TERRORS TUNE IN**

Fifth Gear's Tiff Needell and Jason Plato took over. Typical



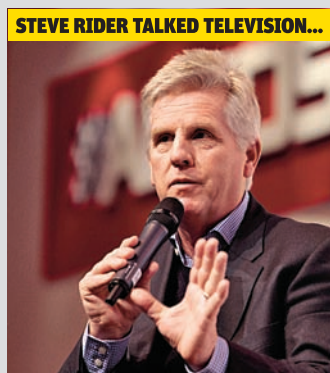
**CHAMPION TALKS CHARITY**  
John Surtees continued to promote the Henry Surtees Foundation in memory of his late son, and talked about MV and Ferrari



**SIX OF THE BEST**  
Derek Warwick and the McLaren AUTOSPORT BRDC Award finalists reflect on the leg-up the prestigious annual opportunity gives to young drivers



**SKY'S THE LIMIT FOR BRUNDLE**  
Sky Sports F1 pundit Martin Brundle reviewed the 2012 season and offered typically wise words on the current crop of teams and drivers



**STEVE RIDER TALKED TELEVISION...**



**...AS DID BBC F1'S BEN EDWARDS**



**TIN-TOP TITLE WINNERS KEEP IT CLEAN**  
British champions Gordon Shedden and Matt Neal were joined by world champion Rob Huff – and all three managed to stay on their stools



**AUTOSPORT GOLDEN HELMET AWARDED**  
Tom Roche with Andrew van de Burgt



**DAVID BRABHAM**

LIVE ACTION

# Track spectacular wows the crowds



As one of the first events of the motorsport season, it was great to see such a variety of performance cars and tyre-screaming exploits in the Live Action arena.

Hosted by ITV4's Louise Goodman and Sky's Paul Musselle, the adrenaline-pumping action kicked off with some impressive record-breaking stunts from the UK FMX motocross daredevils, who were jumping at least 40 feet into the air and performing jaw-dropping moves that left the crowd howling for more.

Representing the next generation of motorsport talent, McLaren AUTOSPORT BRDC

Award winner Jake Dennis took to the 'circuit' in an F2 car, alongside fellow Award finalists Jack Hawksworth, Josh Hill, Jordan King, Melville McKeen and Josh Webster.

Porsche Boxsters took each other on head to head on the specially constructed track, and a host of Supermoto Quads also put on an exhilarating demonstration.

Guinness World Record holder and ultimate stuntman Terry Grant was back, demonstrating his precision car control by smoking out the arena, skidding into a mix of J-turns and a line of continuous doughnuts.

The 2012 British Drift Champions used the slippery surface to their advantage, entering the Live Arena



in a spectacular synchronised slide. The Japspeed boys, who included current British Drift champion Paul Smith and Boyzone's Shane Lynch, powered their way around the arena in Nissan Silvias and a Subaru Impreza WRX STi.

Autograss and rallycross pros, including 2012 BriSCA F1 champion Lee Fairhurst and 2007 BriSCA F2 title holder Mick Sworder, kicked off the fun with some bumper-to-barrier sideways action.

The 5000-seater arena was also the setting for a celebration of the UK's automotive engineering expertise. Sister magazine *Autocar* presented its 'Best of British', with a display of stunning models, including the 3.8-litre V8 McLaren MP4-12C and the 186mph Jaguar XKR-S.

The eagerly-awaited latest version of the Bentley Continental GT made an appearance too, to mark the manufacturer's return to motorsport competition this year.



**HERBERT'S KARTING**

# Stars race to honour Dan Wheldon

One place you're sure to find a large number of racing drivers together early in the season is at the AUTOSPORT International Karting Challenge.

This year's three-hour race, hosted by three-time grand prix winner Johnny Herbert, was in honour of the late British IndyCar champion Dan Wheldon, raising money for the Alzheimer's Society he actively supported.

International stars from the worlds of two- and four-wheeled

motorsport, football, music and television joined together to take each other on.

Among the 20 teams entered this year was KartForce, an inspirational group of soldiers disabled in the service of their country, who had vowed to challenge the professional racers.

The race took place on the extended kart track in Hall 4, and surprisingly, bearing in mind what usually happens when racing drivers come together

on track for a bit of fun, things stayed relatively clean.

Bam Motorsport Promotions qualified on pole, but was unable to hold the lead at the start, allowing Team Stilo to charge past, with Team BRKC close behind. Team BRKC then kept up a consistent pace of 28.624mph to come through to take victory.

The winning team of karters – Bradley Philpott, Mathias Grooten, Greg Laporte, Ruben Boutens and Robin Borremans – were presented

with Wheldon's AUTOSPORT Gregor Grant Award by his father Clive.

"I'm so proud of everyone for all their hard work, and I know Dan would have been too," said Clive. "It was great to have those memories of Dan firmly in mind as we raced for the Alzheimer's Society. And it's been great to have a lot of special people here racing together and having fun in Dan's honour for a great cause."



**DAVID BRABHAM**



**CHALLENGE ACTION**



**ROBBIE SAVAGE**

**NATIONAL SCENE**

Away from the main stage, the breadth and depth of the country's national motorsport scene was at the heart of AUTOSPORT International.

Sportscar manufacturers Lotus, Ginetta, Porsche, Caterham and Radical were all exhibiting their wares nearby and within spitting distance of each other.

Ginetta showcased a branded Easykart on its stand, alongside examples of its G40 and G55 racing cars. The Yorkshire marque is forging greater links with the sport's grassroots in 2013, as it seeks to strengthen its Junior championship and ladder to Le Mans.

Caterham is also treading the karting path this year by launching an all-new design. The CK-01 (which will form the

basis of a Caterham Academy-style series for junior drivers) was on display, as well as the new R600 Superlight, prototype SP300R, various other Sevens, and a Caterham Formula 1 car.

Radical took the wraps off its first roofed design – the Xtreme Coupe – on Thursday morning, and the yellow gull-winged car took pride of place in a semi-circular parade of the Peterborough maker's full range of race designs, along with examples of its bike-based RPE engines.

MotorSport Vision Racing was also busy revealing a new design on Thursday morning, as the covers came off the BRDC Formula 4 single-seater. Jonathan Palmer's latest initiative will go up against Ford's TOCA-packaged EcoBoost 200 formula (which was also on display elsewhere at ASI), and



**CATERHAM SP300R**

the BARC's tried-and-trusted Formula Renault series, as professional single-seater racing attempts to deal with the vacuum left by the death of Formula Renault UK in 2012.

Further along the corridors of the main hall, club racing was, as ever, well represented. The

750 Motor Club put together a particularly smart display, while the HSCC's evocative BTCC line-up (just round the corner from Classic Team Lotus's Type 25, 72 and 94T F1 cars) looked fantastic next to a trio of luscious Lancia LC2 Group C machines.

# The cars that starred in Birmingham in 2013



**STEWART COLLECTION TAKES PRIDE OF PLACE**

The Matra MS80, which helped Sir Jackie Stewart to his first world title in 1969, was one of the golden oldies of a special display



**GRANDFATHER OF THE RED BULL DOMINATORS**

The Stewart SF1 was the first car built in the factory that now produces Vettel's world beaters



**SUPERB TOUR DE FORCE**

Ex-Matt Neal Nissan Primera and BMW M3 were part of the HSCC's BTCC display



**RICHARD BURNS REMEMBERED**  
There was some great rally machinery on show at the *Motorsport News* stand, thanks to the late 2001 World Rally champion's fine collection



**BENTLEY RETURNS**  
New GT3 Continental racer looked mean



**PERFECT PORSCHE**  
Iconic 917 featured on the LAT Photographic stand



**TIN-TOP TWINS**  
Fiesta WRC and BTCC MG6 kept KX-sponsored AUTOSPORT stage company throughout



**HAMMER TO FALL ON ROLLER**  
Ex-Freddie Mercury Rolls was one of the attractions in the Coys auction, accompanied by a Queen soundtrack



**THE CLASS OF 2012**  
Red Bull RB8 led *F1 Racing*'s collection of last year's GP cars



**TWO OF THE FORMULA 1 GREATS**  
Ex-Schuey Benetton B192 shared floor space with Ayrton Senna's Lotus 98T



## GREEN RACING

The search for alternatives to the internal combustion engine continues – and it is crucial, says

ANDREW VAN DE BURGT

It's still met with derisive sneers in some quarters, but developing a cleaner, greener future for motorsport is gathering some serious momentum.

