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TONY STEWART BIGS-UP DANICA PATRICK'S NASCAR DRIVING

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POLE POSITION

I'm hoping Williams can rekindle the good old days



I'M TOO OLD TO HAVE INSPIRATIONAL heroes, so I'll hark back to the early '80s. In Formula 1 terms, they were a chubby Australian and then a moustachioed Finn. But I quickly realised it wasn't simply the drivers I admired, it was more the team for which Alan Jones and Keke Rosberg drove.

I recognised the brilliant (British) engineering that went into Williams's F1 cars – it caught my eye and drew my breath in equal measure. For a few decades, Frank's boys were world beaters on a regular basis: bulldog spirit in good supply, surrender never an option, defeat always gracious but through true-gritted teeth.

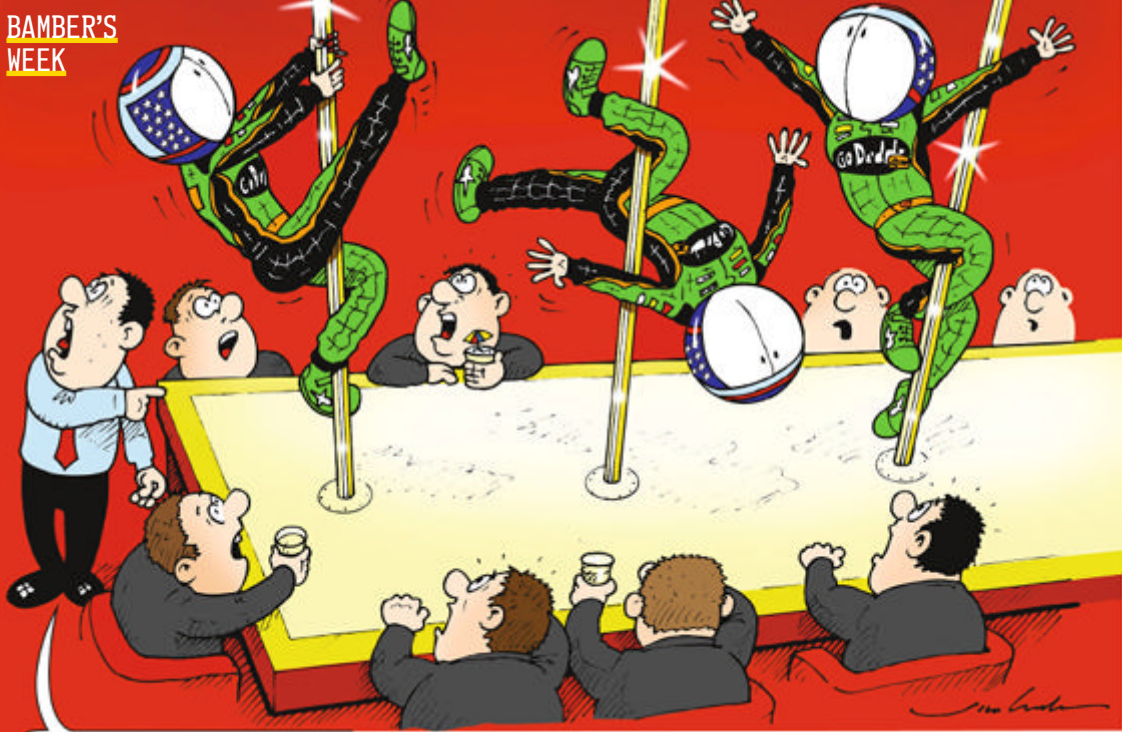
I'm not allowed to have favourites now, but I'll wager that affection still runs deep among many of us despite Williams slipping down F1's pecking order. Can the FW35 take on the big boys again? The potential is there, we saw that in Barcelona last year, and it seems to have risen from its recent technical doldrums – just check out that intricate front wing (see page 24).

Some will see nothing but a hopeless end; I'll opt for an endless hope.

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BAMBER'S WEEK



BOSS, ALL OUR GIRLS WANT TO BE LIKE DANICA PATRICK!

NASCAR SPRINT UNLIMITED

The good ol' boys are back in town

Last Saturday night's Sprint Unlimited was the perfect warm-up for this weekend's Daytona 500. A rogue move from Tony Stewart triggered a pile-up behind involving Denny Hamlin (11), Jimmie Johnson (48), Kyle Busch (18) and Jeff Gordon (24).

Pic: Laham/Getty Images





Barcelona tests hold key to double DRS

Teams trying to get rear-wing boost will be keen to make progress with a concept that is proving difficult to master. By EDD STRAW



Barcelona F1 testing kicked off on Tuesday

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This month's eight days of running at Barcelona will be key to teams' hopes of gaining a major advantage using the so-called 'double DRS' concept this season.

The 2013 technical regulations outlaw designs using the deployment of the DRS to expose a hole that fed air across parts of the rear wing to further reduce drag. But the rules do allow speed-sensitive fluidic switches, designed to redirect airflow once the car hits a certain speed on the straight in order to feed air to the rear wing to stall it.

Lotus and Mercedes are among the teams determined to make the concept work. They will continue to try their systems at Barcelona despite scepticism about whether the concept can be made to work on a more consistent basis.

AUTOSPORT's technical correspondent Gary Anderson said: "If you get it working properly, it

could be worth a couple of tenths on the right circuit. But the problem is that it's incredibly difficult to make it work consistently. You also have the problem that there is a [speed] difference to when it switches on and switches off, meaning that you could run the risk of arriving at a reasonably fast corner without the airflow that you have stopped going to the wing re-attaching in time to give you the downforce for that corner.

"The possible gain in lap time would be important in what is expected to be such a close season. But the other problem is that you could end up spending so much time trying to make it work and setting it up for a given circuit, when that time could be better spent elsewhere."

Lotus remains confident that the system can be worthwhile. Technical director James Allison believes that it's down to the teams to make it work, but does accept that the

placement of the fluidic switch is a challenge. Last year, Lotus found that there was a significant gap between the speed at which the drag reduction was activated and the lower speed at which it switched off.

"It just depends how good we are at engineering it," said Allison. "It's perfectly possible to imagine it being useful at every circuit if we can make a good enough implementation of it. If we do a less good job than that, then it will only be at certain circuits, like Spa, where even a relatively crudely-placed switch can bludgeon its way to a decent-sized gain."

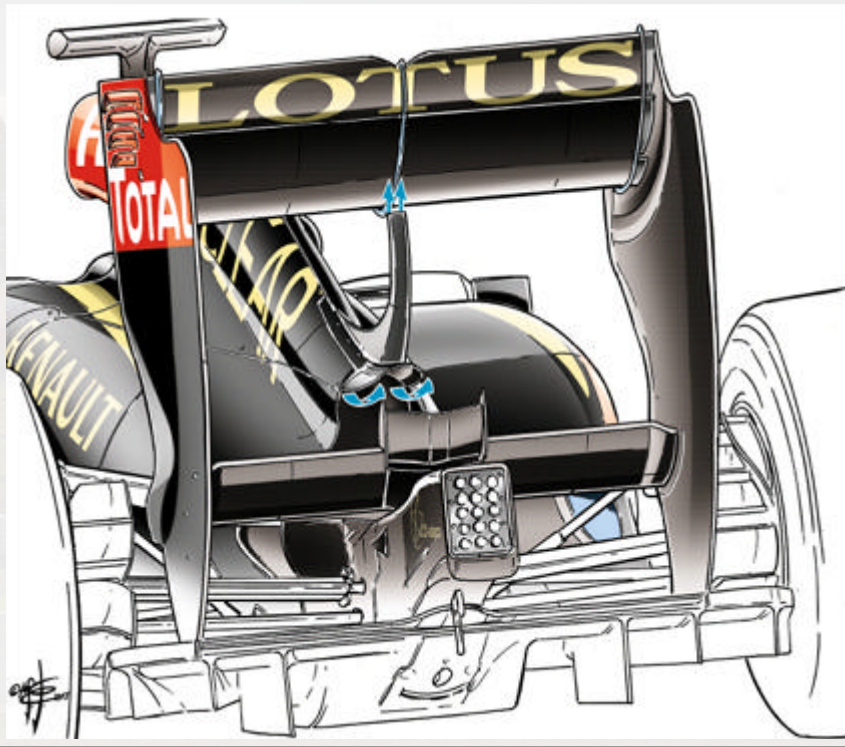
Red Bull's qualifying performances in the closing stages of last year were boosted by the now-illegal double DRS concept, which played a decisive part in its championship success. It has been working on a passive system, but chief technical officer Adrian Newey would not be drawn on whether it would run this season.



Red Bull "may or may not" use concept

GARY ANDERSON ON MAKING DOUBLE DRS WORK

When double DRS is inactive, the air passes out of the rear of the car as normal (the lower blue arrows). But once the car hits a certain speed on the straight, that airflow is channelled upwards through the black duct and blows the rear wing (the upper blue arrows). Compared with the system Lotus tried in 2012, the duct that goes up to the bottom of the wing is a little bit further rearward this year. The further forward you have it, theoretically the bigger loss of downforce you'd get. Putting it further back should make it more consistent and close the gap between the drag reduction switching on and switching off. If you put it too far back, it's probably not worth doing, so it's a question of finding the correct balance.



AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

@eddstrawF1



The one thing that the Jerez test proved beyond doubt is that its going to be *seriously* close this season, more so even than last year. This is what makes the system that has been dubbed double DRS particularly attractive. The question is whether teams are reaching for the forbidden fruit when it comes to making it work.

In the days of unlimited testing, a team could afford to devote day after day of running to experimenting with such a system, if it was deemed necessary. In 2013, teams get just 12 days of pre-season testing, plus the option of the odd filming day or straightline test.

That makes the concept doubly intoxicating, particularly for teams like Mercedes and Lotus who have already made some headway with it. Even if they could only gain one or two tenths, that could be enough to transform an also-ran into a podium contender, or a top-three shot into a race win.

F1 teams are extremely effective and populated with the best aero guys going, so there's no doubt that these systems can be made to work well on a long enough timeline.

If this wasn't the case, they wouldn't be wasting their time with it. The question is whether track testing-restricted F1 offers enough time to make it work properly.

The double DRS could prove to be a magic bullet. But will that bullet be shot into the feet of the teams that aspire to wield it, or fire those teams towards pacesetters like Red Bull?

Merc/Lotus want DRS trick to work



"It's an interesting idea," said Newey. "It's also very tricky to have a system that's reliable, that withstands following another car without being triggered at moments that would be embarrassing and that we can make sure overall is a positive gain on the balance of a weekend."

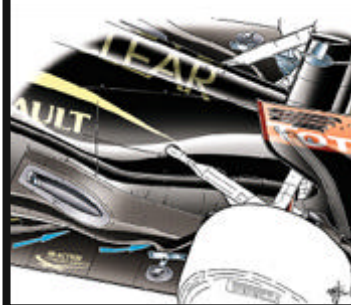
"We have certainly investigated it but I wouldn't like to give away what we may or may not do during the season. It's a very interesting area and it's there to be explored. But deriving lap-time benefit or, more importantly, points benefit out of it is not straightforward."

With Red Bull playing its approach to the concept cautiously, it's clear to see why the teams that were close to the front of the field last year are investing so much in the system.

Whether or not the teams waste time trying to make the double DRS concept work will be one of the key narratives of this season.

LOTUS EXHAUSTS

The Lotus Coanda exhaust uses the bulge in the bodywork, like most teams are doing, to try to get the exhaust exit closer to the brake duct. This creates the downforce without compromising the Coke bottle completely. Lotus didn't get on top of the Coanda exhaust last year but has addressed the loss of horsepower caused by the layout, so its 2013 approach is a step forward.



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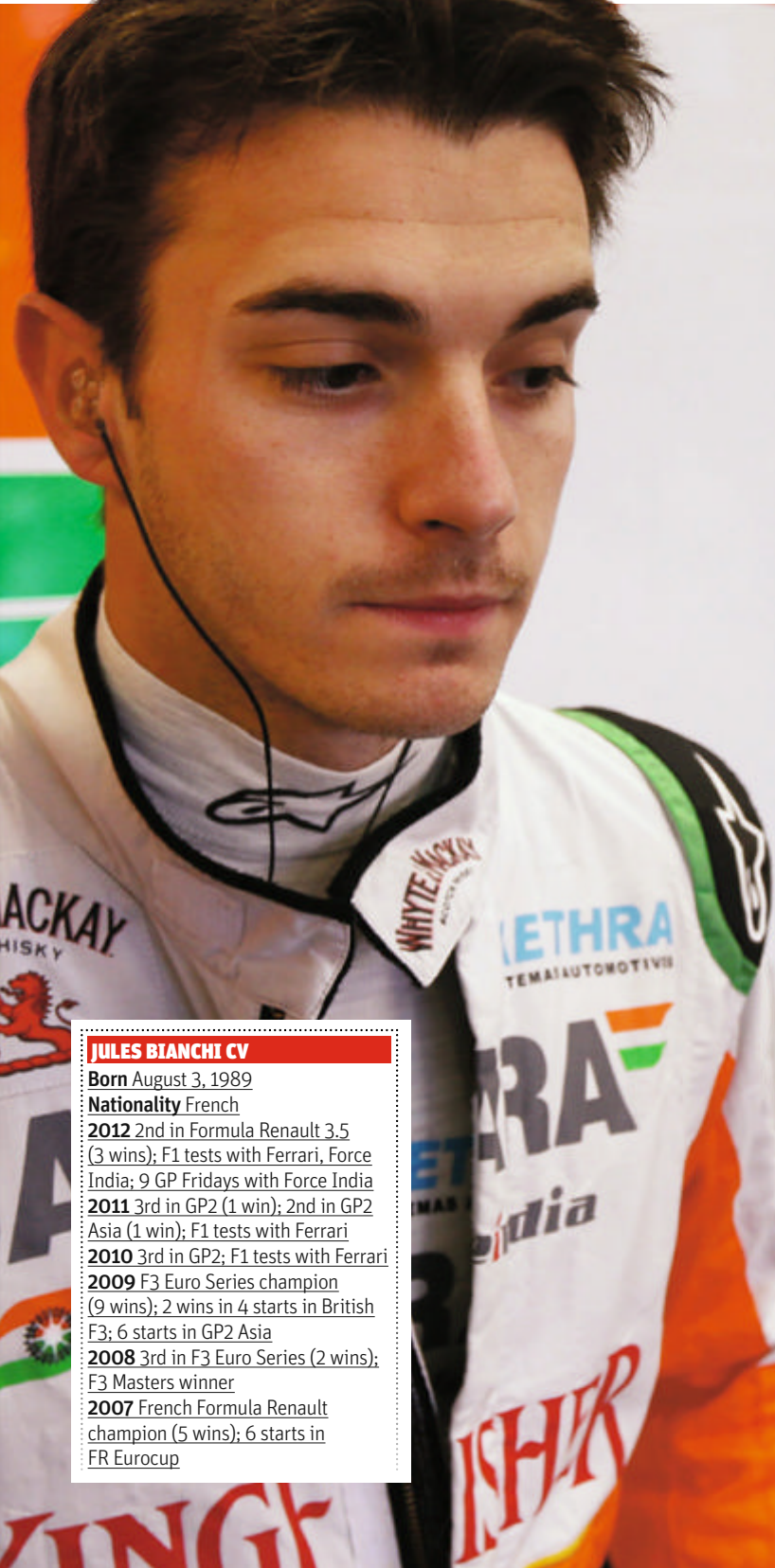
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Bianchi v



With the two men vying for the final seat on the 2013 grid in action for Force India this week, AUTOSPORT assesses the duo's strengths and weaknesses

Force India had yet to confirm its second driver for 2013 as AUTOSPORT closed for press, with both Adrian Sutil and Jules Bianchi due to run in the Barcelona test this week.

Although running the pair creates the impression of a straightforward

driver shoot-out, they are in a battle of a different kind, with commercial considerations, including the possibility of a future Ferrari engine deal, in play.

AUTOSPORT runs the rule over the two contenders for the final available Formula 1 seat.

JULES BIANCHI

EXPERIENCE

While Bianchi has yet to race an F1 car, he has notched up plenty of mileage since 2009 courtesy of Ferrari and Force India. Prior to this week's running, he had 15 test days in contemporary machinery (he has also driven older-spec cars as part of his place in the Ferrari Driver Academy), and drove in free practice at nine grands prix last year.



Bianchi has had Force India reserve role

session per weekend), his record stands at 23 wins and 24 poles. Last year he took more poles than anyone in FR3.5.

POTENTIAL

Ferrari has had Bianchi under its wing since 2010, and its decision to retain him for 2013 shows it has some long-term faith in him. However, three years without a title in either GP2 or FR3.5 has taken away some of the career momentum after a dominant 2009 campaign in the F3 Euro Series.

TECHNICAL

While this is an area in which Bianchi does not excel, none of the teams he has raced for on his way up the ladder has ever been critical of his level of feedback. He is able to get across what he wants from a car, but prefers to let his talent do some of the extra work that others (such as Vettel) are prepared to put in with the engineers.

SPEED

All-out one-lap pace is a Bianchi strength, to the point that his chief F3 engineer, who also worked with Sebastian Vettel, believed Bianchi was faster. In a junior single-seater career that included four years spent in championships with reversed-grid second races (so only one qualifying

MENTAL STRENGTH

This could be Bianchi's weak point. He sometimes struggles when expectations are high, but it appears that when faced with adversity, he is able to dig deep to find performance. Maybe the cut-throat world of F1, with its intense pressure, would bring out the best in him.

AUTOSPORT'S VERDICT

Setting aside commercial considerations, Sutil's experience and proven pedigree as a decent grand prix driver makes him seem the logical choice. But it would be a retrograde step for Force India to recreate its 2011 line-up, capable a pairing as it was. Taking Bianchi would be a risk and his occasional brittleness is worrying, but the potential rewards are greater. F1 isn't for faint hearts, so for a team in Force India's position, if it can make the financial package work, Bianchi shades it.