For the past decade, the Motorsport Industry Association's low-carbon racing conference (it's had more names than the artist currently known as Prince) has been a key talking shop for the movers and shakers in this increasingly influential world.

While the conference is most effective in bringing together like-minded technical pioneers, it's the round table that usually provides the main points of discussion. This year's guests were conference veteran and Audi head of powertrain Ulrich Baretzky, DeltaWing creator Ben Bowlby and newbie Jean-Francois Weber, the main technical brain behind an ambitious hydrogen-powered Green GT project.

Baretzky set out his stall by claiming that designers in motorsport are "adventurers in technology" before eloquently explaining the enormous role motor racing can play in helping car manufacturers achieve the strict carbon emission levels that will be

introduced within the European Union in 2020.

One of the main criticisms of the turbo-diesel technology introduced by Audi into sportscar racing was the quieter, less dramatic sound produced by the engine. This is something that will only be exacerbated by the increased use of 'silent' electric motors.

Bowlby, however, brushed this aside claiming "sound is not as important to the future of motorsport as it was to its past". He cited the difficulty in hearing trackside commentary over the roar of contemporary petrol engines and highlighted how the business-to-business opportunities at race meetings are confined to the gaps in between the action owing to intrusive noise levels even in the smartest of hospitality units.

Weber set out his stall by stating that "we are at the end of the curve for internal-combustion engines". Apparently his dramatic-looking hydrogen-fuelled GT racer sounds "like a helicopter", so fans of an aural racket can rest easy.

Controversial as some of these ideas may seem, we won't have to wait long to learn whether they were right.



GREAVES WON BEST STAND

## ENGINEERING

AUTOSPORT Engineering enjoyed another successful exhibition in 2013, with companies from all around the world showcasing their new technology and innovations.

The Engineering exhibition is viewed as Europe's largest dedicated motorsport trade show, hosting a wide variety of high-performance technology. Ranging from full racing car launches to the smallest of electrical sensors, the event provides a unique networking opportunity for companies to promote their products.

**IMPROVING THE BREED**

The Green GT is just one of the more environmentally-friendly projects the sport will need to explore in future



This year, Greaves 3D Engineering won best overall stand by the show's business development head Tony Tobias.

Meanwhile, Yamazaki Mazak won the award for the dedicated Manufacturing Technology Area, and Advanced Fuel Systems was named as best small stand.

Zircotec, JRM Engineering and Declam were also among this year's most popular stands. Oxford-based Zircotec brought along its recently unveiled ceramic coatings, ThermoHold Gold (for composites) and sister product ZircoFlex Gold. Both contain real gold, which provides protection from conductive and radiant heat sources.

**AUTOSPORT**  
INTERNATIONAL  
**Engineering Show**

TotalSim, an expert in computational fluid dynamics, offered a unique insight into how it used motorsport aerodynamic and hydrodynamic technology to develop Victoria Pendleton's Olympic race suit.

"The response from exhibitors has been overwhelmingly positive," said Ian France, AUTOSPORT International's show director. "It's been great to spend time in the hall and see so much new technology on show."

**WATKINS LECTURE**

# Safety remains key in motorsport

**SAFETY PUSH TWICE SAVED MASSA**



It was appropriate that the 16th annual Motorsport Safety Fund Watkins Lecture, the first since the loss of the inestimable Professor Sid, focused on the work closest to his heart. Watkins had suggested that Andy Mellor, head of technical affairs for the FIA Institute, should give the lecture, and it proved an inspired choice.

Starting off with the black weekend at Imola in 1994, Mellor offered a whistle-stop tour of the accidents and innovations that have shaped motor racing safety, particularly in Formula 1. It's often repeated that many lives have been saved by measures such as raised cockpit sides, improved helmets, the HANS device and improved side-impact protection, without much thought being given to the topic. But to be confronted with data that proves certain accidents were unsurvivable without advances in technology can't fail to make an impact.

Take the case of Felipe Massa. The debt owed to the F1 safety helmet programme when the

Brazilian suffered life-threatening injuries during qualifying for the 2009 Hungarian Grand Prix is well known. Mellor revealed that the lateral damper spring, weighing 833 grams, hit Massa with an energy of "about two kilojoules", double the energy of being shot point blank by a Magnum 44! But what of the less-well-remembered 2004 Canadian GP?

"Probably the first accident where HANS [introduced into Formula 1 a year earlier] made a difference and potentially saved a driver's life was in '04, when Massa crashed in Canada," said Mellor. "It was a high-speed impact - 110km/h - and the chassis had to absorb a force of more than 100g. After the accident we did a reconstruction, and saw that the HANS had carried huge load. If that load had been carried by Felipe's neck, then probably it would have been a very grave outcome."

That final phrase was repeated several times during the lecture, reminding all who attended that safety must never be taken for granted.

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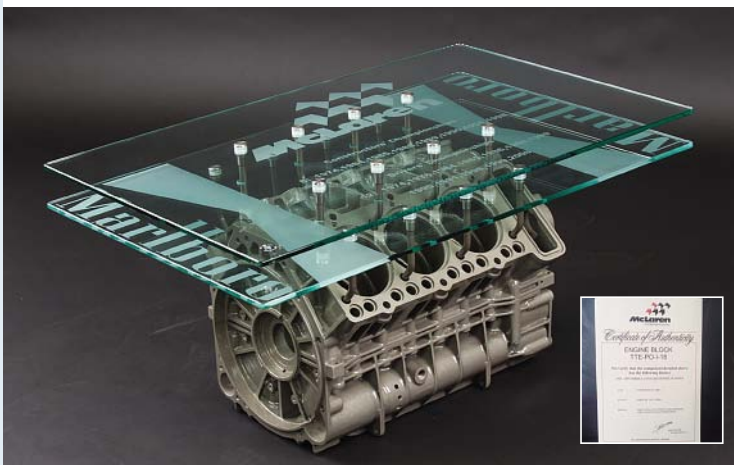
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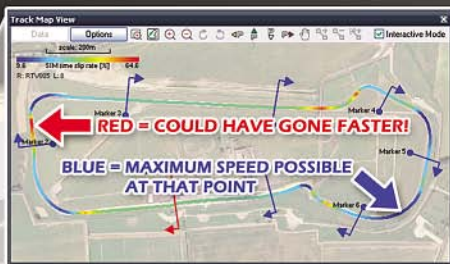
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Your role will focus on improving the quality and quantity of information received from wind tunnel and trackside measurements. Guided by the requirements of our Senior Aerodynamicists, you will have full responsibility for developing the best possible mathematical solutions, making sure the aerodynamics department is at the cutting edge in terms of data analysis and modelling. Some formal training in aerodynamics will be an advantage, as would experience of solution development in Matlab, VBA or other programming languages. You'll be educated to degree level in a mathematically-centred discipline.

**PROGRAMME PLANNER**  
 REF: SW426/1101

Reporting to the Aerodynamics Planning Manager, you will be responsible for publishing and maintaining the overall aerodynamic development schedule as agreed with the Head of Aerodynamics. The role is design-office based and will focus on design office adherence to local plans implemented to meet the development schedule. You'll possess at least 5 years experience of managing development plans in a fast-moving and highly dynamic environment and be able to demonstrate an ability to continuously improve and develop planning tools, performance metrics and processes in use.

**RACE TEAM ENGINE DRESSER**  
 REF: CH449/0712

To prepare and dress engines following MERCEDES-AMG PETRONAS F1™ Team written procedures for installation into Race chassis and assist in other areas as required during events. To "dress" the engines for the Race Team, both at events and in the factory following quality control procedures with all the relevant ancillaries.

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# Sports Extra

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Formula Renault 1.6 car was on display at ASI

## BARC plan for Renault Junior

New single-seater targeted as InterSteps replacement for 2014

**THE NEW FORMULA**  
Renault 1.6 car could make its race debut in the UK later this year under a plan hatched by Formula Renault BARC promoter Simon North and the BARC.

The car, built by Philippe Sinault's Signatech concern, will race in a new Northern European Cup Junior series in 2013 and was on display on the BARC stand at AUTOSPORT International last week.