JULES BIANCHI CV

Born August 3, 1989

Nationality French

2012 2nd in Formula Renault 3.5 (3 wins); F1 tests with Ferrari, Force India; 9 GP Fridays with Force India

2011 3rd in GP2 (1 win); 2nd in GP2 Asia (1 win); F1 tests with Ferrari

2010 3rd in GP2; F1 tests with Ferrari

2009 F3 Euro Series champion (9 wins); 2 wins in 4 starts in British F3; 6 starts in GP2 Asia

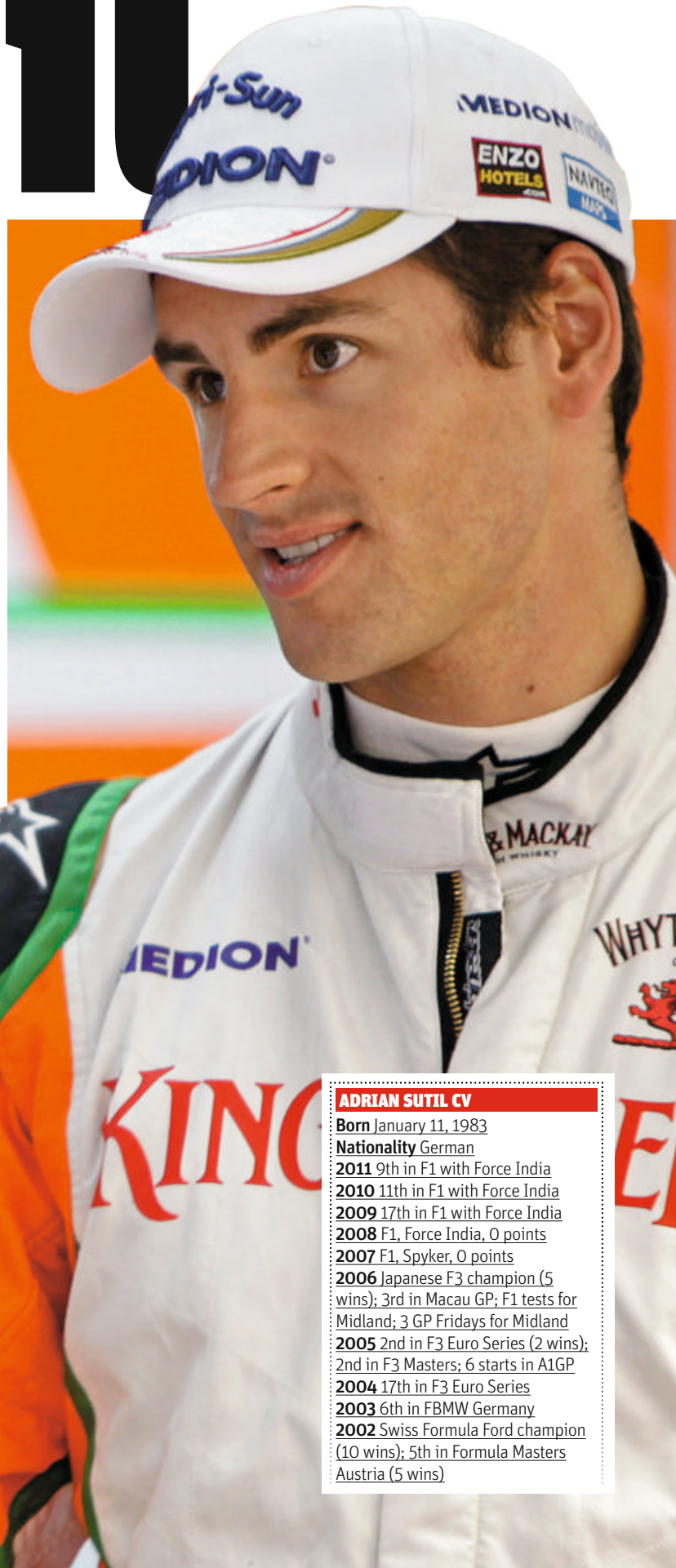
2008 3rd in F3 Euro Series (2 wins); F3 Masters winner

2007 French Formula Renault champion (5 wins); 6 starts in FR Eurocup

Adrian Sutil



Di Resta waits for a team-mate



ADRIAN SUTIL

EXPERIENCE

Sutil has five seasons in Formula 1 under his belt, all with Force India in its various guises. At 30, he is in his prime and given that he knows the team so well, he will be able to slot in seamlessly, although there was friction with team principal Vijay Mallya in the past when Sutil was eyeing a move to a bigger team.



Sutil is known to Force India

POTENTIAL

Given that Sutil has already spent half-a-decade in F1, his place in the driver pecking order is well-established. He's a very capable grand prix driver, not a great one, but a proven package capable of delivering consistent top-10 qualifying performances and race finishes. In his final two seasons with Force India, he scored points in 50 per cent of his starts, although he has yet to stand on the podium.

SPEED

Sutil is quick, but rarely extraordinarily so. However, in damp conditions he has always excelled, as his excellent drive to fourth place in the 2008 Monaco Grand Prix – before he was wiped out by Kimi Raikkonen with eight-and-a-half laps to go – proved. He showed well relative to Paul di Resta in 2011, albeit with the caveat that the Scot was only in his rookie season, and there are no doubts that he is capable of decent midfield pace. He evolved into a consistent driver in race conditions, a trait essential in scoring heavily in what is usually a very congested battle for the minor points-paying positions.

TECHNICAL

AUTOSPORT understands that Sutil is the favoured choice of the Force India technical team. He's experienced and has a good enough understanding of set-ups to give him the clear edge over Bianchi in this area.

MENTAL STRENGTH

Sutil has shown himself to be formidable in this area, continuing to perform well in 2011 despite having the legal case over assaulting Lotus team co-owner Eric Lux in a Shanghai nightclub hanging over him.

ADRIAN SUTIL CV

Born January 11, 1983

Nationality German

2011 9th in F1 with Force India

2010 11th in F1 with Force India

2009 17th in F1 with Force India

2008 F1, Force India, 0 points

2007 F1, Spyker, 0 points

2006 Japanese F3 champion (5 wins); 3rd in Macau GP; F1 tests for Midland; 3 GP Fridays for Midland

2005 2nd in F3 Euro Series (2 wins); 2nd in F3 Masters; 6 starts in A1GP

2004 17th in F3 Euro Series

2003 6th in FBMW Germany

2002 Swiss Formula Ford champion (10 wins); 5th in Formula Masters Austria (5 wins)

Is it worth aiming for a career in F1?

The budgets required to climb the ladder to the top of the sport could prevent several drivers from even starting out in motorsport



Aspiring drivers' Formula 1 careers risk being abandoned before they can even get going amid the global economic crisis.

Ex-Scuderia Toro Rosso driver Jaime Alguersuari's grand prix career has been delivered a serious blow by his failure to land a ride in 2013. The 22-year-old has told AUTOSPORT that, were he 10 years younger, the financial situation means that he would have been unlikely to have started racing at all – a situation now facing many young drivers.

PROFESSIONAL DRIVES DWINDLING

With an increasing number of drivers now forsaking single-seaters at a young age in search of professional deals, around a third of the current F1 grid owe their places to sponsorship. Alguersuari's struggle to re-establish himself since being dropped by Red Bull is symptomatic of the fading chances for professional drivers outside of the ranks of proven top-liners. The Spaniard, who is known to have held serious talks with both Force India and Caterham for a 2013 seat, claims that he was assured of a drive but ultimately lost out because he could not bring any money.



Another year of tyre tests for Alguersuari

He does not believe that he would have ended up in this situation a decade ago and admitted that were he an aspiring karter now, he would likely never have tried to reach F1. He cited himself as one of a number of drivers who are victims of the sport's financial troubles and warned that for motorsport to be taken seriously, it needs to ensure that the best drivers reach the top.

"The scenario 10 years ago would

have been completely different because F1 was different in economic terms," Alguersuari said. "Spain grew massively from the 1992 Olympics until 2007 and there was big sponsorship available.

"I know that it [the need for pay drivers] has happened in the past, but it's happening more than ever now. I understand the reasons but the system should not work like this. I've no idea who can change it.

"I understand the reasons for pay drivers in F1 but the system should not work like this"

Jaime Alguersuari

But I am collateral damage of all this. And there are lots of cases of drivers being affected.

"When I started in this sport, I understood that F1 was like the ATP rankings in tennis. You have a top-100 ranking which you reach through ability and hard work. This is how it should be. Pay drivers have always happened but it's getting more and more complicated. If you are not in the top 100 in tennis, you do not place at Wimbledon or Roland Garros. You can't buy your way into tennis, you need points. F1 doesn't work like this."

HOW NEGOTIATING WORKS NOW

Alguersuari offered AUTOSPORT an insight into the nature of negotiations for F1 seats. He started serious talks with teams shortly before the mid-season mark and stated publicly that he was certain of being back racing in 2013. But he



Is it now costing too much to reach F1?



Red Bull had backed the Spaniard to F1

would have been far more simple [to have asked for money earlier]. If F1 doesn't want me, I can go to another place, but to keep going further and further with talks but reaching a point without having anything clear surprised me."

Alguersuari, who will continue as a Pirelli F1 tyre tester this season and is determined to return to a race seat next season, faces the possibility that his F1 career is over after only two-and-a-half seasons and 46 starts. But at least he did get one opportunity.

His warning about the financial perils of starting out on a path to F1 raise a very justified fear that the number of kids starting out in racing will shrink. With no guaranteed career path and few sponsors willing to offer the millions of pounds needed to invest to gain a possible return from an F1 driver a decade down the line, motor racing must take this fear seriously.

Unfortunately, for F1 to change depends entirely on its financial model being updated. That's why the ongoing discussions over the Concorde Agreement and budget capping will have an effect on the long-term future of the sport.

became increasingly frustrated with the to-ing and fro-ing with the team that he claims wanted to run him.

"It all started just before mid-season, he said. "The discussions were really long and sometimes changed and sometimes things weren't very clear. The team eventually gave me reasons why I had to bring money and I understood, but to go through the year with so many talks, for me it

PICS: COATES; DUNBAR/LAT. THOMPSON/GETTY

WHERE ARE THEY NOW?

Jaime Alguersuari is one of 17 drivers who raced in F1 between 2011-2012 who are now without a race seat. Here are how his fellow refugees have fared.

MICHAEL SCHUMACHER

Has retired from F1 for the second time.



KAMUI KOBAYASHI

Close to securing an AF Corse Ferrari GT drive.



NICK HEIDFELD

Heading into a second season in sportscars with Rebellion Racing.



HEIKKI KOVALAINEN

Out of racing and weighing up possible rally outings.



RUBENS BARRICHELLO

Now racing professionally in Brazilian Stock Cars after a year in IndyCar.



ADRIAN SUTIL

Strong contender for F1 return with Force India after a year out.



VITALY PETROV

Dropped by Caterham and focusing on raising a budget for 2014.



VITANTONIO LIUZZI

Challenged for the Superstars tin-top title last season.



KARUN CHANDHOK

Raced in sportscars last year and chasing further outings.



PEDRO DE LA ROSA

Picked up by Ferrari for its simulator programme after HRT folded.



NARAIN KARTHIKEYAN

Exploring possible opportunities in IndyCar.



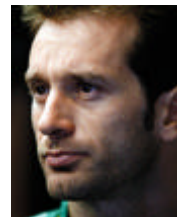
TIMO GLOCK

Racing for BMW in the DTM after Marussia paid him off.



JARNO TRULLI

Hasn't raced since being axed by Caterham ahead of the 2012 season.



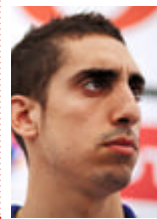
SEBASTIEN BUEMI

Red Bull reserve and Toyota sportscar racer.



JEROME D'AMBROSIO

No longer Lotus's on-site reserve driver, focusing on simulation.





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THIS WEEK IN F1

Supersoft for Australia

Pirelli will take its supersoft tyre compound to the Australian Grand Prix for the first time this year. The medium tyre will also be in action for the season opener. The compound choices for the first four races were announced last week (see table below).



Pirelli tyre choices	
Australia	Supersoft/Medium
Malaysia	Medium/Hard
China	Soft/Medium
Bahrain	Soft/Hard

At Jerez, the Mercedes was not exactly up to the speed I expected it to be, so I don't see them competing too much this year

Mika Hakkinen

If Mercedes gets the aero package right there's no reason why Lewis Hamilton can't win multiple races and the championship

David Coulthard



Former McLaren-Mercedes team-mates Mika Hakkinen and David Coulthard offer differing levels of optimism for the German manufacturer's 2013 hopes



Mateschitz gives his backing to Webber

Red Bull owner Dietrich Mateschitz has insisted that Mark Webber has full support, following recent criticism by Red Bull motorsport advisor Helmut Marko in the company's magazine *The Red Bulletin*. When asked if Webber will get equal treatment to Sebastian Vettel, Mateschitz said: "I absolutely believe that and I'm certain it will be so."

Caterham sets more realistic 2013 targets

New Caterham team boss Cyril Abiteboul has promised that the team will no longer make bold predictions about moving up the Formula 1 grid. "We have not made any representation that we will be fighting in the middle of the midfield at the first race," he said. "That is something we have been very clear about."



De la Rosa open to GPDA role

Pedro de la Rosa is happy to continue as chairman of the Grand Prix Drivers' Association now that he has swapped a race seat for a role as Ferrari's development driver. The Spaniard had taken over the role from Rubens Barrichello for 2012, but had struggled to devote enough time to the job while still racing for HRT.



Horner fears 2014 'risk'

Red Bull team boss Christian Horner believes that the new rules package for 2014 could catch out any of the sport's current top teams. "2014 is going to be a risk for everyone," he said. "Nobody knows where anybody is at the moment. We have confidence, but we will only know in 2014."

No excuses at Mercedes

New Mercedes motorsport boss Toto Wolff has accepted that he will be under pressure if the team fails to perform in 2013, even though he has only just joined the German marque. "Nobody cares whether I've been here for one year or one week," he said. "I know that Mercedes' standard is to be a top team, and if that is not the case then obviously it is going to be difficult to justify what I do."



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MARK HUGHES

GRAND PRIX EDITOR

Several team bosses are fearful that F1 2014 will be too heavily dependent on the new, turbocharged V6 engines – and that performance will be out of the top teams' control

Christian Horner's recent assertion that the 2014 regulations represent a big risk to the top teams articulates a general anxiety among the upper half of the grid about the prospect of having engines as the major driver of the competitive order.

If one of the three engine manufacturers gets its new turbo V6 and accompanying ERS spectacularly more right or wrong than the others, then a difference of, say, 1.5 seconds per lap just from the power unit could put a very different complexion on the grid.

Last year the seasonal difference in lap time between the title-winning Red Bull and the Force India – a car that would typically be on the cusp of the Q2/Q3 cut-off – was only around 0.8s. Typically, in that 0.8s gap would be the cars of McLaren, Ferrari, Lotus and the odd Mercedes, Sauber or Williams. In the era of frozen-spec V8 engines, those differences can be assumed to be largely down to aerodynamics. With the dimensional regs so tightly prescribed, the small lap-time differences that came from the sort of aero detail made possible by

better windtunnel or CFD technology have come to assume huge significance in determining the competitive order.

Take incomplete understanding of the tyres out of the equation – which we could do by the second half of last season – and the order became relatively stable; just like it's been ever since the randomising factor of the tyre war was removed.

But the new power units re-introduce a randomising element. The 0.8s difference in aerodynamic performance between a good car and a great one would be dwarfed if the good one had an engine advantage of 1.5s. "So what's wrong with that?" one engine man recently challenged me. "Engine manufacturers have been regulated to effectively stop competing with each other for the past few years, just so the aerodynamicists can have some fun!"

Let's take Gary Anderson's 2012 season-average lap-time chart and assume the cars had roughly engine parity with their V8s. Now apply to those figures a Mercedes engine that's 1s faster than a Renault and 1.5s faster than a Ferrari. Here's how 2012 would have looked:

2012 AVERAGES (MERCEDES BEST ENGINE)

POS	DRIVER (CAR)	TIME
1	McLaren	1m30.74s
2	Mercedes	1m31.41s
3	Red Bull	1m31.44s
4	Force India	1m31.69s
5	Lotus	1m31.72s
6	Williams	1m31.91s
7	Ferrari	1m32.72s
8	Sauber	1m33.19s
9	Toro Rosso	1m33.73s
10	Caterham	1m34.29s

Or, alternatively, a Ferrari that was 1s faster than Renault and 1.5s faster than Mercedes:

2012 AVERAGES (FERRARI BEST ENGINE)

POS	DRIVER (CAR)	TIME
1	Ferrari	1m31.22s
2	Red Bull	1m31.44s
3	Sauber	1m31.69s
4	Lotus	1m31.72s
5	Williams	1m31.91s
6	Toro Rosso	1m32.23s
7	McLaren	1m32.25s
8	Mercedes	1m32.91s
9	Force India	1m33.19s
10	Caterham	1m34.28s

Both lists are quite different to what happened. In McLaren's case, relying totally on how good a job its engine supplier did, with the same car it could be 0.7s clear of the whole field – or back in 13th/14th, struggling to beat Toro Rosso.

Teams now feel that tyres and engines are outside their control and should be performance-neutral, and that's how it's been for a few years. But is there anything 'just' about aerodynamics being the sole differentiator?

Besides, this wouldn't be random in the 'without merit' sense of the word. Just as it used to be with the tyre war, that mixing up of the order would come from genuine technical merit on the part of the suppliers. But you can see why the new formula is giving a few team principals the willies. ☹



Top teams fear 2014 engines will dominate

PICTURE: ETHERINGTON/LAT

“This is why 2014 is giving a few team bosses the willies”



2013 TS030 has an all-new monocoque

WEC

Toyota denies 'favourite' tag

Japanese manufacturer says Audi is still the outfit to beat at Le Mans 24 Hours. By GARY WATKINS

Toyota believes it will go into this year's Le Mans 24 Hours as the underdog in its battle with Audi.

Toyota Motorsport technical director Pascal Vasselon described his team, which launched the 2013 version of its TS030 HYBRID at Paul Ricard on Tuesday, as only 'challengers' as it bids to give the Japanese marque its first Le Mans victory. He said it was not realistic for Toyota to be considered the

pre-event favourite with its latest petrol-electric LMP1 hybrid.

"We cannot be considered as favourites for Le Mans, because we have never completed 24 hours," he explained. "We can be seen as the pushy challenger, but favourites? No."

Vasselon pointed out that neither TS030 finished Le Mans last year and that it had failed to achieve an uninterrupted 24-hour run in the lead up to the event with the

original iteration of the TS030. The car encountered technical problems in each of its four simulation tests last year.

Toyota has four simulations planned ahead of Le Mans this year, in addition to the two six-hour World Endurance Championship races at Silverstone in April and Spa in May.

Vasselon did concede that Toyota, which won three of the final four WEC events last season, was going into the second year of the series as favourite for victory in the regular, six-hour races.

"We can be considered the favourite for the six-hour races, because we have already achieved reliability over that distance," he continued. "But we know that Audi will react: they have been operating at the highest level for 14 years, they have competent people and a good funding, so we expect them to be back."

The 2013 TS030 has been described by Toyota as an evolution of last year's concept, although it is

built around a new monocoque. It has optimised the design of the tub by doing away with the compromises that resulted from designing the original to accept energy-retrieval working on the front axle as well as the rear-axle system with which it raced.

The revised front end has resulted from the new tub design and natural development through the programme, according to Vasselon. He said that while the front aero treatment looked more conventional than either of the configurations raced last year, major gains have been made.

"You cannot see the important things: the concept of the splitter and everything underneath is very different and altogether much more efficient," he added.

The rear-end aero configuration of the car that has run so far is still in its 2012 guise.

Toyota has also focused on the serviceability of the car in the event of a mechanical issue or accident and on improving the driver ergonomics.



Car appears more snub-nosed from side angle

MEC

Dome eyeing prototype comeback

JAPANESE CONSTRUCTOR DOME IS

pushing ahead with the design of its 2014-rules LMP1 contender.

Dome revealed last year (see AUTOSPORT, October 18) that it had aspirations to remain in the P1 category after making a short-lived comeback with its updated S102.5 coupe at the Spa and Le Mans 24 Hours World Endurance Championship rounds. It has now revealed that it has already completed the first step in the development of a successor to that car.

Dome managing director Hiroshi

Fushida said: "We are already doing aero tests and we have completed the first stage of testing for a new car with the model of the S102.5. Very soon we will complete the model of a new car and continue testing with that."

"The figures look good; they are very impressive. The design work on the rest of the car is also underway."

Fushida stressed that no decision had been made to build the car.

"All we can say is that we are working on the project, but we have not decided to build the car yet," he said.

The new Dome is being aimed at the customer market.

"We are undertaking this project without manufacturer backing and building a customer car. The idea is that the car can take any engine package, whether it is a hybrid or not."

Fushida did not say what needs to happen for the new car to go into production. Dome examined the possibility of building replicas of the S102.5 but concluded that it would need to produce five for the project to be profitable.



S102.5 raced at Le Mans last year

AUTOSPORT SAYS...

GARY WATKINS
SPECIAL
CONTRIBUTOR

@gazzasportscars



The renewed battle between Toyota and Audi in this year's World Endurance Championship has just become all the more interesting. The big question after last season was over who could gain the most over the winter, and any ideas that Toyota was maxed out on development of the TS030 HYBRID, a view espoused by at least one person in the Audi camp, has been blown out of the water with the launch of the Japanese manufacturer's 2013 LMP1 contender.

Toyota Motorsport had already admitted this year's car would be built around a new monocoque that would eradicate some of the compromises of the original car. Remember, the TS030 tested a year ago with energy-retrieval via the front axle as well as the rear-axle system with which it eventually raced.

The new TS030 has a significant aero upgrade, so the question has to be: how much can Audi gain with the final iteration of the R18? The German manufacturer's turbodiesel is the older car by a year, which just might suggest there is less to be squeezed out of the design.

The unveiling of the 2013 TS030 HYBRID this week must reinforce Toyota's position as the favourite for honours when it comes to the six-hour races and perhaps, despite its denials, at the Le Mans 24 Hours. And that has to be a good for sportscar racing.

Toyota fought Audi last year



GP3

Williamson's GP3 chance

LEWIS WILLIAMSON IS CHASING

a return to the GP3 Series this year with Bamboo Engineering.

The touring car team announced its takeover of Atech Grand Prix on Monday and tested Williamson alongside Roberto la Rocca and Ethan Ringel at Estoril this week.

Williamson, the 2010 McLaren AUTOSPORT BRDC Award winner, won in GP3 for MW Arden and raced for Status last year after his Formula Renault 3.5 deal fell apart.

Team boss Richard Coleman said: "We're here to win and we need a driver like Lewis to do that. If we can find the budget, we'd love to run him."

Williamson added: "The new GP3 car should be similar to the old one. It will be interesting to see how much faster it is with the increased power."



Williamson has tested for Bamboo

ESM has bought the ex-Starworks HPD



ALMS

ESM could spark P2 flurry

THE FIRST CONFIRMED FULL-season LMP2 entries for the 2013 American Le Mans Series could prompt other teams to sign up for the category, according to series boss Scott Atherton.

Extreme Speed Motorsports, whose co-owner Ed Brown sponsors the series through Tequila Patron, has announced that it will field a pair of HPD ARX-03b chassis in the full championship and into the new-for-2014 unified US sportscar series. Atherton believes this could encourage more competitors in P2.

"This is tremendously

positive for our 2013 prototype grid," he said. "We believe this development will be a catalyst that attracts other P2 competitors in 2013 and into the future."

The effect it has on Level 5 boss Scott Tucker's plans could be crucial. He has yet to commit to defending the title he won in 2012 because of the lack of any opposition in the P2 class.

ESM has purchased one new ARX-03b and has bought the car previously owned by Enzo Potolicchio and run by Starworks in last year's World Endurance Championship.

REMEMBER WHEN...

NOVEMBER 20-25, 1972



...Toyota Team Europe first competed? Toyota Motorsport grew out of TTE, formed by Ove Andersson in 1972. Its first event came on that year's RAC Rally, when he finished ninth in a Celica.



DTM

POSTMAN GLOCK

BMW has revealed Timo Glock's colour scheme for his rookie DTM season. The German continued his test programme for the manufacturer at Jerez last week.

EUROPEAN F3

GT sensation makes F3 switch

Top team Carlin snaps up Mardenborough, as Tincknell stays on for third F3 season. By MARCUS SIMMONS

Nissan GT Academy protege Jann Mardenborough is one of three Britons in Formula 3 powerhouse Carlin's four-car line-up for this season's European and British championships.

As predicted by AUTOSPORT (December 20-27), the 21-year-old Welshman has made the switch from GT racing to single-seaters at Carlin, where he will line up alongside fellow Brits Harry Tincknell and Jordan King plus Canadian Nicholas Latifi.

Mardenborough told AUTOSPORT: "It's really exciting. I got invited to Pembrey last year for my first F3 test and I was under the impression it was to get used to

downforce for a move to LMP2.

"But that wasn't the case. Nissan were dipping their toes in the water to see how I'd handle it. After the first couple of tests they told me F3 was the way to go and I was ecstatic."

Mardenborough has warmed up for F3 by contesting the Toyota Racing Series in New Zealand, where he finished 10th overall in his debut single-seater campaign.

"Qualifying was one of my biggest learning curves," he said. "It's down to getting your head around the tyres when they're at their best. And I certainly learned a lot in the races – those guys take no prisoners!"

Team boss Trevor Carlin is

confident that Tincknell, who is entering his third season in F3 and his second with Carlin, can step up to lead the squad of Dallara-Volkswagens.

"In pre-season tests last year he was often quicker than Jack Harvey [Carlin's 2012 British F3 champion] and Carlos Sainz Jr," said Carlin. "He's just got to do that when it counts. He's been working a lot with his engineer Stefan de Groot over the winter, including in the simulator, and Stefan's seen a marked improvement."

With King graduating from Formula Renault NEC and Latifi from Italian F3, the Carlin line-up mainly comprises rookies to FIA-rules F3.

"We think they could spring a few surprises," said Carlin. "We've only had Jordan in the car for one day, but Nicholas and Jann have done a few. When they ran at Valencia they were reasonably equal on pace. We've been working hard on our cars over the winter to give all our drivers the best possible chance."

Carlin added that it is "unlikely" that he will add more drivers for European F3, but that now the team is planning to start talking to drivers with a view to running two more alongside his European quartet in the four-round British F3 series.

EUROPEAN F3 ENTRY LIST SO FAR

TEAM	DRIVER
Prema Powerteam (Dallara-Mercedes)	Raffaele Marciello Alex Lynn
	Lucas Auer Eddie Cheever
Mucke Motorsport (DM)	Pascal Wehrlein Felix Rosenqvist Roy Nissany Mitchell Gilbert
Fortec Motorsport (DM)	Felix Serralles Pipo Derani Josh Hill? TBA
Double R Racing (DM)	Antonio Giovinazzi Sean Geale? TBA
URD Rennsport (DM)	TBA
Jo Zeller Racing (DM)	Sandro Zeller?
Romeo Ferraris (DM)	Michela Cerruti TBA
Carlin (D-Volkswagen)	Jann Mardenborough Nicholas Latifi Harry Tincknell Jordan King
Ma-con Motorsport (DV)	Andre Rudersdorf TBA
Van Amersfoort Racing (DV)	Dennis van de Laar Mans Grenhagen Michael Lewis?
EuroInternational (DV)	Tom Blomqvist TBA
T-Sport (Dallara-Nissan)	Will Buller Spike Goddard



Mardenborough is excited for 2013

INDYCAR

Legge fury over Dragon ousting

COLOMBIAN INDYCAR RACER

Sebastian Saavedra tested with his new team Dragon Racing at Sebring this week as a legal storm began to brew between the squad and sponsor TrueCar, and former driver Katherine Legge.

Dragon announced early last week that Saavedra would join Sebastien Bourdais for the 2013 season, allowing the team to return to the two-car configuration in which it started last year before trimming back to one car following its split with engine supplier Lotus.

It means that 22-year-old Saavedra makes his IndyCar return after he moved back to Indy Lights following a debut season with Conquest Racing in 2011.

Legge reacted to the news of Saavedra's signing with a statement claiming that she had signed a two-year deal with TrueCar and Dragon, and that she would be



Saavedra tested for Dragon at Sebring

investigating her legal options.

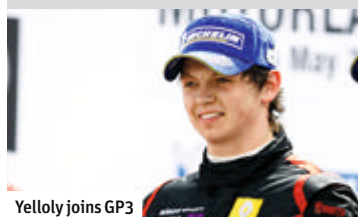
Dragon has refused to comment specifically on the case, but TrueCar CEO Scott Painter said that his organisation and the team felt the time was right for a change.

"We have thoroughly enjoyed our association with Katherine," he said. "But after 12 months of collaboration, hard work, and TrueCar's sincere efforts to resurrect Katherine's open-wheel career, TrueCar

has decided to pursue a different driver for the 2013 season."

Legge followed up with a second statement denying comments attributed to Bourdais by some media outlets that referred to her poor performance in a test in December; claims that the Brit said could be proven untrue by the simple fact that she has not been in a car since the season finale at Fontana last September.

IN BRIEF



Yelloly joins GP3

YELLOLY MOVES TO GP3

Formula Renault 3.5 race winner Nick Yelloly will return to GP3 this year after joining Carlin. Top team ART has recruited Argentinian Facu Regalia, while Alex Fontana and Venezuelan newcomer Samin Gomez complete Jenzer Motorsport's roster.

ALESHIN RETURNS TO FR3.5

Mikhail Aleshin, the 2010 Formula Renault 3.5 Series champion, is back again for 2013 with Tech 1 Racing. Lotus has retained Marco Sorensen and signed GP3 graduate Marlon Stockinger, while Nico Muller and Andre Negrão will stay at Draco.

MUCKE RETAINS STAR DUO

Formula 3 race winners Felix Rosenqvist and Pascal Wehrlein are staying on at Mucke Motorsport for the European championship. New entrant Van Amersfoort Racing will run Swede Mans Grenhagen, a winner in Euro F3 Open.

CHAVES STEPS UP TO LIGHTS

Former GP3 driver Gabby Chaves will race in Indy Lights this year with Schmidt Peterson Motorsport. The Colombian will partner Jack Hawksworth, the man who beat him to the Star Mazda title last year.

CONQUEST LEAVES INDYCAR

Conquest Racing will step back from IndyCar to focus on sportscars full-time in 2013. The team finished its inaugural American Le Mans Series season as runner-up in LMP2 last year but has struggled to put a full IndyCar programme together.

JUNCADELLA'S MERC DEAL

Mercedes was expected to confirm this week that European F3 champion Daniel Juncadella's DTM deal (see AUTOSPORT, February 7) has been finalised.

BRIGHT TOPS V8 TEST

V8 Supercar veteran Jason Bright headed last week's official pre-season test at Eastern Creek, with Brad Jones Racing Holden team-mate Fabian Coulthard second. The new Nissan was fifth in the hands of Rick Kelly.



Bright set pace

GP2

Quaife-Hobbs makes GP2 graduation

AUTO GP CHAMPION ADRIAN

Quaife-Hobbs will graduate to the GP2 Series this year with Dutch newcomer Manor MP Motorsport.

The 22-year-old Briton posted competitive times with Addax at Barcelona and Arden at Jerez during closed-season GP2 tests late last year.

Despite Manor MP's status as a rookie GP2 team, having taken over Scuderia Coloni's entry for the coming season, Quaife-Hobbs believes he can still achieve strong results.

"It's something we have been working on all winter," said Quaife-Hobbs. "Thankfully, we still have time to complete some useful testing. Although it's a new team, the knowledge and experience go back quite a long way."

"Coloni was fast in testing at the end



P54 HOT YOUNG BRITS

AQ-H is stepping up

of the season, and Luca Filippi was competitive in the races. That is the base set-up that I think we have to work from. There are certainly a few Coloni mechanics continuing. Regarding the

engineers, they have brought in a few extra people to help but have retained the knowledge base from Coloni."

Dutchman Daniel de Jong will be Quaife-Hobbs's team-mate.

GP3

British Renault ace secures Status seat



Webster makes big step

JOSH WEBSTER WILL STEP UP TO THE
GP3 Series this year with Status Grand Prix.

The 19-year-old Briton, twice a runner-up in the Formula Renault BARC Championship, was a McLaren AUTOSPORT BRDC Award finalist last year. He was due to begin his test campaign with Status in this week's official GP3 test at Estoril.

"I see GP3 as a two-year programme," he said. "I'm aware of the fact that I haven't driven at seven of the eight circuits we will

be competing at this season, so this will undoubtedly be a learning year for me."

As well as German F3 champion Jimmy Eriksson, already confirmed for 2013 by the team, Status was due to run British Formula Renault ace Melville McKee and Chinese F3 veteran Adderly Fong at Estoril. Both are in the frame for the third seat.

P52 NEW GP3 CAR



Patrick (r) and Gordon locked in their spots

NASCAR

Danica downplays Daytona pole

Humble Patrick reckons landmark lap was 90 per cent down to team, 10 per cent down to her driving skill

Daytona 500 polesitter Danica Patrick believes she deserves only 10 per cent of the credit for her qualifying performance.

The IndyCar convert beat four-time Cup champion and three-time 500 winner Jeff Gordon to pole position by 0.033s, making them the only drivers to have their grid positions guaranteed ahead of today's (Thursday) 'Duel' races that will decide the rest of the 43-car line-up.

Patrick, 30, claimed afterwards that the nature of qualifying at Daytona, where the drivers run flat-out around the inside of the track, meant that she played little part in securing pole position.

"I appreciate all the recognition, but it really falls 90 per cent on everybody that gives me the car to go out there and be fast, and 10 per cent on me," she said. "All I have to do is think about going out there, being smooth, not letting the car bind up, and running on that yellow line [on the inside of the track]."

Patrick admitted that the thought of 42 cars chasing her Stewart-Haas Racing Chevrolet SS to the startline made her "nervous".

"I'm supposed to be excited and relieved," she said. "But I have a lot to learn. I mean, I have Jeff Gordon starting next to me. I have — oh my God — a herd of them behind

me. I'm a rookie and I'm going to be learning as much as I can until maybe the last 10 laps. Hopefully at the end of the race we're rolling and we have a chance."

Patrick's crew chief Tony Gibson said that she should take more credit for the pole lap, and he urged her to race hard in her Duel race even though she does not need to secure a starting spot.

"You can't run scared all the time," said Gibson. "She's going to have to put herself three wide, four wide, there's no way around it. The car is new, and there are a lot of things we need answers to, whatever it takes."



Patrick praised team effort

O'Neill twice drove for Speedworks in 2012



BTCC

O'Neill stops chasing full-time BTCC return

BRITISH TOURING CAR RACE WINNER

Paul O'Neill has given up on contesting the series this season.

O'Neill, who contested two BTCC rounds last year, had been hoping to sign a deal with Speedworks Motorsport, but has not been able to raise the budget for the season.

Although he has not ruled out a BTCC return completely, the two-time race winner is not actively pursuing other drives.

"You can never say things are dead and buried, but I've given up on trying to find something," said the 33-year-old Briton, who will be part of the ITV BTCC

broadcasting team again.

O'Neill is now weighing up a return to the British GT Championship. "I've got more incentive to look for a drive in British GT because that can pay you a wage for less work and stress than touring cars," he added.



Dallara IPS has raced since '02

INDY LIGHTS

New Indy Lights car delayed until 2015

INDY LIGHTS' WAIT FOR A NEW CAR TO replace the ageing Dallara-Infiniti IPS will be prolonged until at least 2015 after the series confirmed that next year's planned introduction of a new car-and-engine package has been delayed.

No specific reason has been given for the postponement, nor has there been any indication of when the series expects the new car to be put into action. Constructors were invited to tender for the new car midway through last year, a process that resulted in several proposals being

submitted. Since then there have been several rumours about the identity of the winning bid, although the series has remained quiet about whether a contract has actually been awarded.

Series director Tony George Jr was unavailable for comment as AUTOSPORT closed for press, but did say in a statement issued by Indy Lights that the delay was in the best interests of the teams.

"While we have generated quite a bit of interest from a variety of manufacturers, we feel it's best to delay the introduction

of the next-generation chassis and engine," said George.

"We want our teams, drivers and manufacturers to be competitive and successful.

"If that means taking a step back to create a stronger series to support the economics of this long-term capital investment, as well as a formula that we believe will allow our drivers to transition between Pro Mazda and the IndyCar Series, then we're willing to make sure the introduction is timed properly."

IN BRIEF



Smith stays at Eurotech

SMITH KEEPS BTCC HONDA

Jeff Smith will remain with Eurotech Racing for another year in the British Touring Car Championship. Smith, 46, took his maiden podium finish in 2012 and finished 12th in the championship. Rival team Motorbase Performance, meanwhile, will continue to run Liam Griffin in an S2000 Ford Focus.

MASTERS SET FOR NEW DATE

The Masters of Formula 3 is ready to move forward a week to July 7 to avoid a clash with the Norisring European championship event. This is conditional upon the agreement of the FIA World Motor Sport Council into exemption from a European F3 sporting regulation banning teams from racing at upcoming tracks on the calendar.

DELTAWING TYRE DEAL DUE

The deal for Bridgestone to supply tyres for the DeltaWing in this year's American Le Mans Series (see AUTOSPORT, February 14) is expected to be revealed next week.

LUHR'S JOTA LE MANS DEAL

Sportscar star Lucas Luhr has added the Le Mans 24 Hours to a 2013 schedule that already includes ALMS and Blancpain Endurance Series campaigns with the Pickett and JRM teams respectively. The German will race Jota's Zytek-Nissan Z11SN LMP2 at Le Mans with Britons Oliver Turvey and Simon Dolan.

GT ENTRY LIST DUE

The FIA GT Series entry list was due to be announced later this week after an extension of the entry deadline from January 31. Series boss Stephane Ratel is still aiming for 20 full-season entries and 24-26 cars for next month's Nogaro opener.