North is planning to run the car at the FR BARC media day at Silverstone on March 21 and says he will organise a new series in the UK for it in 2014, if teams decide there is a market.

North said: "It's a plan we're forming with Renault Sport – they see it as the basis of their programme,

a real junior car that's not expensive to buy and not expensive to run.

"The BARC are very keen with InterSteps having died, but for me it's very much dependent on the reaction of the teams.

"If we make a positive decision before April then we'll run it in the 2013 Winter Series. We'll have enough BARC cars that even if we had six 1.6 cars we could run them together to start things off."

The BARC is looking to FR 1.6 to replace the Formula BMW-based InterSteps championship, which ceased at the end of last year after the MSA banned under-16s from racing single-seaters in the UK.

The BARC's Ian Watson said: "When you look at single-seaters in

the UK, F4 will be quicker than FR BARC and Formula Ford will be 200bhp. This will be 3-4 seconds a lap slower than the Tatuus 2.0 and a good replacement for InterSteps.

"We were told no-one else (in Europe) would allow under-16s in 2013 so we'll be keeping an eye on it. If other countries allow 15-year-olds to race single-seaters we may go to the MSA because young British drivers will be at a disadvantage."

Renault hopes FR 1.6 will be able to slot in under a revived two-litre UK series in the longer term.

Renault Sport's Benoit Dupont said: "The rebirth of 2.0 is the aim, starting with a strong base with this car. We will not push it. We will only do it if the teams and drivers want it."



The BARC is keen to replace InterSteps

### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com



**SO, THE BATTLE TO REDEFINE** the UK's professional single-seater scene has begun in earnest.

BRDC F4, Formula Ford 200 and Formula Renault (in BARC and new 1.6 Junior forms) were all on display at AUTOSPORT International last week, and all were talking up their chances for the season ahead.

The utopian days of fewer and clearer first steps onto the single-seater career ladder are long gone, so drivers must navigate the myriad options out there and plump for what they hope will be the right move for their prospects.

Each has its own selling points without necessarily offering the full package. BRDC F4 has a new car that looks the business, with a decent prize. But it has yet to turn a wheel and, although MSVR is strong on promotion, F4 will inevitably lack a degree of visibility by avoiding the TOCA package.

That's where Formula Ford should score, with more races than the rest and unrivalled exposure on ITV4. But Ford is easily the most expensive option and work is needed to sell a formula that did not prove popular when first introduced for 2012.

That's where Formula Renault BARC comes in - offering fewer races at smaller meetings than its rivals, but with a proven, popular car that has trained F1 world champions and cannot be beaten on price.

Renault's new 1.6 'junior' only really makes sense in a world where under-16s can go single-seater racing, so expect some bartering to reintroduce an InterSteps-style category in 2014. And don't forget, Renault wants its current 2.0 formula to return to the UK at some point too. I'm not sure this town is big enough for all of them...

### Extra contact details

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

#### UK SINGLE-SEATER SPECS

<b>FRL6</b>	Capacity: 1600cc
	Power: 140bhp
	Weight: 570kg
	Price: £35,000
<b>FR BARC</b>	Capacity: 2000cc
	Power: 170bhp
	Weight: 495kg
	Price: £25,000
	Races: 16
<b>BRDC F4</b>	Capacity: 2000cc
	Power: 185bhp
	Weight: 470kg
	Price: £34,250
	Races: 24
<b>FORMULA FORD 200</b>	Capacity: 1600cc
	Power: 200bhp
	Weight: 475kg
	Price: £50,000
	Races: 30

## CONTENTS

**p86** NATIONAL FOCUS  
COST OF RACING



British GT

# Blundell gets UA British GT seat

Ex-grand prix and Champ Car racer to share McLaren GT3 car with Richard Meins

Blundell will join Parente on UA's pro driver roster

**FORMER FORMULA 1** driver and CART Indycar race winner Mark Blundell will join the British GT grid this season with leading squad United Autosports.

Blundell, 46, who scored three podiums in 61 grands prix driving for Brabham, Tyrrell, Ligier and McLaren between 1991 and '95, will share UA's second McLaren MP4-12C with historic racer Richard Meins.

The Briton, who won the '92 Le Mans 24 Hours, has driven for UA in the past three editions of the Spa 24 Hours.

"I learnt my craft as a junior driver on many of the tracks that the championship competes on, so I am really looking forward to being back home," Blundell said.

"What makes it even more special is that I will be able to race in front of family and friends, and the many

loyal race fans who have supported me over the years.

"With UA I know that I've got a great team, and we have great equipment in the McLaren.

"I think on our day we can have some good results. Alvaro Parente will be a very good gauge for an old guy like me."

Ex-British Formula 3 champion Parente and UA owner Zak Brown will share a sister McLaren, while

Matt Bell will drive the team's Audi R8 LMS ultra with Mark Patterson.

UA team boss Richard Dean said: "British GT will receive a huge boost having Mark in the MP4-12C in 2013. For me, this makes all the hard work over the closed season worthwhile.

"Mark has been pushing harder than the other drivers who were in the running for this seat, which shows he has lost none of his competitive desire."

British GT

## Vita4One Italy to British GT in 2013

**THE VITA4ONE RACING ITALY TEAM** run by former FIA GT Champion Matteo Bobbi will contest British GT in 2013.

The Milan-based outfit, which has a technical partnership with Michael Bartel's German Vita4One squad, will field two Ferrari 458 Italias in the British series alongside a campaign in the Blancpain Endurance Series.

The team has filled the seats in one car with two drivers whose identities have yet to be revealed.

Bobbi said: "Last year, we raced in Italian GTs, but sometimes were racing against eight or nine cars. We need to race in the best national GT series



Vita4One Italy is to join the British GT series

possible and that means either the ADAC GT Masters in Germany or British GTs. I chose Britain because of its motorsport mentality and because I love British circuits."

Bobbi said the line-up for the first car would be revealed at the end of January, or in early February. He said that he was still evaluating drivers for the second entry.

British GT

## New mini-series set to boost GT4

**BRITISH GT PROMOTER SRO** hopes the relaunch of the GT4 Trophy will revitalise the category.

The pan-European GT4 Trophy will return in 2013 after missing last season. It will run in conjunction with five national GT meetings.

GT4 will support British GT at Silverstone on May 25-26, with other races expected at Spa, Anderstorp and Zandvoort, plus one other.

Although British GT has attracted stronger grids in recent years, its GT4 class has tended to be weak compared to the main GT3 category.

Series boss Benjamin Franassovici now wants to increase the number

of GT4 entries and believes the relaunched series will help.

"It will be simple to do and act as an extra incentive," he said.

"We want to push GT4 because it's on the verge of having seven or eight cars, and it could be more."



GT4 Trophy hopes to attract new competitors

## IN BRIEF

**GINETTA GT SUPERCUP** frontrunner Tom Sharp will team up with rival Colin

Sharp and White will team up



White to contest British GT this season. The duo will race a Ginetta G55 GT3 under the IDL Racing with CWS banner.

**BRITISH GT RACER**

Jann Mardenborough was the top rookie on his

single-seater race debut in the Toyota Racing Series last weekend. The Nissan-backed PlayStation GT Academy graduate finished 11th, ninth and seventh in three races for ETEC Motorsport at Teretonga.

**THE NEW RADICAL**

Formula Ford team will run one of Lindsay Allen's new Sinter designs in the British championship this season, rather than a Mygale. The team, which will run the car for James Abbott, has also recruited ex-British F3

champion Robbie Kerr to act as driver coach.

**EX-MINI CHALLENGE**

champion and BTCC racer Martin Depper will make a full-time switch to the VW Cup in 2013. Depper, who won on his series debut at

Silverstone last year, will drive a KPM Scirocco alongside Stewart Lines.



Depper will return to VWs

Ginetta Junior

## Top team to run satellite squad for Ginetta Junior privateers

### LEADING GINETTA JUNIOR SQUAD

HHC Motorsport will run a satellite team for privateers in the 2013 championship.

Charlie Kemp's outfit, which ran Charlie Robertson to the 2012 title, has run its own driver training academy at Croft for the past three seasons.

HHC will now operate a standalone race team under the Junior Race Car Academy banner, which will provide trackside support to privateers at races.