ZUBER'S GT1 RETURN

GT1 World Championship race winner Andi Zuber will join its successor, the FIA GT Series, full-time in 2013. The Austrian, who raced sporadically in GT1 World from 2010-12, will drive Sebastian Loeb Racing's second McLaren MP4-12C together with Frenchman Mike Parisy.



Zuber to race Loeb McLaren

ERC/WRC2

Opel set to build R5 Corsa

OPEL IS SET TO FOLLOW THE LEAD OF Peugeot and M-Sport by developing an R5 rally car for the European Rally Championship and WRC2.

Although no official confirmation has been forthcoming, AUTOSPORT understands that the manufacturer, which launched an R2 version of its ADAM recently, is planning an R3 Corsa for 2014 and an R5 Corsa for '15.

Opel deputy managing director Thomas Sedran said: "These new motorsport activities play an important role in the strategic realignment of the company: they are fundamental in our brand profile."

R5 cars are designed to be cheaper,

longer-lasting and faster than the S2000 cars they will eventually replace. Peugeot's 208 T16 – the new name for its R5 – and M-Sport's Ford Fiesta R5 have already tested significantly. Citroen and Skoda have also been linked to the formula, with the Czech make due to release more details in the summer.

● Renault will enter a factory team in the ERC this season, contesting seven events starting with next month's Canaries Rally. It will run two N4-spec Megane RS models for Germain Bonnefis and Robert Consani. Bonnefis is an ex-Peugeot protege, while Consani won the 2012 IRC Production Cup.



UK could net WRC gig

WRC

ITV4 in hunt for WRC deal

ITV4 HAS EMERGED AS THE

television channel most likely to provide coverage of the World Rally Championship in the UK this year.

Rival broadcaster Sky was last week linked to an agreement from next month's Rally Mexico, but ITV4 now looks set to show a one-hour programme on the Sunday evening of each round instead, providing the required funding can be found.

This development follows a meeting in London recently between station chiefs and representatives from both the WRC and Rally GB, who have agreed a separate deal for broadcasting Britain's round of the world championship in November.

The UK is the only country hosting a round of the WRC not to have an agreement in place to show other rounds of the series.



Opel built S1600 Corsa in last decade

REAR SUSPENSION

The bottom wishbone is mounted on driveshaft level, so there will be no aerodynamic blockage from that.



COKE BOTTLE

This is a big old area thanks to the very small gearbox, which is a step up from last year and helps to minimise the aero blockage between the rear wheels.



SIDEPODS

The undercut is as big and aggressive as anyone's. The whole of the front of the car is well conceived to get the best airflow to this section and feed it back to the Coke bottle.

LATE START

Williams was the only team to opt to miss the opening pre-season test at Jerez and you can see the arguments on both sides. It's always nice to prove that the car is reliable on track, but Williams has the Renault engine package, the same KERS as last year and great tools back at the factory, so it's no bad thing to take the time to go through all the rig testing in the time it needs. With good running in the first few days of Barcelona, Williams will have caught up with those who ran at Jerez, with none of the dangers of being led up the garden path by the unusual characteristics of the circuit.

FRONT SUSPENSION

Williams has retained pushrod front suspension, which is a sensible move. It ensures there is none of the aggro for the minimal gain from switching to pullrods.

FRONT WING

The front wing looks like a good step forward with a lot of components and slot gaps in the right areas to ensure that the downforce is consistent. It looks pretty powerful in terms of producing downforce and the inboard section has different slot gaps to ensure better airflow to the back of the car.



Williams: late start for early advantage

It might have been late but, as *GARY ANDERSON* explains, the new Williams looks very effective

WILLIAMS-RENAULT FW35

The Williams is the 11th and last of this year's cars to appear. When I first saw the McLaren at the end of January, I was very impressed by the car in terms of detail and the refinement. The Williams is the only rival design to give me that same feeling. Under technical director Mike Coughlan, the team has attended to many details and optimised a lot of features, focusing on important things like getting the weight down lower and more inside the rear wheels, which is very important dynamically. Last year's car was very much an evolution of the 2011 machine, with a big part of the step forward down to the difference between the Cosworth and the Renault engine. But I consider this to be the first full-blown Coughlan car. It's a good step forward and if Pastor Maldonado and Valtteri Bottas don't let Williams down, as the drivers did last year, it should be a good season.



UNDER-NOSE TREATMENT

The front wing mounting pillars slope backwards. That is to get them as far away from the airflow underneath the chassis and make the turning vanes work better. These vanes are also more further forward than before and try to do the work of turning airflow under the chassis as early as possible. The earlier you start doing that, the more chance of it working well with the low pressure area between the tyres. The whole front end of the car, with the chassis as high as they can make it and a lot of detail work on the brake ducts, is a good step forward.

RACING EV

In the final year of the current rules cycle, *CHARLES BRADLEY* takes an overview of Williamses, from the

2009

FW31-Toyota
Constructors' position: 7th
Wins: 0
Poles: 0
Fastest laps: 1 (Australia)



Strikes gold with double-diffuser technology from the start, but car proves to be consistently mediocre rather than Brawn-like mega. Nico Rosberg's fastest lap in Oz and brief Malaysian lead prove to be false dawns; Singapore slip-up proves costly.

2010

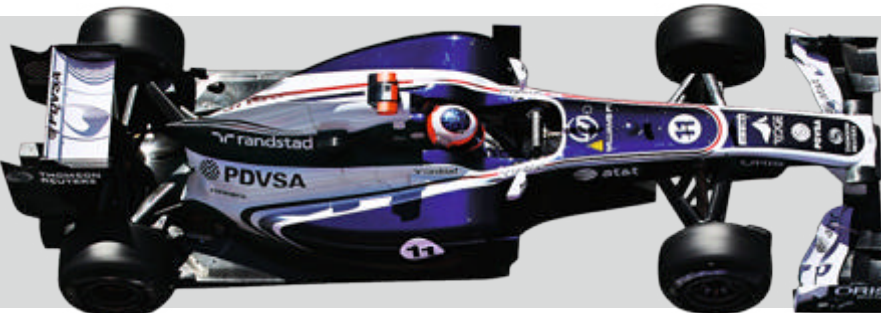
FW32-Cosworth
Constructors' position: 6th
Wins: 0
Poles: 1 (Brazil)
Fastest laps: 0



Nico Hulkenberg scores team's first pole in five years, but switch to Cosworth power puts its blown-diffuser programme on the back burner. Big mistake - when fitted, the car is transformed. Leg-operated f-duct also proves problematic, especially for 'Hulk'.

2011

FW33-Cosworth
Constructors' position: 9th
Wins: 0
Poles: 0
Fastest laps: 0



The worst season in a great team's history. Radical car, featuring tiny gearbox, overstretches tech department, and it misses the boat on optimising exhaust blowing. In hindsight, bulky Cosworth unit didn't allow the team the aero gain its innovation deserved.

2012

FW34-Renault
Constructors' position: 8th
Wins: 1 (Spain)
Poles: 1 (Spain)
Fastest laps: 1 (Belgium)



Switch to Renault engines produces first win since 2004, as Pastor Maldonado holds off Fernando Alonso in Spain. But plenty of missed opportunities restrict it to eighth in the championship. Conservative approach to exhaust also costs development potential.

2013

FW35-Renault



Launched at Barcelona on Tuesday, its latest challenger incorporates the Coanda exhaust concept Williams experimented with last year but never raced. The car also features new gearbox, rear suspension, radiators, floor, bodywork and nose.

EVOLUTION

Toyota-powered FW31 to the brand-new FW35. Can it build on last year's Spanish Grand Prix success?



PICS: FOX, THOMPSON, GILHAM/GETTY, FERRARO/LAT

IS ALL WELL AT WILLIAMS?

Team changes and the late arrival of its new car doesn't create a good impression but, as *EDD STRAW* argues, it would be wrong to write off Williams for 2013

Since the end of a landmark season during which it ended a winless streak of 131 races that stretched back to 2004, negative stories have abounded for the Williams team.

Toto Wolff, who retains a minority stake in the team, has walked away from his role as executive director to become head of Mercedes motorsport. It was also revealed that the team's new Renault-engined FW35 would not make its debut until the current Barcelona test, two weeks after its rivals first hit the track.

The engineering team also changed, with chief operations engineer Mark Gillan leaving, along with other senior personnel, including race engineer Tom McCullough. None of this gives the impression of a team building serenely upon last year's step forward.

While the question of leadership at the level below majority shareholder Frank Williams, who remains team principal, is still unresolved, it would be misleading to suggest there is a management vacuum at the top.

Chief executive officer Alex Burns remains in place and the board continues to operate, although the thwarted attempt to bring Paddy Lowe back to Williams from McLaren as

team principal shows that there is a place to be filled.

On the engineering side, Gillan's departure is not generally seen as a bad thing within the team. When he arrived in 2011, he made some major inroads into improving the way the race team operated, although the Williams/Gillan partnership did appear to have a short shelf life from the start.

With Mike Coughlan in overall charge as technical director, as last season went on there was a feeling that the chief operations engineer role wasn't necessary. Conversely, there are also suggestions that Gillan was frustrated with the limitations of a team that, after all, has only the sixth-biggest budget in F1 and he was happy to switch his attention to other projects. But it wasn't until very late in the season that Williams knew he was leaving, which did give the team an organisational headache.

“We knew the Jerez test would be with the old car, long before the end of last season”

Engineer Xevi Pujolar

Either way, the result is that Xevi Pujolar, Pastor Maldonado's very capable race engineer for the past two years, has been promoted. His role will be, like Gillan's, to head up the engineering side of the race team, albeit in a more subordinate role to Coughlan. Below Pujolar, Andrew Murdoch, previously Maldonado's data engineer, is promoted to race engineer with Jonathan Eddolls making the same step on the other side of the garage.

As for this week's late debut of the new car, the team is adamant this decision was taken long before the end of last season. The fact nobody mentioned this until January 18 inevitably gives rise to suspicions that delays were responsible amid rumours of insufficient resources to build up the car on schedule.

“That decision was from the beginning, since we started to work on the FW35,” says Pujolar. “We knew Jerez would be with the old car, long before the end of last season.”

If we take in good faith that the decision was made long ago then the value of doing so has to be questioned. There is a logic to the idea that focusing on understanding tyres with a proven package will have its benefits, but Williams remains the only team ▶



Maldonado and team need 2013 consistency

◀ to have taken this approach. Also, it hardly paid dividends for Mercedes last year, which used its old car at the Jerez test, made lots of positive noises about stealing a march on understanding tyres then struggled badly with tyre degradation.

“With the regulations so stale, we hope that all of the cars will be quite tight in terms of performance,” says Pujolar. “If the operating range of the tyres is quite narrow, the team understanding them can have an advantage. That’s why it was very important to concentrate on that at Jerez. It could be that the tyres are easy to manage and it will be easy for everybody, but then we will probably have boring racing.”

Time will tell whether Williams really does reap a reward from this. Certainly, the team’s Spanish GP win owed a lot to understanding the Pirellis, so tyre knowledge has had a tangible benefit in the past. And Coughlan, more than anyone the architect of William’s re-emergence as a race-winning team, has the strength of character to take a seemingly unusual approach to the new car. Williams has also been doing as much, if not more, dyno and rig work at its factory than any other team to ensure that the car will be reliable when it hits the track.

On that subject, there is no question of the quality of the Williams facilities. While the team is giving a little away to



FW35 hit the track at Barcelona on Tuesday



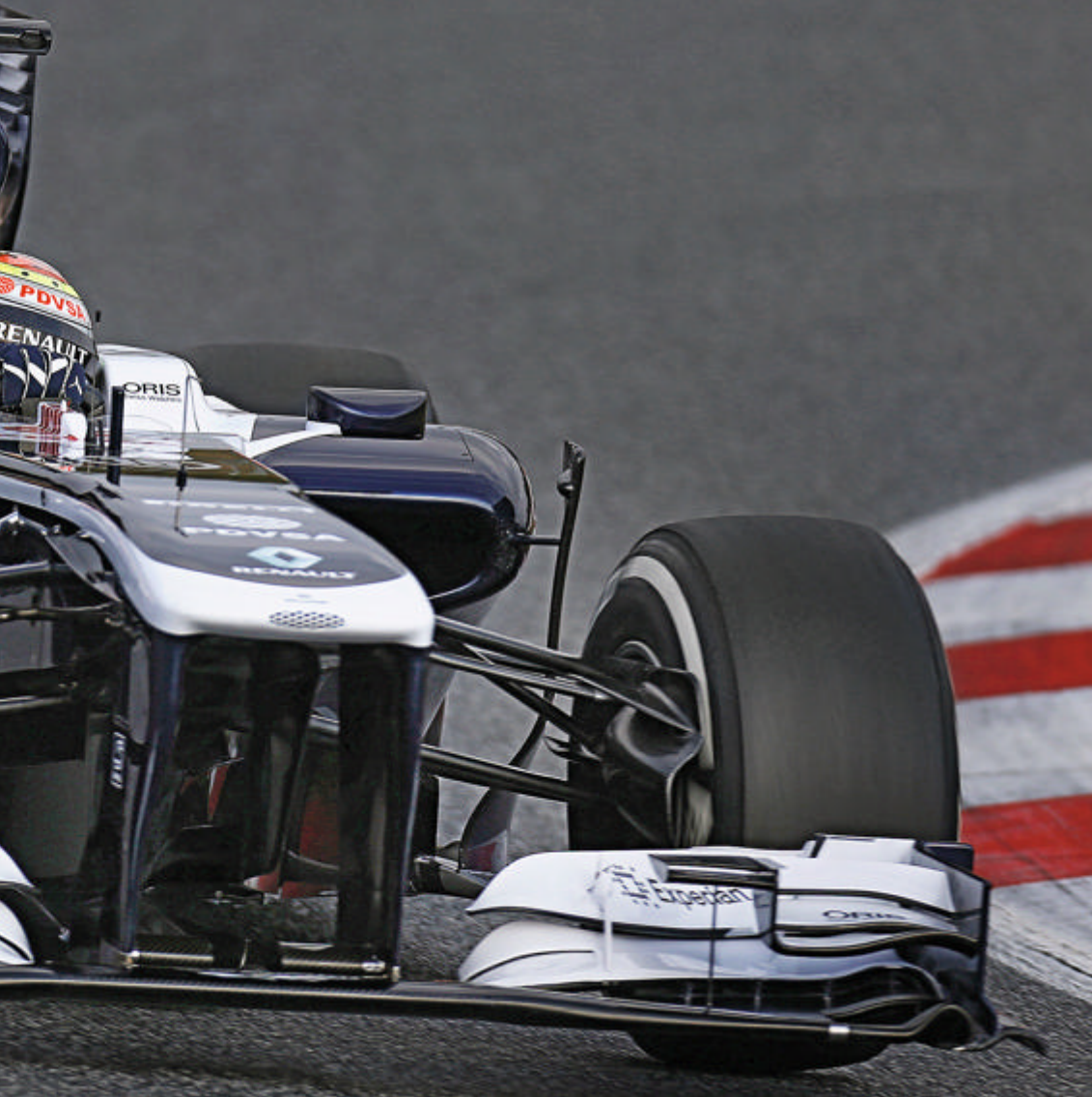
Spain fire scary end to winning weekend

Red Bull, Ferrari and McLaren, it’s clear that many of its previous struggles were down to the way the tools were being used. Coughlan has made accelerating the development of its driver-in-loop simulator one of the team’s priorities.

“As I tell my design team, the most important thing is the new car, the second most important is the simulator because we believe it’s a core item,” Coughlan says. Aside from that, he insists it is only a case of making small steps to drag the team even further up the grid.

“We have got some small stuff to work on,” he says. “We have a relatively young design office; Jason [Somerville, head of aerodynamics] is ever-improving his team and our core understanding of the aerodynamics and tyres is improving. It’s nothing fundamental. But there really wasn’t that much I changed from before. It’s about evolution.”

The single most encouraging aspect of 2012 for Williams wasn’t the victory, it was the fact that, after a shaky spell, the car was still fast enough to qualify sixth for the final race of the season. That suggests Coughlan is right when he suggests the team is getting a good handle on understanding the car and



last year was no fluke. Combine that with the fact that his style of technical leadership is to be absolutely sure new parts will work before they are put on the car and you have the potential for consistency the team lacked last year. Even at the end of the season, unraced test parts like the Coanda exhaust were proving their worth.

"When we went to Brazil, we were surprised by it and, with hindsight, maybe we were being too conservative," says Coughlan. "Certainly, my aerodynamics department would say that I have been too conservative. But that's a battle I'm quite prepared to justify. You've got to be careful you don't lose your way as you bring things to the car you don't understand. It's very easily done."

Doing just that was one of the weaknesses of Sam Michael's regime as technical director, adding to the impression that Coughlan's role in Williams coming good again is central.

By contrast, the main weakness of Williams last season was a failure to convert pace into points. Between them, Pastor Maldonado and Bruno Senna scored only 76 points, giving a very unimpressive constructors' championship position of eighth. Coughlan, with some justification,

"You've got to be careful you don't lose your way as you bring things to the car you don't understand"

Tech director Mike Coughlan

believes the FW34 was good enough to take fifth in the standings and it's far from difficult to find the 67 missing points that would have hauled the team clear of Mercedes. So this year's priority is to find that consistency.

A good return this season would be for Williams to achieve last year's missed target: fifth overall. It's a big ask and would require it to beat at least one better-funded team, but the fact that doing so seems possible, rather than laughable, is a sign of the strides made during the past 18 months.

Things aren't perfect at Williams, which is as much a function of the financial struggles all teams face. But it would be foolish to assume last year's pace was a flash in the pan. With first-rate technical leadership, a stronger driver line-up, decent facilities and a solid budget, the ingredients are there for it to snap at the heels of the top teams once again. ▶

BOTTAS PLANS DECENT RETURN ON INVESTMENT

The promotion of Valtteri Bottas to a race drive in place of Bruno Senna was the most positive news of the winter for Williams. It's also a clear declaration of intent, for while Senna brought sponsorship worth around \$14 million last year, Bottas's presence isn't financially beneficial on the same scale.

Granted, Williams hasn't taken as big a financial hit as it might have done, for Bottas is backed by Finnish industrialist Antti Aarnio-Wihuri, who has supported him since his karting days. But the effort that went into making this deal work proves the team recognises the value of having a driver of Bottas's ability in the car. A few years ago, Bottas's predecessor as Williams-star-in-waiting, Nico Hulkenberg, was sacrificed to make way for PDVSA's megabucks, but the team was unwilling to let the well-regarded Bottas slip through its fingers.