Experienced TOCA engineer Jimmy Sime will head up the squad, with former VW Cup champion Phil House,

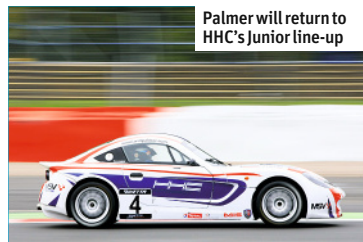
Sport Maxx Cup winner Simon Shaw and Britcar racer Chris Jones acting as driver coaches.

HHC boss Kemp said: "It's massive handholding for privateers, which happens in karting, and I think is very sensible in this economic climate.

"The TOCA package is a scary thing for newcomers, especially in Juniors, and this will give them a place to go."

Former karter Ryan Hadfield, who contested the 2012 Winter Series with HHC, is the first driver to commit to the initiative. Hadfield's father Rob said: "We have a great relationship with HHC, and their new Junior Race Car Academy team allows us to have access to the key ingredients for success while maintaining our independence."

Former karter Ben Pearson will also graduate to Ginetta Junior as a privateer in 2013, while Will Palmer, son of MSVR chief Jonathan, will return for a second season with HHC.



Palmer will return to HHC's Junior line-up



### Radical reveals its first racing car with a roof at ASI

The Radical Xtreme Coupe broke cover for the first time at AUTOSPORT International in Birmingham's NEC last week. The Ford V6-powered machine will be developed by British sportscar legend Andy Wallace.

British Formula Ford

## JTR signs up American for title bid

### AMERICAN SINGLE-SEATER RACER

Camren Kaminsky is the first driver to sign up with leading squad JTR for the 2013 British Formula Ford EcoBoost 200 championship.

The 19-year-old Arizonan will be part of a planned three-car line-up aimed at retaining the title JTR won with Antti Buri in 2012.

Former karter Kaminsky heads for Europe following success in the Pacific F2000 Series, in which he was second overall in 2012 with five podiums.

JTR boss Nick Tandy said: "Camren came to us via an introduction from a mutual friend, Mark Blundell, and he is an exciting prospect with some good results under his belt at home.

"We will be running at least three cars in Formula Ford, and it is very much our intention to take up where we left off, gunning for race wins and bidding for another championship."



Mark Blundell introduced Kaminsky to JTR team

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



The wraps came off BRDC F4 at ASI

First sightings of the eagerly anticipated BRDC Formula 4 single-seater and spectacular Radical RXC sportscar made waves at AUTOSPORT International, but the industry show at Birmingham's NEC complex was full of surprises.

Forty years after he founded Van Diemen (with Tasmanian Ross Ambrose, NASCAR Sprint Cup racer Marcos' father) Ralph Firman is back in mainstream manufacture for the UK market. After five years building RFR/Firman-branded cars for the USA, he's enjoying it too!

Brainchild of MotorSport Vision boss Jonathan Palmer - whose Palmer Audi turbocars Firman originated for 1998 - the MSV F4-013 looks the business. Built to latest FIA spec on an immensely strong tubeframe chassis, the 185bhp Ford Duratec-engined car has sold out in year one. It should deliver great racing and unrivalled value for money.

Radical, which succeeded Van Diemen as the world's biggest race car producer, also chose Ford power for its first coupe for road and race use. At £90k (+VAT) the 3.7-litre 375bhp stock-block V6 RXCs will deliver plenty of bang for owners' bucks. That Le Mans and Daytona 24 Hours winner Andy Wallace is doing development driving adds considerable cachet.

Manufacturer numbers have dwindled dramatically since the

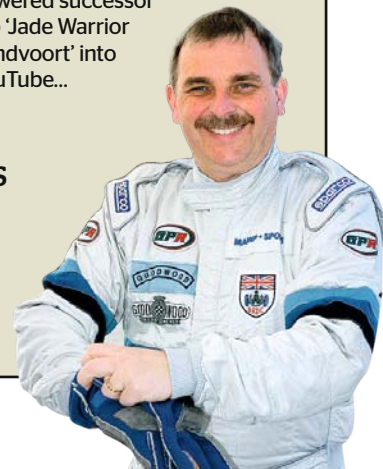
classic BRSCC Racing Car Shows of the 1970s, but there are still many interesting offerings out there. Having spotlighted the Slovakian Praga R1 as a model last January, the futuristic V8 beast was there for all to see this time.

But I was also hooked by nostalgia, particularly in the HSCC enclave, where among cars tracing the BTCC's history - and previewing the club's new Super Touring races - I chatted with Bill McGovern, brilliant winner of the 1970-'71-'72 BSCCs in George Bevan's Imps.

Standing beside a superb replica (built by George's son Peter and grandson Jonathan), we talked about Bill's fleeting open-wheel career, which spanned rolling a new Formula Vee on its first test lap of Brands Hatch - following steering wheel failure - and a one-off F3 race there in '72, as well as his Renault 5 GT Turbo exploits of the '80s.

The surprise of the show for me, however, came while perusing Eastman & Hand's Storm dragbike. I watched Angus McPhail riding head first down the Blackbushe quarter-mile on a bizarre trike 40 years ago, so to meet the 'leather-clad loony' was a pleasure. For a taste of McPhail's bravado on its extraordinary 190mph BDA-powered successor tap 'Jade Warrior Zandvoort' into YouTube...

“The MSV F4-013 looks the business and has sold out in year one. It should deliver great racing and value”



Saxmax

## BARC takes on Saxmax

**THE BARC WILL TAKE OVER THE running of Saxmax in 2013.**

The 750MC axed its junior tin-top series for Citroen Saxos after grids fell to single figures in 2012, but the BARC has put together a provisional calendar of seven events for '13 after approaches from competitors.

The BARC's Ian Watson said: "They came to us and said there's an interest and we need some track time. I acknowledge they only had seven or eight cars last year, but I think with the pricing structure it has the potential to be 12-15.

"I think the problem was perhaps personalities and we could give it fresh impetus. We could fall flat on our faces, but we've got the luxury of more events than the 750MC and can spread our costs.

"We've got a little bit of a ladder there now with Saxmax, the Renault Clio [club series] and Clio Cup UK."



Saxmax has struggled recently

Historics

## Winrow to race Lotus Cortina

**REIGNING PRODUCTION BMW**

champion Ben Winrow is planning to enter historic touring car events in a Ford Lotus Cortina this season.

Winrow, 27, who won the 2008 Renault Clio Cup and '10 Trofeo Abarth 500 championships, has sold his BMW and is working with his father to prepare a Cortina for HSCC events.

"We've never stayed in a championship once we've won it; we've always sold up and moved on to a new challenge," Winrow said.

"We came across the Cortina six months ago. It needs tidying up - a proper seat and a proper rollcage - but it's ideal for HSCC events."

Winrow said he was looking forward to moving away from PBMW after narrowly defeating 2011 champion Mike Tovey at the final round of '12.

"Last year was a tough season if I'm brutally honest," Winrow added. "Racing is about me and dad spending time together and having fun, but the atmosphere got quite frosty at times."



Goodwood Revival

## Special Revival race for GT40

Iconic Blue Oval design to be celebrated with exclusive Goodwood grid

**THE FORD GT40 WILL BE HAILED**

at this year's 16th Goodwood Revival meeting with an exclusive big-banger sportscar race for the mid-engined Anglo-American icon.

The September event will mark half a century since the project's genesis in Eric Broadley's Lola Mk6 design of 1963.

Ironically, Enzo Ferrari's refusal to sell his marque to Henry Ford was the catalyst for the GT40, a family of cars that stemmed the Commendatore's run of six Le Mans 24 Hour victories in 1966 and proved unbeatable at the Circuit de

la Sarthe for the next three years.

The first prototype GT40, designated GT/101, ran for the first time at the MIRA proving ground, near Nuneaton, on April 8 1964. Within 10 days it and sister car GT/102 had been tested at Silverstone en route to the Le Mans trials. By the end of the month, GT/102 had also done 60 laps of Goodwood.

The Sussex circuit was a regular haunt for Ford engineers and test drivers either side of the GT40's race debut with Bruce McLaren and Phil Hill in May's Nurburgring 1000Km.

Only one GT40 raced at Goodwood before it closed on July 2 1966, Roy Salvadori's second place in the '65 Whitsun Trophy (in P/1002, the first privately owned car, later registered FEL 1C) closing his illustrious 20-year driving career.

GT40s have competed regularly at Goodwood since the Whitsun Trophy race was introduced in 2001 - Darren Manning ('02), Sam Hancock ('05) and Ray Bellm ('07) have all won in them - but never before has a full grid come under starter's orders.



Lancia LC2 could return to Mugello

Group C/GTP

## Historic Group C series to make Mugello debut

**THE GROUP C/GTP RACING SERIES** will race at Mugello for the first time this season.

The series has switched its Italian fixture, which took place at Imola in 2012, to the Fiat-owned track. The meeting, round six of the series, will take place on September 7-8.

The race marks the return of a grid

of Group C cars to Mugello after an absence of nearly 30 years.

The track hosted the opening event on the 1985 World Endurance Championship schedule and was also the venue for a round of the short-lived European Endurance Championship in '83.

Group C/GTP coordinator Zoe

Copas said: "We are excited to bring Group C back to Mugello after nearly 30 years. It's a wonderful track in a beautiful part of the country, which I'm sure our owners will appreciate.

"We have neglected Italy in the past. We went to Imola last year as a one-off and hope that Mugello becomes a regular fixture on our calendar."

750MC

# 'Next-generation' Clio to Stock Hatch

**THE 750 MOTOR CLUB WILL** introduce a 'next-generation' Stock Hatch car into its popular tin-top series this season, and hopes to run standalone races for them in 2014.

The initiative will be based on the Renault Clio Sport 182, running on control Yokohama ADO8 tyres, Gaz suspension and a fixed ECU.

The club hopes cars will be built for around £6000 and offer a front-wheel-drive performance step up for existing Stock Hatch racers.

750MC competition manager Giles Groombridge said: "Stock Hatch is ticking along quite successfully but we recognise that the Citroen Saxo

is becoming long in the tooth and there is no obvious successor within the existing regulations.

"We decided we needed a new FWD car offering high performance for low cost and came up with the Clio 182. You should be able to build a car for £6000 and run at the front."

Groombridge said the new series should avoid clashing with the BARC's new club Clio series (see AUTOSPORT, December 20-27), which is primarily aimed at the Clio Cup UK cars that will be replaced by a new design in 2014 and will also have a secondary class for more-standard Clios.

"I read the BARC's plans and had

a kneejerk reaction," Groombridge added. "But I can't see why anyone would want to spend that sort of money to be a sideshow."

The 750MC will also relaunch its Formula 4 single-seater category under the 750GP banner in 2013.

It will introduce a new class for pre-89 cars that is designed to encourage Formula Ford 2000 and Super Vees onto the grid, plus a section for bike-engined machines.

"We didn't want to do away with slicks-and-wings single-seaters," said Groombridge. "But we wanted to open up the format to a wider variety of chassis and engine types."



750MC plans Clio 182 update for Stock Hatch

FISCAR

## FISCAR to team with VSCC for Abecassis Trophy race

**A SPECIAL RACE WILL CELEBRATE** the career of 1950s British racing driver George Abecassis in 2013.

The George Abecassis Centenary Trophy is being organised by George's son David, the Fifties Sports Car Racing Club and the Vintage Sports-Car Club. The 40-minute event will mark the centenary of Abecassis's birth and is scheduled to take place at Silverstone's VSCC Spring Start event on April 20-21.

Abecassis was an important figure in British motorsport either side of World War Two. As well as racing Altas and Aston Martins, with which he twice finished fifth in the Le Mans 24 Hours, he was also a co-founder of the HWM marque and contested two world championship grands prix.

The Silverstone race will be open to cars of the type raced by Abecassis, split into five classes for Altas, HWMs, Aston Martins, Austin Healeys and Healey Silverstones. An invitation class may be added depending on interest.

There will also be a mandatory

pitstop, allowing one- and two-driver entries into the race.

FISCAR chairman John Turner said: "This will create a spectacular field of cars, some of which are rarely seen out, let alone together in the same race. We are aiming for a full grid."



VSCC will host a special race for Abecassis

## Gabriel Konig 1941-2013

**BRITISH WOMEN RACING**

Drivers' Club vice-president and honorary BRDC member Gabriel Konig died of cancer on January 8.

From Drogheda in Ireland, Konig started racing in 1962 in a Lotus Elite and made her name racing an MG Midget in '68.

Konig starred in BARC and BRSCC Production Sports, scoring 15 class wins and many lap records. She raced in the Caribbean in the '70s and married Guyanese GM importer and Vauxhall racer Philip de Freitas. Based back in Ireland in later years, and competing in historic saloons, she established a small motor museum at Beaulieu House around her Blydenstein Vauxhall Viva HC racer, a sister car to the late Gerry Marshall's.

## IN BRIEF



Pigot is Mazda bound

**SOMETIME FORMULA FORD RACER**

Spencer Pigot will graduate to Pro Mazda (nee Star Mazda) in 2013. The American, runner-up in USF2000 for the past two seasons, will drive for the Team Pelfrey squad that ran Briton Jack Hawksworth to the Star Mazda title in 2012.

**GINETTA G50 RACER DECLAN**

Jones will switch from the GT Supercup to British GT4 in 2013. Jones will remain with Nathan Freke's Century Motorsport squad, which ran him to fifth in a part season of G50 Cup racing in 2012.

**GINETTA GT SUPERCUP RACER**

Fergus Walkinshaw will return to the series as an owner/driver in 2013. Walkinshaw, who finished eighth in the series last season for Century Motorsport, will run his own G55 out of Oxfordshire under the FW Motorsport banner.

**NORTH WEST SPORTS SALOON ACE**

Danny Keenan is moving into 750MC RGB this year, heading a three-car line-up for his family-run MK team. "We gave the new Stealth its debut at the end of last year, but have done more development on it," said Keenan. He will be joined in the team by former CNC team-mate Danny Bird and Ian Kempson.

**PRODUCTION TOURING CAR TROPHY**

champion Gary Duckman will join EJM to contest the Ginetta Challenge in a G40 in 2013. "My aim is to get in the Supercup and be at BTCC meetings," said the ex-Porsche 924 champion.

**MSVR WILL HOST AN AMERICAN**

SpeedFest meeting at Brands Hatch on June 8-9. The event will be headlined by the Euro Racecar NASCAR Touring Series and include Pickup Trucks, Legends and historic V8s, plus displays and live music.

**OULTON PARK HAS INSTALLED A**

new footbridge to improve access at race events. Located at the summit of Deer Leap, near the start/finish line, it recalls the original bridge that stood at the circuit from the 1950s to the '80s.

New bridge crosses Deer Leap



Big grids are the key for organisers

# MAKING RACE MEETINGS PAY

People complain club racing is costly, but where does the money go? PAUL LAWRENCE explains

**M**ore than ever during 2012, race organising clubs in the UK were walking a knife edge to make the books balance at meetings.

The pressure on track time at national programmes is not a new issue, but it has come more into focus recently as circuit hire costs continue to rise. In a time of great economic uncertainty, some race classes have experienced dwindling support and that has given organisers a real headache.

Across the country, clubs are trying to squeeze every last minute of track activity out of each day, but what does it really cost to run a meeting these days?

The biggest slice of the expense cake is the hire of the track. The fee that clubs pay varies massively from venue to venue. Based on 2011 figures (prices have gone up several percentage points since), that ranges from around £10,000 for Mallory Park to £12,000 for Cadwell Park, and nudges £20,000 for Donington Park and Silverstone National, while at the top end the Brands Hatch Grand Prix circuit costs a whopping £33,000. However, the most expensive of them all

is the Silverstone GP track, which comes with a daily price tag of £40,000. It has a maximum grid of 58 cars, though, so it does offer clubs the chance to accept a huge number of entries for each race.

Track hire, though, is only part of the outgoings. Clubs face as much as another £20,000 to arrive at the overall price for a day's racing. In round numbers, MSA permit fees and insurance come to £5000; officials, including timekeepers, scrutineers and doctors, add up to more than £4000 and that can easily be £5000 if a subsistence allowance is provided for the marshals.

Printing programmes, commentators' fees, awards and results come to £2500, with £500 more in staff costs for race control. Add in £1500 for ambulances, rescue and breakdown vehicles, and you're heading towards £15,000.