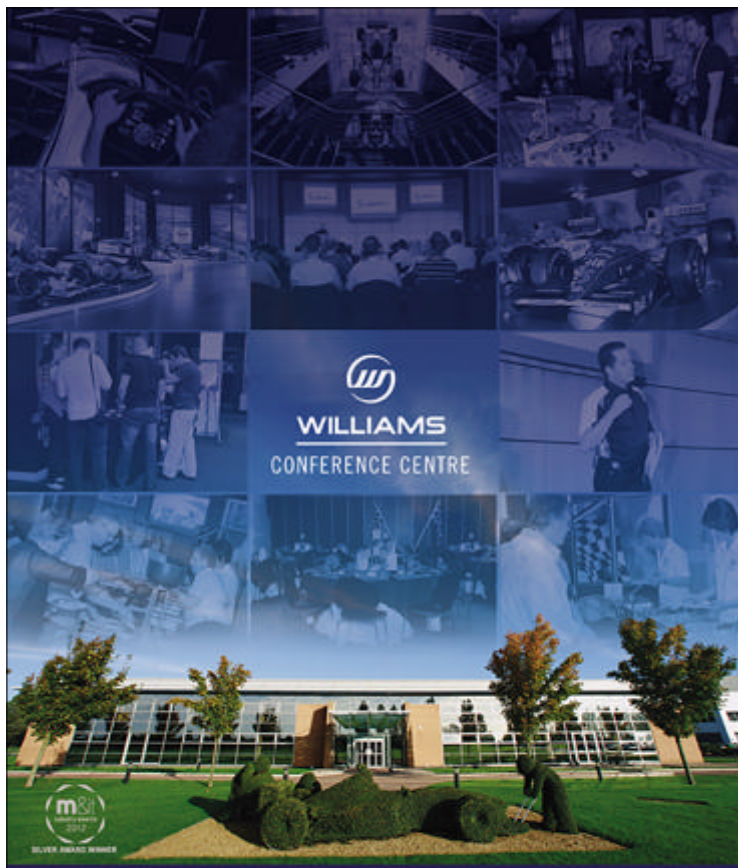
He has been a long-term investment for the team, which picked him out as a driver capable of cutting it at the top level while he was still in F3. What followed was a well-structured training programme culminating in 15 Friday practice sessions last year and now a race drive.

"When I first started at Williams in 2010, it was the first step," says Bottas. "When I moved to Oxford, between all of the races I came here and worked in every single department of the factory for a couple of weeks: in the aero, a couple of weeks in composites. It was really interesting to see the big picture of how the factory works."

Over the past few years, he has grown from intern status to potential star driver. And he has all the qualities he needs to make good on the team's faith.

"I'm confident I can deliver straight away because the preparation has been good and I'm confident I will have the pace," he says. "Also, how things have been going here regarding the car, I don't see any reason why this season's car can't be at least the same kind or even better. That's the aim – to get it straight away, to deliver points consistently."





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Williams's fluctuating F1 fortunes

During much of the 1990s, the prospect of Williams being anything other than a Formula 1 powerhouse was laughable. After McLaren's rise to prominence in the late 1980s, and losing its own Honda power supply (a consequence of refusing to take the Japanese manufacturer's favoured son, Satoru Nakajima), Williams rebuilt with Renault engines and a designer called Adrian Newey.

From 1991-97, Williams more often than not had the best car/engine package and, despite losing out on titles to both McLaren and Benetton during that period, was seen as the team to beat. Even when Renault quit F1, leading to Williams running customer Mecachrome-built ex-Renault units, it soon re-emerged as a winning force with BMW.

Williams flirted with winning championships during the BMW era, but Anglo-German relations weren't always easy. In 2003, Juan Pablo Montoya came close to winning the drivers' championship but the team ultimately wasn't able to capitalise on the fact that, at times, the BMW engine was the best in F1. Its cars simply weren't quite up to it. The loss of Newey, who had left for McLaren for the 1997 season, played a part in this.

With BMW wanting its own works team and Williams unwilling to sell, the BMW partnership ended after a



Team took title double in 1997



The BMW tie-up ended in 2005...

winless 2005 season. It was a gamble from Williams, which also lost major sponsor HP as a direct result of this.

Inevitably, this led to a period of financial retrenchment when the team's future was very much in doubt. For 2006, Williams ran Cosworth units before, in a cruel irony, fielding Kazuki Nakajima, the son of Satoru, for two years rather than paying for Toyota engines. After returning to Cosworth power in 2010, Williams endured its worst-ever season in 2011, scoring just five points and finishing ninth in the constructors' championship.

But in 2011, several key things happened. Sam Michael, technical director since 2004, tendered his resignation and Mike Coughlan was recruited. A Renault engine deal was also agreed, creating a partnership that would win again in only its fifth race. ❧



...to make way for a Cosworth deal in '06



'P1 will do, Pastor'. With top engineer Xevi Pujolar

How do you solve a problem like **MALDONADO?**

He's one of Formula 1's most enigmatic talents, so can Pastor Maldonado smooth off the rough edges? *EDD STRAW* investigates



MARK HUGHES ON MALDONADO

Pastor Maldonado is an enigmatic performer – both in his style of driving and his way of racing. He has a great improvisational ability behind the wheel, but it's almost *too* improvisational. There is precious little precision or consistency in his corner approach; he will frequently surrender early in trying to make the geometrically correct apex and instead maintain a lot of momentum by not cutting in so tightly. At least three of his corners were like that during his pole lap at Barcelona last year. He invents a new way of being quick almost by the lap. Yet amid this freewheeling approach he has a great feel for the tyres – when he can lean on them, when he has to ease off – and can adapt his technique accordingly.

In races he is brave and tough – perhaps too tough. Wheel-to-wheel, he is reluctant to give even one inch of racing room to the other guy and seems to take that challenge as some sort of masculinity test – which invariably leads to problems. Any direct battle seems to trigger a red-mist mentality in him. It's a problem that is buried deep in his psyche and out of the car, away from the red zone, he recognises it. There are people working with him in trying to decouple the emotion from the dicing. But in moments of high stress, we tend to revert to old habits.

There is a great racing driver locked in there and we saw him in Spain last year. But that was a race where circumstances didn't trigger his weakness. Whether we ever get to see that driver consistently is down to whether he can unlearn his instinctive responses.



Compare and contrast. Driver A is capable of recognising that Fernando Alonso will inevitably pass him for the lead into the first corner. He squeezes him as far as possible, but eventually settles into second place, knowing he has the pace to jump the Spaniard later in the race. He does this to perfection, then resists the pressure of mirrors full of red to the end of the grand prix. The same driver is also able to live with the fact that a KERS failure while running in the top three means he will lose places, but gives way to the faster cars and laps consistently to emerge from the race with an unlikely fifth place.

Driver B is very different, capable of shunting on the last lap of a race while in a strong position chasing an



Maldonado flies over Grosjean: GP2 in 2010

impossible pass on Alonso. He has also been seen to cause collisions during free practice, and crashes in races simply by not knowing when to give best.

You will have recognised that both

were the same driver in 2012: Pastor Maldonado. The duality of Williams's rapid Venezuelan is baffling. When driving to a plan, he can be as good as anyone, as we saw in Spain or Abu Dhabi. But on other occasions he is prone to clattering into Sergio Perez, jumping the start amid frustration about a grid penalty and rear-ending backmarkers when he finds himself at the back of the pack, as in Monaco and Belgium. That perhaps explains why a remarkable 54 per cent of his 2012 F1 points tally of 46 comes from that sensational May afternoon at the Circuit de Catalunya.

The 27-year-old has always had a wild streak. In the junior formulas, titles in GP2 and Formula Renault Eurocup were counterbalanced by ▶

◀ his propensity for incidents, including a couple of high-profile crashes under yellow flags. While the roughest of edges have been smoothed a little, he remains a frustrating driver. Even his driving style reflects this, as he's arguably the most spectacular driver to watch (see panel, p35) and leaves some scratching their heads as to how he can be so quick.

Those who know him suspect the 'elbows-out' racing style is here to stay. With a very fixed objective, such as in Spain or Abu Dhabi, he's able to deliver to perfection. But in what could be termed a less-specific racing situation, he has a habit of overreaching himself. Outside the car, he understands the need to avoid clashes, but under duress in battle his belligerence can be his undoing. As he says, "I agree we need to avoid the incidents, but we are racing..."

There's no reason to anticipate a step change in Maldonado this year, although it's unlikely he'll be as consistent an offender as he was during the middle stages of 2012. Like Romain Grosjean, his card had been marked by the stewards, and at one stage he was only a mis-step away from a ban himself. But that also means he will continue to be wonderfully quick in qualifying and is sure to bang in some mighty performances.

Perhaps the key meter for judging his effectiveness this year is the number of points finishes he achieves. Last year he only claimed five top-10s and he knows he needs to do better, as proven by his response when asked what he's looking for out of his own performance.

"More consistency, especially in the races," he says in a far more affable and softly-spoken manner than his occasional robustness on track may lead you to expect. "Qualifying pace is quite good, but we are trying to improve everything. We just need to be strong as a team and work hard together."



Maldonado (left) has close call with team-mate Senna

last season relative to its underlying performance. Maldonado, despite his litany of grid penalties, started in the top 10 in 11 races but more often than not failed to convert. This wasn't always down to his wild streak, and the team itself has been at pains to share the blame. That Maldonado only outscored team-mate Bruno Senna, who started in the top 10 only once, by 14 points is telling.

Not that he's dwelling on the errors, which have made him one of the less-popular drivers on the grid among rivals. Over the winter he favoured a clean break over the soul-searching and sports psychology favoured by fellow *enfant terrible* Grosjean.

"I never look at the race again," he says. "I'm always looking forward to the next one and trying not to make

That last comment is significant. Aside from McLaren, which had a potential championship-winning car but ended up third in the table, Williams was the team that underachieved most dramatically

IT'S ALL IN THE MIND:

AUTOSPORT's resident mind coach Don MacPherson wants to get Pastor Maldonado on his couch...

Pastor Maldonado's racing style has often been described as aggressive, and to his credit he doesn't try to deny it – saying "sometimes it's necessary". But, in F1, I don't think aggressive driving should ever be necessary – or acceptable.

On one hand, we love to see an attacking racer, prepared to take risks, daring to overtake. On the other, we don't want to see reckless driving that could result in seriously injuring another racer. The line between overdriving and driving on the limit is very thin indeed, so too the line between strong

and fair racing or aggressive and unfair. It's very much a question of correct and appropriate mind management: the brain must be programmed correctly when the dangers are factored in.

I'd like to get Pastor 'on the couch' to dig a little more into his seemingly complex and contradictory personality. What is it that changes this calm labrador-like guy in the paddock into the rottweiler-style customer on the track? Is he prone to road rage if he's cut up by another road user? If he could be an animal, which would he choose? Who influenced him most as a child, and who influences him most today? What's the most daring and dangerous thing he's done? Does he open doors for ladies? Where does he think he'll be in five years?

The trigger that seems to release 'Mad



What's going through his thoughts here?



Clambering out of wrecked Williams in 2012 Brazil finale



Victory in Spain in May 2012

the same mistakes as I did in the past. I was off in the winter having fun with my family and friends in Venezuela. Since I arrived back in Europe, I am fully focused on the car. That's the important thing to do now and after that I'll have time to focus on the races.

"I have to improve because I really want to win. To win, you have to be perfect like we were at Barcelona. It's a lot of work to do, but it's not only from my side. It's about teamwork. There's a great atmosphere in the team and everything is running in a good direction. But to move forward you need to have a very quick and consistent car and, after that, it's my job to do the best on the track."

Maldonado was due his first chance to get a feel of whether the new FW35 is "a very quick and consistent car" on

Tuesday this week. If it's capable of regular top-10 starting slots and contending for podiums, Maldonado has the potential to be a hero or a villain. It's hard to see him becoming Mr Consistency, but a relatively calm end to the 2012 season, which included the first back-to-back points finishes of his short F1 career in Abu Dhabi and the US, suggests he's learned something from what he describes as his "bad moment" during the middle of last year.

But considering where he was when he started out in F1 in 2011 – when he was widely derided as a 'pay driver' thanks to PDVSA's megabucks, despite having won the GP2 title – Maldonado has already come a long way.

"I had a really difficult season in 2011 and learned a lot because Rubens [Barrichello, team-mate] was very

strong, and I tried to learn the good things from him," reflects Maldonado. "In 2012 I tried to put everything together. I was the most experienced driver in the team and 100 per cent involved in the development. At Barcelona nobody expected me to be on the podium but we won.

"It was difficult to accept that in my second year I would be leading the team but at the same time I accepted the responsibility. I worked very hard and I hope everybody saw that I was pushing the engineers very hard every day, in the simulator, on the track, off the track to try and resolve the small problems we had. I'm confident."

Maldonado isn't going to emerge as world champion material, but he's already won once in style and there's no reason why he can't win again. He's always going to be an exhilarating, but frustrating blend of stunning speed and unforced errors, and the challenge this year is to shift the dial a little more in favour of the positive.

One thing is for sure: it's going to be spectacular. F1 is a better place for Pastor Maldonado's presence. ❄

CALMING THE RAGE

Maldo' comes in the heat of battle, sometimes literally banging wheels if the other guy has 'done him wrong' in his eyes. He seems to genuinely believe he must behave in this way in order to be successful. This has been his default mindset for several years in junior formulas, and is quite firmly planted in the subconscious part of his brain. It may take some shifting, but it can be done.

So, Maldonado has an interesting mental challenge. If he detunes his racing brain too much he may become too safe and lose the exciting and highly watchable aspect of his driving. But if he does nothing then I suspect he will get what he's always got: inconsistency and more grid penalties.

What to do then? Well, words have energy

as well as meaning, so instead of being aggressive, he should try to be assertive. 'Aggressive' is a word with a lot of energy and much more likely to provoke overdriving, whereas 'assertive' is more subtle but still strong enough to translate his undoubted speed into better consistency and, maybe, more wins – just like he did at Barcelona, despite losing the lead to Fernando Alonso at the start.

So, Pastor, every time you catch yourself using the word 'aggressive', simply replace it with 'assertive', and see how that gentle switch softens your muscles, calms your mind, and allows you to still be the fast, talented racer we already know you are.

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One-hit F1 wonders

After the winners, it's time for the one-time polesitters to get the AUTOSPORT treatment. **KEVIN TURNER** looks at a rarefied group that had its one day in the qualifying sun

PART 2



THIERRY BOUTSEN

Williams FW13B
1990 Hungarian GP

Margin: 0.036s

"Forgive me Thierry, I was wrong," wrote AUTOSPORT's Nigel Roebuck. "I had my doubts you could ever win a race like this, from the front, in the dry, under pressure. In Hungary, though, you took pole, led from the start and – give or take a few hundred revs – made no mistakes."

Boutsen's great opportunity had come with a move to Williams in 1989 and he duly took two wet-weather wins. But at the Hungaroring, the FW13B was strong in the dry.

Jean Alesi (Tyrrell) and Gerhard Berger's McLaren starred initially, with times in the 1m18s, before Boutsen came out of nowhere to pip them with 1m17.919s.

"The car is a lot better here than it was at Hockenheim [the previous round]," said the Belgian at the time. "We made a big improvement with the chassis but also Renault has come up with some new things for

the engine which has enabled us to have quite a bit more power for qualifying. The first time I drove out of the pits I could feel a big difference."

Team-mate Riccardo Patrese underlined the pace of the improving Williams-Renault combination by taking second. Even a late Ayrton Senna effort couldn't break the British squad's one-two.

"I can remember every second of that lap," recalls Boutsen now. "I knew the car wasn't so good on race tyres, but was very good on qualifiers."

"I started the lap slower than I could have done to keep the tyres fresh over the whole lap. I knew that was my chance to get pole. I took the first two corners easy and I think I was much faster than everyone in the final split. I knew I couldn't win the race if I didn't start from pole."

Boutsen duly made a decent getaway and withstood attacks from Berger, Alessandro Nannini and Senna to force that apology from our man on the ground.

DENNY HULME

McLaren M23
1973 South African GP

Margin: 0.13s

Only one F1 world champion is on any of our 'One-Hit Wonder' lists and New Zealander Hulme is that man. The 1967 title winner scored eight wins and nine fastest laps in the world championship, but his 1973 effort at Kyalami was the only time he topped a qualifying session.

The event had even greater significance than that, though, for it was also the debut of one of F1's greatest designs: the McLaren M23.

"She's fast down the straight but really whips through the corners as well," Hulme said in South Africa and the M23 topped the speed traps in practice at 185.3mph.

Despite rumours of Ronnie Peterson's Lotus running a 1m16.1s lap, Hulme's 1m16.28s officially put him on pole, with McLaren new-boy Jody Scheckter third in the old M19C. Hulme then comfortably led the race before debris from a multi-car accident punctured a tyre. He eventually came home fifth after suffering another deflation.

"A car with a future, a car to beat," reckoned Pete Lyons in his AUTOSPORT report...

EUGENIO CASTELLOTTI

Lancia D50
1955 Belgian GP Margin: 0.5s

Following the death of his team leader Alberto Ascari, Gianni Lancia gave up motorsport. But he did grant works driver Castellotti permission to race a D50 under his own name at the Belgian GP.

Incredibly for his first time at the old and fearsome 8.8-mile Spa, Castellotti went out for Friday afternoon practice and broke Juan Manuel Fangio's circuit record by half a second. That proved enough for pole when rain arrived on Saturday.

Legendary journalist/racer Paul Frere described the effort as superhuman, perhaps incorporating the spirit of his late mentor Ascari, who had been laid to rest less than a week earlier.

Castellotti nevertheless believed the

D50 was the key element. "I am not completely satisfied," he told Frere. "The Lancia is going marvellously enough to be slightly superior to the Mercedes. With his class and experience, Ascari would have been able to do much, much more."

Though he agrees Ascari was the greater driver, Stirling Moss thinks that's a tad harsh. "He was like a Peter Collins," he says. "He was very fast."

Nevertheless, Fangio and Moss quickly overcame Castellotti in the race and headed off to a Mercedes one-two in their W196s. Castellotti held third until the D50's gearbox broke, putting the Italian out, though decent results in Ferraris later in the year took him to third in the 1955 drivers' standings.

The D50 would go on to win the 1956 title, badged as a Ferrari, but Castellotti would never quite manage to win a GP before his death in a testing accident at Modena in 1957.



Castellotti's Lancia tamed the old Spa



Was Brazil 2010 the first of many poles for Hulk?

NICO HULKENBERG

Williams FW32
2010 Brazilian GP Margin: 1.049s

Some ascribe Hulkenberg's sensational pole for unfancied Williams to good fortune and being the last man over the line in ever-improving conditions. Not so, for the German banged in two laps good enough for top spot.

Key to his success was a rapid out-lap, maintaining tyre temperature in a way his more cautious rivals couldn't match. Knowing he was facing the door at Williams, he opted to go for broke.