Finally, clubs have to factor in a VAT write-off because circuit hire comes with VAT, but race entries are VAT exempt, and Her Majesty's Revenue & Customs does not allow clubs to simply reclaim the full amount of VAT.

This all means that even the cheapest available venue comes at a total cost of



Accidents eat into available track time

around £30,000 per day, and a weekend on the Silverstone GP circuit is a six-figure investment.

It doesn't end there for the clubs, either. Those with a main office, which is just about all of them, need to maintain those buildings, pay staff and meet the routine bills. With circuits generally retaining all spectator income, the clubs have to cover all outgoings from race entry and membership fees.

The operating hours of every venue are tightly governed by planning permission, but few offer more than nine hours of track activity per day. That gives a cost per minute of around £60 for the cheaper circuits, climbing all the



# FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



### Damon deserves more credit

Last week's special issue about Damon Hill, the racing driver and the man, made for an excellent read.

It is all too easy to underrate Damon's achievements, but given that he was a team-mate to Alain Prost and Ayrton Senna, and that many of his battles were with Michael Schumacher, who would argue that he wasn't competing against formidable talent.

Perhaps it's time for all to reappraise his entire racing career.

**Christopher Judge, by email**

**EDITORIAL CONTACT** [mail@autosport.com](mailto:mail@autosport.com)

#### Having just returned home

from a thoroughly enjoyable day out at AUTOSPORT International, I'd like to say thank you and congratulations on putting on such a fantastic event. It was the first time I'd been, and I believe it will certainly not be my last.

My personal highlight was shaking hands with Sir Jackie Stewart.

While I'm not old enough to have seen him race in his time, Jackie is still one of my heroes and, upon speaking to him, a true gent as well.

**Ed Worthington**  
Cardiff

#### I've always considered

1996 my favourite year: Euro 96, the sixth form, Britpop, and – as your excellent Damon Hill issue reminded me of last week – a terrific year of Formula 1.

I think it's hard to claim that Hill is among the greats when he had such a car advantage, and I'm still not sure he'd have been champion had Michael Schumacher stayed at Benetton or Jacques Villeneuve had more experience.

However, it did get me wondering what would have happened had Hill started in

cars earlier and maybe joined the Williams team for '91 when Nigel Mansell announced his 'retirement'.

Could Damon have won the '92 crown, and if so, how would he now be compared against a titleless Mansell?

**Moz**  
By email

#### I doubt I'll be alone in being

delighted to see Maxime Martin joining BMW as a factory GT driver – and bagging a DTM test drive into the bargain.

Martin's wet-weather performances last year were

without equal, and in my opinion he's right up there with Darren Turner, Frederic Makowiecki and Joey Hand at the very pinnacle of GT racing.

Now he has won the opportunity to demonstrate that talent on a world stage. Well done, Maxime.

**Tony O'Toole**  
Dublin

#### Earlier this week I looked

at the entry list for the Monte Carlo Rally. Not a single British driver! How times have changed...

**Alan Harding**  
West Sussex

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **MERCEDES REVEALS 2014 F1 ENGINE**
2. **MARKO: ALONSO'S APPROACH TOO POLITICAL**
3. **ANALYSIS: TEAMS FACE DILEMMA OVER DRS**
4. **FANVISION ABSENT FROM F1 IN 2013**
5. **WEBBER 'STRUGGLES WITH TITLE PRESSURE'**

**AUTOSPORT+**

### TOP STORY ONLINE

**AUTOSPORT'S DAKAR RALLY BLOG**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

**WIN!**



#### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

#### CORRECTIONS AND CLARIFICATIONS

- The pictured Stewart-Ford on p57 in last week's issue was an SF3, not the SF1 mentioned in the text. Oops.
- Chris Dittmann should have been listed as setting the fastest race lap of the year at Silverstone National with his Dallara-Renault F301 in our round-up in the Dec 20/27 issue. His time was 53.514s, on May 13.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

# THE LATEST GEAR

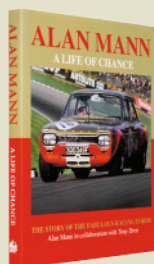
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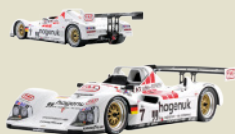
£194.99  
[autosport.com/shop](http://autosport.com/shop)

Staggering detail is a hallmark of AUTOart's 1:18-scale Alfa Romeo 155 – the car used by Italian Nicola Larini to score 11 wins en route to the 1993 DTM drivers' title. The model is part of the firm's top-of-the-range Signature Collection and features opening doors and removable front and rear bodywork. The detail of the 2.5-litre V6 engine and cockpit area is exactly what you'd expect from a diecast kit at this price.



**ALAN MANN BIOGRAPHY**  
£45 (978 1 899870 851)  
[mrpbooks.co.uk](http://mrpbooks.co.uk)

Completed just before Alan Mann died in early 2012, and written in collaboration with writer/racer Tony Dron, this is the full story of a man synonymous with Ford – think Falcon, Mustang, GT40, Cortina, Escort and the sublime F3L. Packed with anecdotes and pics of all things red-and-gold, it's a must-read biography.



**PORSCHE WSC95 1:18**  
£149.99  
[autosport.com/shop](http://autosport.com/shop)

Diecast expert Spark has now added another replica to its 1:18 Le Mans winners collection: the Reinhold Joest-run Porsche WSC95 driven to victory in the 1997 French endurance classic. Drivers were ex-Ferrari F1 team-mates Michele Alboreto and Stefan Johansson and race rookie Tom Kristensen.



**FERRARI 801 1:43**  
£46.99  
[autosport.com/shop](http://autosport.com/shop)

The Ferrari 801 driven in the legendary German GP of 1957 by Mike Hawthorn is the subject of IXO's latest 1:43 replica in its La Storia Collection. Like all the previous models, this one comes complete with a tin book-style storage box and a leaflet with technical details of this classic front-engine GP car.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: LATVALA TESTS VW POLO AHEAD OF MONTE CARLO**



**SEARCH FOR:** 2013 Rallye Monte-Carlo: Latvala testing with Volkswagen (2:07)  
Watch factory Volkswagen WRC new recruits Jari-Matti Latvala and Miikka Anttila putting the Polo R WRC through its paces during a snowy test ahead of the car's debut this week in the 2013 season opener, the Monte Carlo Rally.

# WHAT'S ON...

Your guide to the week ahead, including TV listings and online – plus opinion columns



Will Loeb and Citroen win again?

## MONTE CARLO RALLY

World Rally Championship

Rd 1/13

Valence, Monte Carlo

January 16-19

wrc.com

The 2013 World Rally season kicks off and the main question is: can Volkswagen or Ford stop new part-timer and nine-time champ Sebastien Loeb taking his 77th victory for Citroen?

## DAKAR RALLY

Peru, Argentina, Chile

January 5-20

dakar.com

## F3 BRAZIL OPEN

Interlagos, Brazil

January 18-20

f3brazilopen.com

## ANDROS TROPHY

Rd 5/7

Lans-en-Vercors, France

January 18-19

tropheeandros.com

## TOYOTA RACING SERIES

Rd 2/5

Timaru, New Zealand

January 19-20

toyotaracing.co.nz

## NEW ZEALAND V8s

Rd 2/5

Timaru, New Zealand

January 19-20

nzracechamps.org.nz

# AUTOSPORT SOAPBOX



Why Pescarolo could have been an even bigger legend, by GARY WATKINS

I'm not saying that Henri Pescarolo missed his vocation. That would be crass, because his hat-trick of victories with Matra in 1972-74 makes him one of the great drivers in the history of the Le Mans 24 Hours. I'm just asking, 'What if?'

What if Pescarolo had called time on his driving career 10 years before he finally did and become a team owner in the late 1980s or early '90s? The history of sportscar racing, particularly at Le Mans, might well have been very different.

Pescarolo made his first forays into running a team at Le Mans courtesy of his involvement in Elf's *La Filiere* young-driver scheme in the late 1990s and only established Pescarolo Sport ahead of the 2000 season. But imagine if he'd been up and running as a team owner 10 or so years earlier.

Had he been running a Courage-Porsche C34 at Le Mans in 1995, would the McLaren F1 GTR still have won Le Mans? I doubt it, because the works Courage that finished second that year lost the race "five times over", the words of one Mario Andretti, who just missed the chance of emulating Graham Hill's Triple Crown.

And in those healthier economic times, Pescarolo's skills as a team owner and manager would surely have been recognised by one of the manufacturers that came flooding to the Le Mans 24



Pescarolo's squad was a Le Mans frontrunner in the noughties

Hours in the late 1990s.

Pescarolo's name will never be mentioned in the same breath as Reinhold Joest or John Wyer when it comes to team management because he never achieved the ultimate goal – winning at Le Mans. But his accomplishments with limited resources prove just how good a team manager and owner he was.

Pescarolo Sport or Pescarolo Team entries were always impeccably prepared and well run. What's more, he engendered an amazing loyalty from his drivers, mechanics and engineers. And, as we all know, stability is the key to success in long-distance sportscar racing.

That explains why Pescarolo Sport was consistently the top privateer at Le Mans through much of the noughties, witness the team's second-place finishes in 2005 and '06. Nor should we forget that its drivers won three Le Mans Series titles.

The sad news of the demise of the latest incarnation of his squad last week may or may not bring the curtain down on Pescarolo's career as a team owner.

Should the straight-talking Frenchman choose to go fishing instead of returning to the sport, I won't be forgetting him in a hurry. He's a Le Mans legend twice over.

@gazzasportscars



## Television

### THURSDAY JANUARY 17

0435-0600, 0900-1035, 1925-2100

Motors TV

AUTOSPORT International interviews

1830-1900 [Eurosport LIVE](#)

Dakar Rally: Stage 12

1900-2000 [Sky Sports F1](#)

Legends: Sir Jackie Stewart

2300-2330 [Eurosport](#)

Dakar Rally: Stage 12

2130-2200 [Sky Sports F1](#)

Red Bull: The Triple Double

### FRIDAY JANUARY 18

0435-0600, 0900-1035 [Motors TV](#)

AUTOSPORT International interviews

1035-1340 [Motors TV](#)

Dubai 24 Hours highlights

1745-1815 [Eurosport LIVE](#)

Dakar Rally: Stage 13

1900-2000 [Sky Sports F1](#)

Legends: Mario Andretti

2100-2205 [Motors TV](#)

AUTOSPORT International highlights

2130-2200 [Sky Sports F1](#)

HRT: Battle at the Back

2200-2230 [Eurosport](#)

Dakar Rally: Stage 13

### SATURDAY JANUARY 19

0900-1005, 1855-2000 [Motors TV](#)

AUTOSPORT International highlights

1500-1600 [Sky Sports F1](#)

Legends: Sir Stirling Moss

1545-1855 [Motors TV](#)

AUTOSPORT International interviews

1745-1815 [Eurosport 2 LIVE](#)

Dakar Rally: Stage 14

1900-1930 [Sky Sports F1](#)

F1 Legends: Alan Jones

1930-2030 [Sky Sports F1](#)

F1 Legends: Jody Scheckter

2300-2330 [Eurosport](#)

Dakar Rally: Stage 14

2330-0000 [Sky Sports F1](#)

Lotus: Comeback Kings

### SUNDAY JANUARY 20

0010-0315 [Motors TV](#)

Dubai 24 Hours highlights

0315-0410 [Motors TV](#)

AUTOSPORT International highlights

1400-1500 [Sky Sports F1](#)

Legends: Mario Andretti

1500-1530 [Sky Sports F1](#)

Lotus: Comeback Kings

1530-1600, 2330-0000 [Sky Sports F1](#)

McLaren: Lewis's and Jenson's year

1600-1630 [Sky Sports F1](#)

Ferrari: Fight for the title

1630-1700 [Sky Sports F1](#)

Red Bull: The Triple Double

1900-1930 [Sky Sports F1](#)

Legends: Sir Jack Brabham

1930-2000 [Sky Sports F1](#)

Legends: Murray Walker

2100-2200 [BBC HD](#)

Racing Legends: Sir Stirling Moss

2300-2330 [Eurosport](#)

Dakar Rally: Stage 15

### MONDAY JANUARY 21

1240-1545 [Motors TV](#)

AUTOSPORT International interviews

1545-1650, 2030-2130 [Motors TV](#)

AUTOSPORT International highlights

1900-2000 [Sky Sports F1](#)

Legends: Sir Stirling Moss

2130-2200 [Sky Sports F1](#)

Marussia: On the Up

## Online

# AUTOSPORT+

Coming up in our premium web content this week

How will VW's new WRC challenge fare?



## MONTE CARLO RALLY KICKS OFF 2013

AUTOSPORT's David Evans runs through the runners and riders ahead of the opening round of the WRC. Our team will then keep you informed of all the action from Monte Carlo as VW and Ford try to topple Sebastien Loeb.

## RUMBLINGS IN THE F1 PADDOCK

Dieter Rencken on the latest political goings-on in the world of F1.



## KEEP UP WITH THE DAKAR RALLY

Reports and blogs from the closing stages of the classic marathon.



## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Drifting: an alien form of 'motorsport'



### BACK IN THE 1990s, KIDS'

TV gunge-chucker Chris Tarrant worked his way onto the adult schedules with a pre-internet look at foreign telly.

*Tarrant on TV* was basically a piece of old-fashioned low-level classic British racism, poking fun at foreigners and their different ways of doing things. But the world was a smaller place back then, and the bizarre antics of a popular Japanese game show not only provided cheap laughs, it also showed a cultural gulf that in many ways still exists today.

It's tempting to believe in the era of globalisation, where every town has a Starbucks, McDonalds and a Coke machine, that western culture has been exported along with its dubious convenience products.

But flicking through the TV schedules I came across the D1 Professional Drift Grand Prix Series on Motors TV. From a wet Tokyo, guys in souped-up Toyota Supras, Nissan Skylines and the like – 1000bhp-plus in some cases – blasted through the sodden short course to the excited ramblings of

the local commentators. The American overbub came straight from *Celebrity Death Match*, informing us that splashing through a puddle is "what's known as hydroplaning".

There was no denying the quality of some of the drifts, but this is no race: impressing the judges with your flair and artistic interpretations appears to be as important as going fast.

The whole programme was put together with the feel of a *Gran Turismo* computer game, with strange electronic bleeps

registering each time a score was added, while the drivers' profile pics were brilliantly dotty, with each putting on a fearsome "race face".

After the single-car drift was complete, the action changed to two cars running at the same time. But finishing first didn't seem to matter, so long as you were suitably entertaining in defeat.

Despite the conditions there was a massive, enthusiastic crowd, but I was nonplussed.

Bring on the real racing please! *Revved Up*

# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Chile to Florida, via Brazil and Italy



## WROOOM WITH A VIEW

Ferrari F1 drivers Fernando Alonso and Felipe Massa arrive at Madonna di Campiglio for the annual press ski trip



**TEAMS IN WINTER STOCK TAKE**  
NASCAR's Pre-Season Thunder got underway at Daytona last week



**TRUCKERS FACING GRAVE DANGER ON THE DAKAR**  
Mercedes crew Johan Elfrink and Michel de Groot pass a cemetery during Stage 7 of the Dakar from Calama in Chile to Salta in Argentina



**STARS COME OUT TO PLAY IN BRAZIL**  
Nelson Piquet Jr leads Felipe Massa's kart race at Florianopolis, but Jules Bianchi won

# FROM THE ARCHIVE

Mallory Park International 2000 Guineas – a storming Surtees is unstoppable



Surtees' Lola Mk4 on its way to victory

**MALLORY PARK'S TINY 1.35-MILE CIRCUIT IS NOT AN** obvious candidate for grand prix racing, but it did once host top-line Formula 1 cars – and we don't mean the British Aurora series of the late 1970s and early '80s.

In June 1962 – the weekend between the Monaco and Belgian GPs – the Leicestershire track was the venue for the International 2000 Guineas F1 race. There were only 13 cars for the 75-lap event, but with generous prize money on offer no fewer than four past and future world champions were on the entry card.