On slicks and knowing it was treacherous if he put a wheel out of place, he laid it on the line. Several times he was on the verge of sliding off, particularly at the last corner, but he kept it together to take one of the most popular poles in F1 history. It would be a surprise if it was his last.

Boutsen stood firm to win in Hungary

PETER REVSON

McLaren M19C
1972 Canadian GP Margin: 0.3s

Although perhaps not quite top drawer, American Peter Revson was a regular frontrunner in the 1970s. He won the 1971 Can-Am title, finished second in the Indy 500 the same year, and took two F1 wins in 1973 before losing his life in a testing crash early the following season.

Part of the family that owned the Revlon Cosmetics firm, Revson also managed an F1 pole – for McLaren at Mosport Park in 1972.

Early on Saturday, he and teammate Denny Hulme went out on their soft-compound Goodyear rubber. Hulme managed 1m13.9s, but Revson stayed out and recorded 1m13.6s, the first official lap of the track at over 120mph.

"The M19s were obviously well suited to the circuit," wrote AUTOSPORT's Pete Lyons. "Their width combined with perhaps more wing angle than most helping them



Revson and M19C on form at Mosport Park

through the long swerves, and their suspensions set to give a distinctly smooth ride over the bumps."

Sticking throttles hampered both

Revson and Hulme off the line, but they recovered to second and third respectively after battling drives behind a dominant Jackie Stewart.

TOM PRYCE

Shadow DN5A
1975 British GP

Margin: 0.14s

Welshman Pryce was really getting into his stride in 1975. He started the season with Shadow's old DN3B, while team-mate Jean-Pierre Jarier stunned F1 with a brace of poles with the new DN5A. Once he got his hands on the newer car, Pryce became a contender too.

He won the Race of Champions at Brands Hatch and then qualified on the front row at Monaco, second only to Niki Lauda's Ferrari.

Come race weekend at Silverstone, Pryce continued his form, managing two laps good enough for pole.

"I was behind a couple of cars on those laps, so maybe I could shave off a tenth but it was pretty well the fastest I can go," Pryce told Pete Lyons in *Autocourse*.

Pryce got involved in a multi-car fight early in the race, then grabbed the lead, only to find a rain shower at Becketts and slide off.

Despite scoring a couple of podiums, Pryce would never again lead a world championship GP, and was killed in South Africa in 1977 when he drove into a marshal who had run across the track.



Giacomelli's Alfa was dominant at the Glen

BRUNO GIACOMELLI

Alfa Romeo 179B
1980 US GP

Margin: 0.789s

Giacomelli's 1980 season had been largely spoiled by unreliability, but he at least got to star at the Watkins Glen finale, taking pole and leading a points-paying GP for the first and last time. Until the Alfa broke again.

"After all the problems we had during the year, it all seemed to be coming good," says the 60-year-old today. "We'd had bad reliability, a car that was too soft for most of the circuits, and then we lost Patrick Depailler [in a testing crash]. We needed something to lift us up.

"Watkins Glen was a fantastic circuit with lots of long-radius, fast corners and lots of ups and downs.

Because our car was so soft but had immense ground effect, it suited the circuit. Plus we'd found some solutions to the problems we'd been having and they totally transformed the car. The engine, in particular, was so useable; the power delivery was far less aggressive than it had been.

"From the first lap I could make the car do whatever I wanted. It was fast on the straights, handled neutrally in every corner and had fantastic traction and braking.

"It was the best car I ever drove in F1; so fast through the long corners that I managed to wear out a set of qualifying tyres in less than a lap, so I had to qualify on race tyres. And I was still able to take the last corner in fourth gear on my pole lap. The rest were doing it in third! That day was a dream."



Depailler slides to pole for Tyrrell in Sweden in '74



Pryce and Pace lead the 1975 British GP field away

POLE SKEWED BY RULE CHANGES

With the current F1 qualifying system being relatively popular, it's easy to forget how the sport tried various methods during the noughties. Qualifying with race fuel was one, and three of our one-hit wonders took their poles during the period when varying fuel loads masked people's true pace.

Nick Heidfeld's pole at the 2005 European GP, for example, was largely down to his Williams carrying less fuel than Kimi Raikkonen's McLaren and team-mate Mark Webber, both quicker on fuel-corrected times.

Heidfeld's 2008 team-mate Robert Kubica also owed his only top qualifying slot to carrying less fuel. His BMW Sauber was around 11kg lighter than Felipe Massa's Ferrari in Bahrain qualifying that year and lapped just 0.027s quicker.

Heikki Kovalainen's top spot at Silverstone the same year wasn't thanks to fuel load, but he was helped by a couple of mistakes by team-mate Lewis Hamilton, who turned the tables come raceday.

PATRICK DEPAILLER

Tyrrell 007
1974 Swedish GP Margin: 0.318s

Four teams and five drivers had won races before the unpredictable 1974 season arrived at Anderstorp for round seven. And the trend continued as Tyrrell led the way.

Jody Scheckter generally had the upper hand over team-mate Depailler, but on this occasion the Frenchman proved quicker in practice.

Scheckter was faster initially, from Niki Lauda, but it was Depailler who broke the 1m25s barrier. And he wanted another go. "There was the most amazing sight of him forcing the chisel nose of the car almost into Ken Tyrrell's ankles, creeping and creeping, obviously nearly beside himself with the desire that this obstacle would vanish like smoke," wrote AUTOSPORT's Pete Lyons.

The team boss won that fight, but Depailler's earlier

time was easily enough, being 0.3s better than his team-mate and 0.4s ahead of Lauda.

Too much wheelspin hurt Depailler's start and that decided the race. The challenges of Ronnie Peterson and the Ferraris hit reliability problems and the rapid Hesketh of James Hunt lost too much time behind Lauda.

Although Depailler closed on Scheckter and set fastest lap, one of four in his F1 career, he had to stay put. "The strategy was that the start had determined the outcome," added Lyons. "Although Patrick was pressing right up the back of Jody he was instructed firmly to 'STAY' in his place."

Neither Tyrrell would qualify in the top two for the rest of the season, but Scheckter would finish third in the standings. Depailler went on to take a win apiece for Tyrrell and Ligier before losing his life in an Alfa Romeo testing accident at Hockenheim in 1980.

THE COMPLETE LIST

Excluding the 11 Indy 500s that counted for world championship points, just 20 drivers have scored a single pole...

Eugenio Castellotti Lancia D50
1955 Belgian GP (Spa)

Jo Bonnier BRM P25
1959 Dutch GP (Zandvoort)

Wolfgang von Trips Ferrari 156
1961 Italian GP (Monza)

Lorenzo Bandini Ferrari 312
1966 French GP (Reims)

Mike Parkes Ferrari 312
1966 Italian GP (Monza)

Peter Revson McLaren M19C
1972 Canadian GP (Mosport Park)

Denny Hulme McLaren M23
1973 South African GP (Kyalami)

Patrick Depailler Tyrrell 007
1974 Swedish GP (Anderstorp)

Carlos Pace Brabham BT44B
1975 South African GP (Kyalami)

Vittorio Brambilla March 751
1975 Swedish GP (Anderstorp)

Tom Pryce Shadow DN5A
1975 British GP (Silverstone)

Bruno Giacomelli Alfa Romeo 179B
1980 United States GP (Watkins Glen)

Andrea de Cesaris Alfa Romeo 182
1982 Long Beach GP

Thierry Boutsen Williams FW13B
1990 Hungarian GP (Hungaroring)

Nick Heidfeld Williams FW27
2005 European GP (Nurburgring)

Robert Kubica BMW Sauber F1.08
2008 Bahrain GP (Sakhir)

Heikki Kovalainen McLaren MP4-23
2008 British GP (Silverstone)

Nico Hulkenberg Williams FW32
2010 Brazilian GP (Interlagos)

Nico Rosberg Mercedes F1 W03
2012 Chinese GP (Shanghai)

Pastor Maldonado Williams FW34
2012 Spanish GP (Barcelona)



Maldonado started at the front in Spain

Let's get ready to rumble

NASCAR has a sleek new look for its V8 stock cars for 2013. *CHUCK BRADBURY JR* is your guide

The biggest technical change in NASCAR since the radical Car of Tomorrow of 2007 arrives for the upcoming season. The new Gen-6 Sprint Cup car is a platform that's intended to make the cars more accurately reflect each manufacturer's road cars.

The buzz-phrase for its introduction is to "put the stock back into stock car racing" but its on-track purpose is to place the emphasis back on mechanical grip as opposed to aerodynamic dependency. The longer-nosed/shorter-tailed machines raced for the first time in last weekend's non-championship Sprint Unlimited event at Daytona.

Even NASCAR's biggest boss, Brian France, was moved to admit recently that the previous-generation CoT car, while raising the bar in terms of safety,

was an unpopular route and direction needed changing: "We got away from some things that historically had worked well for us – the rivalry and the relevance issue with the car manufacturers."

With the big three car makers (Chevrolet, Ford and Toyota) now firmly on-side – Dodge having departed the competition despite winning the title last year with Brad Keselowski and Penske – brand fans now have cars that look easier to distinguish.

Meantime, on the back of last year's adoption of fuel injection over carburetors, these cars even feature spec carbonfibre panels as NASCAR – seldom at the cutting-edge of motorsport technology – creeps

into the 21st century. In case die-hard purists were worried, the cast-iron, 358 cubic-inch V8 engines remain – the roots of which first grew the middle of the last century.

While some things change, others stay very much the same.



CARBONFIBRE PANELS

The bonnet and rear decklid are now made from carbonfibre. The remainder of the body is 24-gauge/0.0247in cold-rolled sheet metal, and each manufacturer is allowed unique bodywork to reflect its production cars. These will be policed by NASCAR's new laser-inspection device.

IMPROVED STYLING

Manufacturers have developed unique styling for each of the three models of car, at the front-end and along the flanks, to reflect their road-car products.

TYRES & DOWNFORCE

Goodyear has developed a new compound of rubber, designed to work in tandem with the downforce reduction of the revised aerodynamic package and a hoped-for increase in mechanical grip.



TECH SPEC		
Gen-6 (2013)		Gen-5 (2007-2012)
196.2in	Length	198.5in
77in	Width	74in
54in	Height	54in
3300lb	Weight (without driver)	3450lb
1620lb	Right-side weight	1700lb
1680lb	Left-side weight	1750lb
Eligible models: Chevrolet SS, Ford Fusion, Toyota Camry		

REAR DECK FIN

This 3.5in-high fin (between 17 and 25in long) is now constructed from transparent polycarbonate; previously this was opaque.

HOMOGENISED PAINT SCHEMES

The driver's name and car manufacturer will now appear on the sunstrip of all cars. Only one sponsor will be allowed space on the roof, adjacent to the car's number. Car numbers at the front and rear move from the light decals to the bumpers; numbers on the side are 10 per cent smaller so sponsor names can extend forward past the B-pillar.

WEIGHT REDUCTION

The minimum weight for the chassis has been reduced by 160lb. The driver's weight allowance has also been reduced from 200lb to 180lb.

STRONGER ROLLCAGE

Two new support bars have been added to the rollcage: one across the front, and one parallel to the windshield which intersect. These have been implemented to increase the integrity of the crush structure in the event of a high-speed inversion.

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Daytona dreaming

This weekend's Daytona 500 is NASCAR's superbowl; the toughest race in stock cars. Just ask these guys...

FIVE SUPERSTARS WHO'VE WON THE 500...

Jimmie Johnson



Starts: 399 Wins: 60 Titles: 5
Daytona 500 winner: 2006

Two years without a title — is 'five-time' losing his golden touch? Johnson has been this sport's Colossus since his unprecedented winning streak began in 2006, but he claims his appetite for more is undimmed. Those close to him believe he won't rest until he's claimed no less than eight crowns. His approach to 2013? "I'm excited and ready to go again. I'm carrying no baggage."

Jeff Gordon



Starts: 689 Wins: 87 Titles: 4
Daytona 500 winner: 1997, 1999, 2005

Ended last year on a high with a much-needed win at Homestead, after being dogged by the controversy of him deliberately wrecking Clint Bowyer at Phoenix. He's a smart cookie, four titles and three Daytona 500 wins weren't by accident, and he's got his 2013 strategy

mapped out: "If you can find an advantage with this new car in the draft, you can be sure it'll be exploited in the final laps of the Daytona 500."

Dale Earnhardt Jr



Starts: 469 Wins: 19 Titles: 0
Daytona 500 winner: 2004

The fans' favourite has underachieved for donkey's years, but he excels at Daytona more often than not. Ended a 143-race losing streak at Michigan last year, but his Chase challenge was ended prematurely by concussion. Of this season he says: "We can't sit back and say 'we're a top-10 team now', we've got to become a top-5 team now, and if I win less than three races this year I'll be disappointed."

Matt Kenseth



Starts: 472 Wins: 24 Titles: 1
Daytona 500 winner: 2009, 2012

Was leading last year's Sprint Cup

when he revealed he was leaving Roush Fenway Racing after 13 years, two Daytona 500s and one title together. At the age of 40, Joe Gibbs Racing is Kenseth's new home — smart move or mid-life crisis? "As a driver, it's obviously about winning races and trying to win championships. I feel really great about this move."

Kevin Harvick

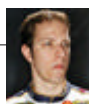


Starts: 430 Wins: 19 Titles: 0
Daytona 500 winner: 2007

This will be "The Closer's last season with Richard Childress Racing, with whom he won the 2007 Daytona 500, before a move to Stewart-Haas in 2014. The man who 'replaced' Dale Earnhardt Sr at RCR will aim to go out on a high from this famous team, and won last Saturday night's Sprint Unlimited warm-up race: "I'm pumped up and ready to go. When you've experienced winning the Daytona 500, it's something you want to experience again and again."

FIVE SUPERSTARS WHO HAVEN'T WON THE 500...

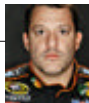
Brad Keselowski



Starts: 125 Wins: 9 Titles: 1

Says his championship of 2012 was "validation" of his talent. Now he wants more. Never one to make up the numbers — he claims he's a direct descendant of Sir Francis Drake! — Kes is a rare breed among racing drivers in that he's eloquent and outspoken in equal measure. "I don't think I have to change my approach this year, I'm just looking to grow. If I do that, results will come again."

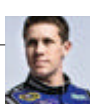
Tony Stewart



Starts: 500 Wins: 47 Titles: 3

It is an absolute anomaly that 'Smoke' has failed to win the Daytona 500. He has visited Victory Lane at the famed superspeedway no less than 18 times in various other events there — including the July night race and 500 qualifying races — but never lifted the Harley J Earl trophy in 14 attempts. He freely admits: "I wish I could trade a couple of these races in for just one Sunday race in February."

Carl Edwards



Starts: 301 Wins: 19 Titles: 0

Has a new crew chief, Jimmy Fennig, for 2013 as his team searches to find the missing link that turned him from title challenger to also-ran last season. "I couldn't be looking forward to it more," Edwards says of the 500. "I would like to put last year out of my memory. Not in the last few years have I been this excited to go racing."

Denny Hamlin

Starts: 259 Wins: 22 Titles: 0

In his seven years at Cup level with Joe Gibbs Racing, he's finished outside the top 10 only once. Runner-up in 2010, he's determined to go one better: "The only thing that's really kept us from

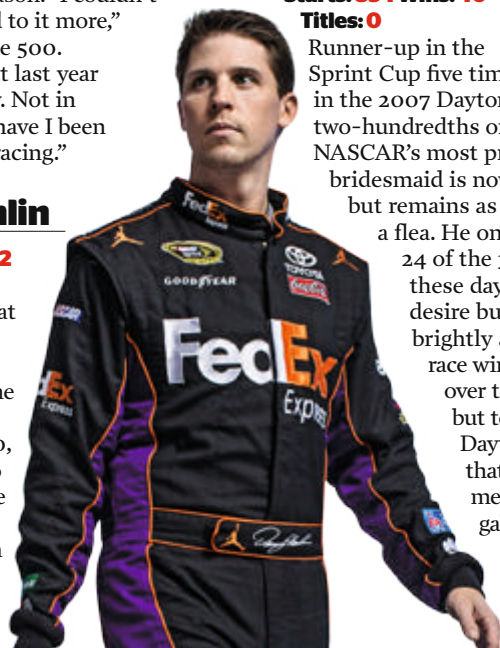
championships in years past is reliability. It's much easier to tighten bolts on the car than it is to try to find out why you're running 20th."

Mark Martin



Starts: 854 Wins: 40 Titles: 0

Runner-up in the Sprint Cup five times, defeated in the 2007 Daytona 500 by two-hundredths of a second. NASCAR's most prolific bridesmaid is now 54, but remains as fit as a flea. He only runs 24 of the 36 races these days, but his desire burns as brightly as ever: "Any race win puts me over the moon, but to win the Daytona 500... that would put me over the galaxy!"



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When three tribes go to war

It's Ford v Chevrolet v Toyota in this year's Sprint Cup, and each marque boasts at least two big teams

CHEVROLET

Hendrick & Stewart/Haas Racing

Think NASCAR powerhouse, think Hendrick Motorsports. All four of its cars won races in 2012 and all made the Chase, but its Achilles Heel were DNFs. Since 2009 it has averaged 10 DNFs per season with its four cars, but last season it rocketed to 16 – six for Jimmie Johnson. However, it has also has a proven track record of adapting best to major technical changes – Johnson's title streak was based on the '07 Car of Tomorrow.

In Stewart-Haas Racing, it has a pseudo-satellite team with a three-time champion (Tony Stewart), a Daytona 500 winner (Ryan Newman) and media magnet Danica Patrick in its line-up.



FORD

Roush-Fenway & Penske Racing

Jack Roush's three-car squad (Carl Edwards, Greg Biffle and newcomer Ricky Stenhouse) has been Ford's mainstay for ages, and its position as such hasn't really been challenged since the demise of Yates Racing. But the return of Roger Penske's 2012-title-winning outfit to the Blue Oval's ranks, after 10 years with Dodge, is seen by some as a potential shift in that powerbase.

Roush will supply Penske's engines, despite 'The Captain' having his own resource in this area. How reigning champion Brad Keselowski and Gibbs refugee Joey Logano will fit into the Ford landscape will be intriguing.

TOYOTA

Joe Gibbs & Michael Waltrip Racing

Joe Gibbs Racing has no excuses in 2013. In Denny Hamlin, Matt Kenseth and Kyle Busch it has a trio of proven race winners. With the might of Toyota behind it, expect big things.

If there's one team on the rise in the Cup ranks, it's Michael Waltrip's squad. Recent star signing Clint Bowyer was in the title fight last season, with team-mate Martin Truex an effective wingman. Then there's the intriguing trio that shares its third car: Mark Martin, the Peter Pan of NASCAR, and Brian 'The Sheriff' Vickers and Waltrip himself, who will make some cameo appearances on the big tracks, where he excels when he's not crashing.

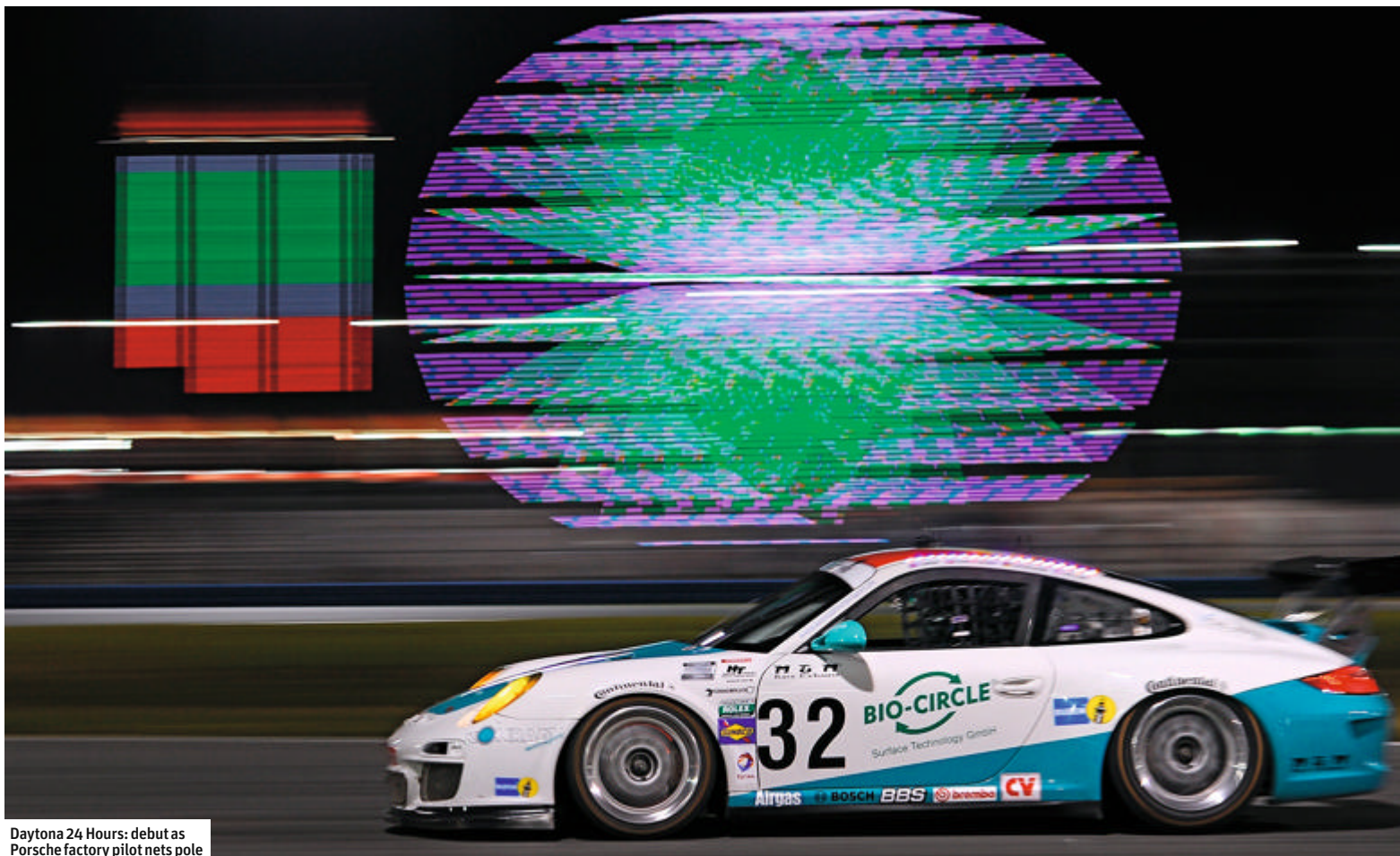


2013 (YELLOW = CHASE)

Feb 24	Daytona 500
Mar 3	Phoenix
Mar 10	Las Vegas
Mar 17	Bristol
Mar 24	Fontana
Apr 7	Martinsville
Apr 13	Texas
Apr 21	Kansas
Apr 27	Richmond
May 5	Talladega
May 11	Darlington
May 26	Charlotte
Jun 2	Dover
Jun 9	Pocono
Jun 16	Michigan
Jun 23	Sonoma
Jun 29	Kentucky
Jul 6	Daytona
Jul 14	Loudon
Jul 28	Indianapolis
Aug 4	Pocono
Aug 11	Watkins Glen
Aug 18	Michigan
Aug 24	Bristol
Sep 1	Atlanta
Sep 7	Richmond
Sep 15	Chicago
Sep 22	Loudon
Sep 29	Dover
Oct 6	Kansas
Oct 12	Charlotte
Oct 20	Talladega
Oct 27	Martinsville
Nov 3	Texas
Nov 10	Phoenix
Nov 17	Homestead

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Daytona 24 Hours: debut as Porsche factory pilot nets pole

The next British

Nick Tandy has finally got the deal he has been working towards for the past three seasons, but as a

Nick Tandy is in illustrious company. He has joined a list of British Porsche factory drivers that includes Vic Elford, Brian Redman, Derek Bell and Allan McNish. And that's mission accomplished as far as the 28-year-old is concerned.

Getting on the books at Porsche had been Tandy's ambition almost since he took his first steps in the world of Porsche racing at the end of 2009. There was success pretty much straight away on his arrival in the Carrera Cup in Germany and the Formula 1-supporting Supercup, but he concluded pretty early that his career lay beyond these one-make series.

"I had such a good year in my first full season, winning most races and finishing second in the Carrera Cup – which is just as tough and has more strength in depth than the Supercup – and then ending up second in the Supercup," he says. "I was pushing for both titles in 2011, but I knew that I

needed to do other things to continue my upward progression.

"You can become a professional driver and earn a good living doing the cups, but your timeframe is limited," continues Tandy, who ended up winning the Carrera Cup in his second season. "I wanted to broaden my experience, because I was looking 10 or 12 years down the line. You know that being with Porsche is a good place to be for a long time to come."

The road to a factory deal started with the realisation that his single-seater career was as good as over in the wake of the tragic death in a car accident of brother Joe, who ran Nick in the family JTR team in Formula 3.

"Joe was the mastermind behind my career," explains Tandy. "He was the one who sold the package of him as team owner and me as driver to our backers. He was amazing at that. When Joe died, the whole F3 thing finished because the sponsor pulled out."

Tandy went on to score an emotional



Bell took 936 to '81 Le Mans win

WHAT IT MEANS TO BE A PORSCHE FACTORY DRIVER

DEREK BELL 1971, 1981-88

It's the drive of your life, although I didn't realise it when I joined JW Automotive to race a factory Porsche 917 in 1971. When I was invited back in 1981, it made my career and changed my life. And I'm not the only one who can say that.

One piece of advice: learn German. The relationship between you and the mechanics is invaluable. If they believe in you, they will do anything for you, so he should do anything that helps that.



“Porsche made my career and changed my life”
Derek Bell

“Going there gave me a heck of a lot of confidence”
Allan McNish



“This is what the past few years have been all about”
Nick Tandy

Porsche legend?

Brit with a factory Porsche drive he has some big names to live up to. By *GARY WATKINS*

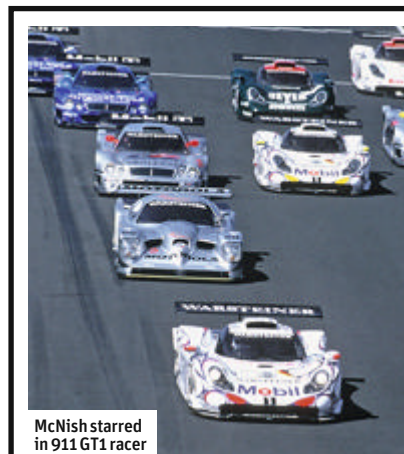
first British F3 victory at Rockingham, just days after his brother's death, and was then picked up by the Kolles team in the F3 Euro Series for what he now calls a “disastrous programme”. Some good did come out of it, courtesy of a chance meeting with Supercup and Carrera Cup team owner Franz Konrad.

“I was in the bar of my hotel after the Zandvoort race and was introduced by a mutual friend to Franz,” remembers Tandy. “He told Franz how I'd won a race in the Porsche Carrera Cup GB.”

Tandy, as a McLaren AUTOSPORT BRDC Award finalist from the previous year, had been given an outing in the guest car at Silverstone and ended up winning the first of the two races.

“I didn't think much about it at the time because I was so focused on F3, but it was a damn good achievement,” he says. “Maybe that impressed Franz.

“In passing, he said that maybe I could do a test for him. I called him the following day and three or so times a week for the next four



McNish starred in 911 GT1 racer

WHAT IT MEANS TO BE A PORSCHE FACTORY DRIVER

ALLAN McNish 1997-98

It was a big step for me, as it will be for Nick, because it was my first factory contract. That meant even more because Porsche is so steeped in history in motorsport in general and sportscar racing in particular. Going there gives you a heck of a lot of confidence because you know they've signed you because of a deep knowledge and understanding of what you can do. Being a Brit abroad means he has really stood out from the crowd.

One piece of advice: listen. You can learn so much at Porsche. I was fortunate that I had Norbert Singer [technical boss], Bob Wollek, Hans Stuck, Thierry Boutsen and Yannick Dalmas to learn from. There was so much experience around in my day, but Nick has got Romain Dumas, Timo Bernhard and others around him.

months before he finally gave in.”

A test at Dijon, after the Kolles deal had come to an end, led to a race at the same track in the penultimate round of the German Carrera Cup.

Tandy finished second, but reckons he might well have won on his debut

had he been more forceful and the driver he was behind, Jeroen Bleekemolen, not racing for Konrad Motorsport in the Supercup that year.

“I had the chance to overtake, but I was too easy on Jeroen,” he recalls. “Franz, partly in jest, had said to me ▶



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Sep 15th	Red Lodge
Oct 20th	Daytona MK
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Wheel-waving in the Manthey RSR in International GT Open

◀ before the race, ‘Don’t crash into him; he’s my driver in the Supercup’. I obviously didn’t want to upset Franz.”

Tandy managed to avoid Konrad’s wrath and impressed him. So much so that he was invited back to contest the end-of-season Supercup event in Abu Dhabi. Another second place, again behind champion Bleekemolen, helped secure the teams’ title for Konrad. No surprise, then, that he was invited back for full-season campaigns in both series the following year.

“I knew the first step towards a factory drive was winning one of the cups, which I did in Germany in my second year in 2011,” explains Tandy, “but I knew I had to do more GT racing.”

That opportunity came when he was asked to race in the International GT Open with Manthey Racing aboard a GTE-spec 911 GT3-RSR last year.

“I jumped at the chance,” he says. “It was going to be in a 2012 RSR, one of the few in the world, with one of the top Porsche teams and sharing with a

factory driver – Marco Holzer.”

Again, Tandy came within an ace of winning the title. In fact, when he crossed the line to win the second race at the Barcelona finale, he and Holzer looked like being champions. Yet some last-lap manipulation of the order by the Ferrari camp wrenched the title from their hands.

The season with Manthey was nevertheless instrumental in his promotion to a factory deal, reckons Tandy. “Someone of [team boss] Olaf Manthey’s stature in the sport was able to witness me as a driver and a person first hand over a full season of international racing,” he says. “That has to be important.”

Exactly why Tandy wasn’t announced as a factory driver when he was confirmed as the winner of the Porsche Cup, which is awarded annually to the most successful non-factory driver racing the marque’s products in international sportscar racing, isn’t

clear. Tandy bats that question away.

The deal was announced a couple of weeks later — and came “out of the blue”, according to him. Whether it had anything to do with another sportscar marque, in the form of Aston Martin, casting its net far and wide for new drivers will have to remain a matter for conjecture.

Tandy kicked off his Porsche factory deal in style at last month’s Daytona 24 Hours, claiming class pole position with, fittingly, a Konrad-run 911 GT3 Cup. The race didn’t go so well: an early shunt resulting from a cut tyre put the car down the order and then a broken tyre valve, the result of a brush with another competitor, caused more damage that forced the team into retiring the Porsche.

The rest of Tandy’s programme for 2013 has yet to be announced, apart from a first appearance in the Sebring 12 Hours with the Walker-run Falken Tires Porsche squad. He expects to be racing a GTE-class 911 GT3-RSR somewhere and there’s also the prospect of getting behind the wheel of something substantially quicker.

Tandy isn’t sure about his chances of driving Porsche’s forthcoming LMP1 petrol-electric hybrid, but he reckons he’s got the right mix of skills.

“I have the right background and experience of lots of different kinds of cars,” he says. “Does that mean that Porsche will prefer me to someone straight out of Formula 1? I don’t know. All I know is that my chances of driving the P1 are better now that I am a Porsche factory driver.

“If I don’t get the chance and I end up racing Porsche GT cars for the next 15 years, I’ll still be over the moon.” ❁



Tandy was a winner in F3, at Rockingham

Breaking the sound barrier

There's one thing everyone is getting excited about in GP3: the noise of the new engine.

MARCUS SIMMONS gets the lowdown on the second-gen car from Status GP's Matt Greasley

As you read this, the GP3 Series teams will be at Estoril, fully immersed in the first proper test of the brand-new GP3/13 from Dallara, which will form the basis of the category for the next three years.

Except it's not fully brand-new. Instead, there is a substantial carryover of parts from the first-

generation GP3/10 to accompany what everyone is getting excited about: the 3.4-litre V6 engine.

"The front and rear wings, gearbox and suspension are the same," says Status Grand Prix chief engineer Matt Greasley. "That's been a big help and has made the build easier. The main

areas of change are the reinforcing of the tub, the bodywork, and of course the engine.

"For its size, the old [turbo] engine had a pretty good output, but this new one is something to be proud of.

"Every driver who's seen the new car has been taken aback by it.

It's a baby GP2 car: it looks like one, it will sound like one and handling-wise it will be similar. We reckon it'll be five seconds a lap quicker than the old car, so there's now a natural progression to this from Formula 3."

Greasley talks us through some of the main points of the new car.

GEARBOX

"It's the same – Hewland six-speed with a hand-clutch on the steering wheel, semi-automatic. It's been fantastic so far. They've changed the bevel gear for the differential so we can keep the same ratios, and the bellhousing is new as well."

ENGINE

"We felt the old car was overgripped for its power, but with 400bhp this will have a more traditional car balance and feel. When we fired it up in the factory the fire alarms kept going off all the time! There's smoke, noise, it's a proper racing engine. We've now got an engine blip for the downshift. Dallara have got the installation right and it's packaged very well. This is a proper piece of kit."



BODYWORK/FLOOR

"There are new sidepods, a new engine cover and a new nose in the GP2 platypus style. Also we've got extra panelling on the sides, an FIA safety requirement that's kicked in because of the higher power and speeds. Longer skirts for the floor help with the downforce."



STATUS GRAND PRIX



Robert Wickens won races for Status in 2010

Based in Silverstone village, Status Grand Prix carried Team Ireland (with Adam Carroll as star driver) to the A1GP crown in 2008-09. When that series hit the skids, the team re-emerged in GP3 under its own name, and took Robert Wickens to the title runner-up slot in '10, the inaugural season.

Under the triumvirate of team principal Teddy Yip Jr (son of the ex-Theodore F1 boss), MD David Kennedy (veteran racer) and shareholder/founder Mark Gallagher (former Jordan and Jaguar F1 marketing chief), Status grew into LMP2 sports-racers last season, and continues in that arena in 2013 in a tie-up with IndyCar squad HVM.

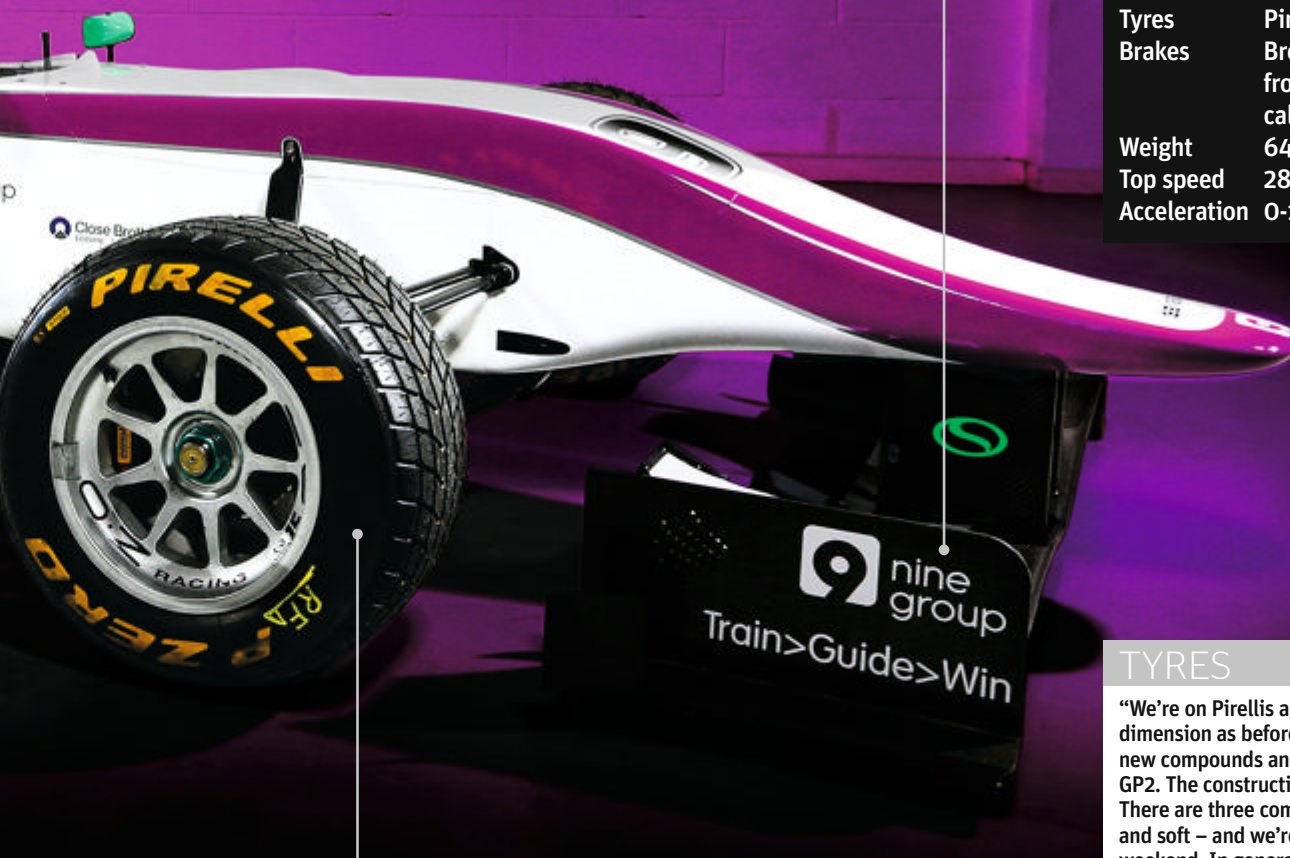
For GP3, there is a new liaison with GP2 squad iSport International. Swede Jimmy Eriksson and Brit Josh Webster will drive in 2013, with the third seat yet to be filled.