Predictably, it was this quartet who set the pace in practice. Jim Clark, only a week away from his first world championship race win in the new monocoque Lotus 25, set pole with a 51.0s lap. Jack Brabham, already a double world champion, was 0.6s behind Clark in his V8 Lotus, while Graham Hill completed a Lotus 1-2-3 with Rob Walker's ex-Stirling Moss four-cylinder car. Fourth on the grid was former motorcycle king John Surtees in the Lola Mk4 with 52.6s. The four front-row starters would go on to win the next five F1 world titles between them.

Surtees grabbed the lead initially from Brabham, while Hill soon overcame a fast-starting Masten Gregory to run in

third place. Clark struggled with his engine, and would make two stops to address a low-oil-pressure problem before calling it a day.

Meanwhile, up at the front of the field, Surtees broke the lap record three times in four laps and opened a four-second gap over Brabham.

“Jack Brabham was really pressing on, but Surtees was in dazzling form,” wrote AUTOSPORT's Gregor Grant in his report. “He held his advantage with a thumbs-up to [team manager] Reg Parnell every time he rocketed past the pits.

“He took a different line from anyone else on the downswop from the hairpin to the pits, hugging the bank close as if on two wheels and holding the Lola almost in the centre of the road as he came out of the left-hander.”

Despite a mid-race surge from Brabham, Surtees held firm and eventually won by 18.2s after the Lotus driver backed off in the closing stages. Hill was another 10s adrift, with everyone else coming home at least a lap down.

Surtees finished off the day by taking third place in a Ferrari 250GT0 in the GT race. He and the Lola would not score another victory together after the unlikely Mallory win, but within a year the Briton would be a factory Ferrari driver and on course for an F1 title. ❁

## THIS WEEK IN...

**Autosport**



Face to face with Mario Andretti

Paris-Dakar latest • New F1 Toleman

**JANUARY 17 1985**

### AUTOSPORT CARRIED A SPECIAL

tribute to Mario Andretti, recently crowned Indycar champion for the fourth time after dominating the 1984 season. It was almost 20 years on from his first Indy-style title.

As well as cementing his own legendary status, Andretti's efforts were fundamental to the success of the Newman/Haas squad he had joined in its infancy. The team would go on to win 107 races – 18 courtesy of Andretti – before withdrawing from the series last year.

A few thousand miles east, there was royalty of another kind on the Paris-Dakar trail as Monaco's Prince Albert co-drove a private Mitsubishi Pajero. At the halfway stage the Japanese marque also held the top two spots, courtesy of Patrick Zaniroli and Andrew Cowan.



PIC: LAT ARCHIVE

**NEXT WEEK**

## THE AUTOSPORT LEGENDS SERIES CONCLUDES

We look back at the colourful career of the 1976 world champion

**JAMES HUNT**



# FABRIZIO GIOVANARDI

■ Italian Super Touring ■ Vallelunga ■ Alfa Romeo 156 ■ October 10, 1999 ■ Hardest championship victory



Giovanardi took the title after a hard-fought battle with Naspetti

## I NEVER PLAN TO DRIVE AT

100 per cent, because 100 per cent means you're too close to making a mistake. But sometimes, when you have absolutely nothing to lose, I feel something changing, a part of my brain closing. The other part tries to bring you to reason, but you just say, 'Fuck off brain, I'm doing this!'

Vallelunga in 1999 was probably where I shouted this louder than anywhere else, and it helped me to beat Emanuele Naspetti to the Superturismo title – still the most difficult championship I've won.

I'd come to the previous round at Monza a long way behind Naspetti in the points, but gained a lot of ground when his BMW team-mate, Fabrizio de Simone, took him off at the Rettifilo. I remember approaching the corner on the next lap and thinking, 'That's a strange BMW-shaped car in the gravel,' and then realising what had happened.

At Vallelunga I knew I could become champion if I had a win and a second place, and after finishing second in race one behind my Nordauto Alfa Romeo team-mate Nicola

**"After the race, Emanuele was destroyed. He'd had the superior car, which suited the longer races better, and had lost the championship for reasons not his fault"**

Larini, I knew what I had to do.

I was third in the second race and behind de Simone, who made me very angry with his blocking after an early safety car. I gave him a push and got past, but he'd slowed the queue down so much that I was five seconds behind Naspetti after only one

or two laps of racing.

So I got the hammer down. A tenth here, two tenths there, and was about two seconds behind when for whatever reason he lost all of that time under braking for the double right-hander at Cimini on one lap. I gained all that time in one go and went inside as he

understeered at the entry.

Usually you're flat for the second part of the corner, but he couldn't touch the throttle because he was controlling his car. I gave him a very light touch mid-corner and we left side-by-side, myself on the grass inside.

Next came a very quick sweep, and he pushed me right off the track – so much so that I did the whole sweep on the chicane that the bikes use instead! I was really angry then. I managed to stay alongside him through the next turn, Trincea, despite being on the outside, and then made the most of being on the inside for the hairpin to complete the pass.

When I saw him after the race, Emanuele was destroyed. He'd had the superior car, which suited the longer races better because of the way the rear-wheel drive looked after the tyres, and had lost the championship for reasons that weren't really his fault.

Winning a championship is great, but winning one like that, when everything is going against you, is really special. 🏆 Fabrizio Giovanardi was talking to Jamie O'Leary

## IN PROFILE



### SYNONYMOUS WITH ALFA ROMEO,

Fabrizio Giovanardi is one of touring car racing's most successful drivers. After winning races in Italian Formula 3 and International F3000, he switched to tin-tops in 1992 with Peugeot. He went on to take nine major crowns in Alfa, Vauxhall and Honda machinery, including the European, British, Italian and Spanish titles between 1997 and 2011. He has also won races in Scandinavian touring cars and the Superstars series.

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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

Melbourne - 17 March

### AUSTRALIAN GRAND PRIX

5 Nights Melbourne  
Melbourne & Sydney  
2-Centre Holiday

Budapest - 28 July

### HUNGARIAN GRAND PRIX

Weekend By Air  
Budapest & Vienna  
2-Centre Holiday



Sepang - 24 March

### MALAYSIAN GRAND PRIX

5 Nights Kuala Lumpur  
Australia & Malaysia  
2 Grand Prix Holiday

June 22/23

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Coach, Air or Eurostar  
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Arrangements  
Including Flights & Hotels

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Holiday

Silverstone - 30 June

### BRITISH GRAND PRIX

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Monza - 8 September

### ITALIAN GRAND PRIX

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Based in Como

Singapore - 22 September

### SINGAPORE GRAND PRIX

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Scheduled Flights  
5 nights in Singapore

Delhi - 27 October

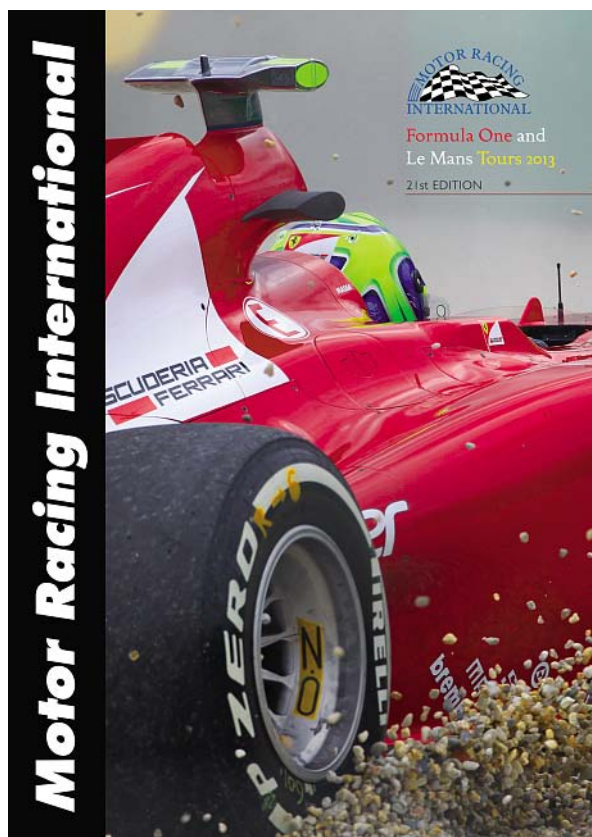
### INDIAN GRAND PRIX

5 Nights in New Delhi  
Scheduled Flights

Austin - 17 November

### UNITED STATES GRAND PRIX

Texas Hosts F1's  
Instant Classic



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