TECH SPEC

Chassis	Dallara, with carbon-composite monocoque and wings
Engine	AER-P57 3.4-litre 60-degree V6, weighing 136kg, 400bhp@8000rpm
Gearbox	Hewland six-speed longitudinal
Tyres	Pirelli P Zero slicks
Brakes	Brembo steel, 280mm front and rear, four-pot caliper with Brembo pads
Weight	645kg including driver
Top speed	285km/h
Acceleration	0-100km/h in 3.0 seconds

WINGS

"The front and rear wings are the same. There's more downforce though so it will be a very different set-up – we'll have to throw our old notes away. We were limited to seven degrees of rear wing in races last year. We haven't had confirmation on that for this year yet – they'll probably look at the data from testing first."



TYRES

"We're on Pirellis again. They're the same dimension as before but they tell us we'll have new compounds and structures to be closer to GP2. The construction is the same as before. There are three compounds – hard, medium and soft – and we've specified one for each race weekend. In general, these new compounds can be considered more aggressive with lower stiffness and similar working ranges as 2012, except for the hard, where the stiffness/working range has shifted higher."



Views from the Britpack

Most of us have an opinion on the young British drivers shooting for Formula 1. But here's a thing... what do they think of each other? Time to find out, reckon those of us at AUTOSPORT

RSF backing crucial for Calado



JAMES CALADO

Born: Cropthorne, Worcestershire Age: 23

What's he done?

A hugely promising rookie season in GP2 with Lotus/ART last year, with two wins and two poles, but disastrous last two rounds dropped him from third to fifth in the standings. Was also runner-up in GP3 and British F3 in '11 and '10 respectively. He's the 'point man' for the Racing Steps Foundation.

What's he doing this year?

Staying at ART. With all five of his 2012 title rivals moving onto F1 – four of them with race seats – he's the clear pre-season favourite.

What's he got to say for himself?

"I went into last year wanting to win, but as a rookie I knew it would be tough. We won races, took podiums and fastest laps – but I was disappointed with fifth. In terms of building up the relationship with the team, getting used to the car, tyres and power, it all went pretty well. Taking that experience into this year, with the speed I have, it's time to turn it into results."

What does he think of...

Jolyon Palmer: "This will be his third year in GP2. Occasionally he can be extremely quick, but he was involved in quite a few incidents with other drivers, and had lots of electrical



Calado needs to be out front this year

problems. It's nice to race against another Brit; it gives an extra edge to want to beat him."

Adrian Quaife-Hobbs: "He was quick at times when I raced against him in GP3, and obviously he's had a strong year in Auto GP. It's good to see another Brit at such a high level, but as a rookie he'll face the same issues I did last year, adapting to the tracks on a limited number of tyres."

Sam Bird: "He is very, very fast and I know him quite well. He's well connected with Mercedes and I feel he deserves another shot to break into F1."

Will Stevens: "I don't know him much, except from in karts and I've done some occasional driver coaching for him."

Jack Harvey: "Jack's great. Fantastic British F3 win, great for the Racing Steps Foundation and [RSF mentor] Graham Sharp to win the title. It's going to be good to be in the same team, if not the same category, this year as Jack."

Alex Lynn: "I've never raced him, but he was obviously very good at Macau last year. I'd like to see him up against major opposition over a season, so I think his upcoming year in European F3 will show us just how strong he is."

Nick Yelloly: "He's a very nice guy, great personality, very strong – and I'm glad he's got the drive with Carlin that he's been targeting in GP3. That will be a good move for him."



Palmer took a GP2 win in Monaco

JOLYON PALMER

Born: Horsham, West Sussex

Age: 22

What's he done?

Eleventh in GP2 Series last year with iSport, and claimed his maiden sprint-race victory in Monaco and a couple of podiums at Silverstone and Monza. Was F2 runner-up to Dean Stoneman in 2010, having followed the Palmer Audi path since 2007.

What's he doing this year?

GP2 again, this time with Carlin, which took a couple of wins and poles with Max Chilton last year, as well as pole at Spa with Rio Haryanto.

What's he got to say for himself?

"Last year was quite a good season for me with iSport, and I don't think 11th in the championship was a fair reflection of our pace. Carlin looked very good last year, especially with Max Chilton. With Felipe Nasr as my team-mate to push me, I think there's more to come."

What does he think of...

James Calado: "He was very good last year – for a rookie GP2 is tough and he did very well. He's a feisty racer; he's the man to beat."

Adrian Quaife-Hobbs: "We kartered against each other for a year, and did T-Cars. But I won't have raced against him since we were 15! He's a very analytical guy."

Sam Bird: "He's very, very quick. In GP2 he's shown his class with ART and iSport."

Will Stevens: "I've never come across him."

Jack Harvey: "I've never raced against him, but his career looks like it's going well."

Alex Lynn: "He's a lot younger than me. I don't know him."

Nick Yelloly: "I know who he is, although his career has been a bit under the radar."





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CROSSING THE ATLANTIC

Two British talents who went to the States – only for one of them to return to Europe with his old team

One of the surprise deals involving a British single-seater racer over the off-season was Oliver Webb's return after a year in Indy Lights.

The 21-year-old only gave up the European motorsport ladder a year ago. "I was expecting to stay in the States and we were very close to signing for 2013," he says. "But then I got a call from a sponsor who wanted to back me, but wanted me to do World Series by Renault. So we decided to give it another try, and it all came together quite quickly."

A deal with Fortec Motorsport, which carried Robin Frijns to the 2012 title, was thrashed out before Christmas, giving Webb a top car for his FR3.5 comeback.

Heading in the other direction is Jack Hawksworth. The Formula Renault UK race winner stepped across to Star Mazda in 2012 and won the title. He's now used the prize money to join leading Indy Lights squad Schmidt Peterson Motorsports and it wouldn't be a surprise to see him in the championship hunt once again.

MORE TO LOOK OUT FOR...

LUCIANO BACHETA 22

The ex-Formula Palmer Audi/Renault ace took the final Formula 2 title last season with five wins, but he has nothing confirmed for 2013.

EMIL BERNSTORFF 19

Started 2012 scratching the surface of the top 10 in the F3 Euro Series and ended it regularly inside the top six. Has already won the first four Formula Middle East (FBMW) races of 2013, and should land a European F3 drive soon.

TOM BLOMQUIST 19

Son of rally legend Stig was big improver in 2012 and ended it as the F3 Euro Series' in-form VW-powered driver. Now a Red Bull junior, he's with EuroInternational for his European F3 assault.

WILL BULLER 20

Remained in contention for last year's F3 Euro Series with a number of tenacious drives from bad qualifying spots. Has a T-Sport Dallara and a Nissan engine at his disposal in European F3 this year.

JOSH HILL 22

A race winner in Formula Ford, Formula Renault, the Toyota Racing Series and the MRF Challenge, the son of 1996 F1 world champion Damon is targeting an F3 drive for 2013, most likely with Fortec.

JORDAN KING 18

After finishing 2012 as Formula Renault NEC runner-up, and starring in the MRF Challenge in India over the winter, he is moving into the European F3 arena this season with Carlin.

JANN MARDENBOROUGH 21

This Nissan GT Academy protege has already made the switch to single-seaters – in the Toyota Racing Series – and now moves to European F3 with Carlin.

MELVILLE MCKEE 18

A run of nine consecutive top-10 finishes earned him eighth in the competitive Formula Renault Eurocup last year, and a place as a McLaren AUTOSPORT BRDC Award finalist. Yet to finalise a deal for 2013, but targeting GP3.

ALICE POWELL 20

Bounced back from a mid-season wobble in GP3 last season to finish the campaign with some feisty race performances that netted overdue maiden points finish. Still working on a 2013 programme.

HARRY TINCKNELL 21

Didn't make the progress he expected in 2012 in British F3, with wins restricted to reversed-grid races. Stays with Carlin for his move to European F3 – one of three Brits in the team's line-up.

JOSH WEBSTER 19

After narrowly losing out on the Formula Renault BARC title, this amiable young driver is making the big step up to GP3 with Status Grand Prix.

LEWIS WILLIAMSON 23

Made eight starts in GP3 after being dropped by Red Bull early last year. Has also been used by Red Bull's F1 team for simulator work since losing his place on its junior roster, but is currently without a drive.



AQ-H had good Jerez GP2 test with Arden

ADRIAN QUAIFE-HOBBS

Born: Pembury, Kent

Age: 22

What's he done?

Completed F1 straightline testing and the Abu Dhabi test for Virgin (now Marussia) in 2011, before dominating last year's Auto GP series with five wins. A former T-Cars champion, Quaife-Hobbs was competitive from the off in his transition to single-seaters, becoming a race winner in Formula Renault Eurocup and GP3.

What's he doing this year?

Has struck a deal to race with MP Motorsport in GP2, having sampled Addax and Arden GP2 machinery over the winter.

What's he got to say for himself?

"After such a strong year in Auto GP, I now have the confidence to take on the best in GP2 with the knowledge and speed that I gained in 2012."

What does he think of...

James Calado: "Now James has completed his rookie year, he can put all that experience into a successful season ahead. One to look out for."

Jolyon Palmer: "We've known each other since 2004, when we kartered together. Jolyon has gained a lot of experience in high-powered cars – so one to follow."

Sam Bird: "He has always had time for me, and guided me when I first went into Formula BMW. He has a huge amount of experience and had some great results – he deserves to get a drive for 2013."

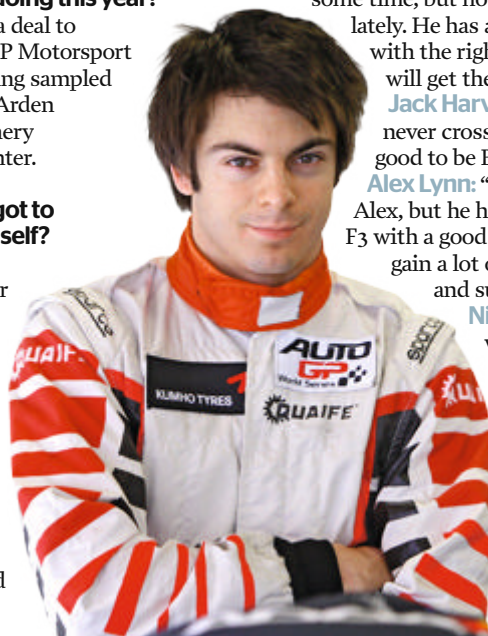
Will Stevens: "I have known Will for some time, but not raced with him

lately. He has a natural talent, and with the right team behind him he will get the results he deserves."

Jack Harvey: "Our paths have never crossed, but he must be good to be British F3 champion."

Alex Lynn: "I haven't raced Alex, but he has moved to European F3 with a good team and should gain a lot of experience and success."

Nick Yelloly: "I raced with Nick in GP3 when he had a bad year. He moved into 3.5 Renaults where he showed moments of good speed, and the bigger cars seemed to suit him better, but he lacked consistency."



PIG: GRIFFITHS, STALEY/GP2

Douglas Motorsport signs Ginetta Junior rival for Formula 4

**Douglas Motorsport, 2012 Ginetta Junior Team Champions,
has signed Sennan Fielding as one of its two drivers
for the inaugural season of Formula 4.**

Sennan was runner up to champion Charlie Robertson in the competition and impressed team manager Wayne Douglas with his performance throughout the season.

"He's a very impressive young man and we watched him closely throughout the championship so when we heard he was looking to move up to single-seater racing we were very interested," said Wayne. "We are aiming for a successful season ahead and I'm confident that Sennan can win races for us right from the off."

The interest was clearly mutual as the performance of Douglas Motorsport through the Ginetta Junior Championship made its mark upon Sennan.

"He plainly knew what he was doing. The cars were well prepared and balanced and his team was always strong and running up at the front," he commented.

During the summer Sennan did some test driving in single seaters in the US and then was invited to test with the Douglas team in Ireland before being offered a place in the Formula 4 squad. Sennan had a number of offers to consider before choosing to go with Wayne.

"He has a lot of passion behind him and he is an excellent driver coach. We spent a lot of time in Ireland analysing camera footage that was very useful," explained Sennan.

Wayne is a McLaren Autosport BRDC finalist and former British Formula Vauxhall Champion and has more than 20 years' experience in helping top karting drivers make the move into car racing championships.

Many graduates of the Douglas Motorsport driver development programme have won in premier race series such as Formula Renault, GP3 and Formula 3.

Douglas Motorsport is one of the most successful Ginetta Junior teams and in 2012 won the team's championship with drivers Niall Murray and Andrew Watson collectively securing a remarkable six wins, 19 podiums and five lap records. Murray and Watson also ranked third and fifth respectively in the drivers' standings.

Sennan started in go-kart racing aged nine and was both a national and international champion by 15. In KF3, the kart racing class for top drivers aged 12 to 15; he was British KF3 Open Champion in 2009 before becoming Western European KF3 Champion. In 2010, Sennan won the Ginetta Junior Scholarship 2011. He is currently training with the Motor Sports Association Academy in Loughborough as a member of the MSA's Team UK, the elite squad of the country's most promising drivers.

Sennan is eager to start his single-seater career in earnest and says "I'm looking forward to a fantastic 2013 and pushing on to take the steps necessary for a successful future." To achieve this Sennan is backed by a team that includes a sports psychologist, a nutritionist, a personal trainer and his manager Mike Constantine.



Wayne

Sennan

Mike

Mike Constantine is currently seeking sponsorship to back Sennan in his career through the very best competitions in motor sports. He can be contacted on 07795 676712.



SAM BIRD

Born: Roehampton, Middlesex

Age: 26

What's he done?

After two years as a GP2 frontrunner he moved across to Formula Renault 3.5 last season, finishing third in the points. He's also served as a reserve and test driver for the Mercedes F1 team, a role he has again for 2013.

What's he doing this year?

Nothing has been confirmed, but Bird and his management team are chasing "various options". Given the time he's spent in categories on the cusp of F1, a return to GP2 or FR3.5 seems unlikely.

What's he got to say for himself?

"Last year was the best I have ever driven over a whole season. Our car wasn't as competitive as we wanted it to be, and it was the most dogged I have ever been in a championship."

What does he think of...

James Calado: "He's very talented, and I believe ART were very impressed with his technique. He's a feisty driver, who has good overtaking ability and is tough to pass as well. You've got to say

he's the favourite in GP2 this year."

Jolyon Palmer: "He proved himself on the way up to GP2, and he's improved a lot since he's been racing there."

Adrian Quaife-Hobbs: "Whatever he has driven he has been very quick. Whenever you look at the timesheets you think, 'Oh, he's up there again.' I think he can surprise people."

Will Stevens: "When the car is right, I've seen Will make it look so easy and effortless. I'm very good friends with him and I hope this year he can wring the car's neck when it's not so good."

Jack Harvey: "He proved himself in F3, and now he's got a great chance at ART. You've got to have the right frame of mind to make it work at ART, but if you're willing to learn you will succeed."

Alex Lynn: "I coached Alex for two years in Formula Renault, and he made it look very easy. He has a good technique that will carry over to any kind of car."

Nick Yelloly: "I think he did better last year than many people thought he would. He won on merit in FR3.5 and he showed he can race with his head and keep his nose clean. He's been a surprise, but a good surprise."



Bird was 'dogged' in Renault 3.5

WILL STEVENS

Born: Rochford, Essex

Age: 21

What's he done?

A stellar karting career includes European and Asia Pacific KF2 crowns in 2007. Wins in cars arrived during his second season of Formula Renault UK and Stevens remained a frontrunner after a switch to the Eurocup.

What's he doing this year?

Transferring from Carlin to Walter Grubmuller's P1 Motorsport team for an attack on the FR3.5 title.

What's he got to say for himself?

"I would have hoped to begin last year stronger, but the pace at the end of the year was good. I feel more confident now than I have done going into any previous season."



Stevens spent 2012 with Carlin

Sam Bird: "Sam lives about 30 seconds from me, we play golf together and train together. For Sam to go from GP2 to World Series was quite a big risk: he had to be competitive. He is talented enough, it's just whether he gets that opportunity."

Jack Harvey: "I would say Jack was probably closest to me in karting when we were growing up. Jack's British F3 title last year was mega and I am sure he has the talent to go all the way."

Alex Lynn: "We raced in my last year in Renault UK, a few Eurocup rounds and when we did the whole European karting scene together. His Renault UK year was very strong. In F3 last year he did a really good job but had a few races where he didn't finish as high up as he should because of mechanical issues. He is in the best seat for European F3; he has the equipment to do the job."

Nick Yelloly: "This will be my fifth year in cars, and in three of the four I've been racing with Nick. When he came into World Series in 2011 he surprised a lot of people. I think he suits the bigger, higher-downforce cars. A strong point for him is in the wet - he can get on top of those conditions very quickly."

What does he think of...

James Calado: "James was my team-mate at Tony Kart in karting and again in my first year in cars in Renault UK. I'd say he is the closest out of all the British drivers outside Formula 1 to getting there."

Jolyon Palmer: "He is the driver I know the least out of these names. He had races last year where he was very fast and proved

he can do a good job. He is one to watch in GP2 to put a title challenge together."

Adrian Quaife-Hobbs: "He has been very competitive in Renault 3.5 winter testing for the last two or three years, especially with Comtec. There is no question he's got the speed to be competitive in anything that he does. This year will be crucial for him."



After testing, he hopes to be 'P1' with P1



Harvey was champagne king in British F3

JACK HARVEY

Born: Bassingham, Lincolnshire

Age: 19

What's he done?

The reigning British F3 champion, with seven wins and 10 poles, is one of the Racing Steps Foundation's leading lights. He also narrowly missed out on the 2010 Formula BMW Europe crown, pipped by current Formula Renault 3.5 champion and Sauber F1 third driver Robin Frijns. He's been a race winner in every season of cars he's competed in.

What's he doing this year?

GP3 Series with ART. A huge increase in horsepower for 2013 has realigned the GP2-feeder category above F3 levels, and he'll also be racing on the same F1 tracks as he did in Formula BMW.

What's he got to say for himself?

"I think GP3's new car is a decent step forward, mostly because of how much more power it's going to have. Doing it with ART, I can't help but feel confident, with their history. When you visit the team you realise why they're that good. I feel well prepared, so whatever gets thrown at us I think we'll be ready."

What does he think of...

James Calado: "We've spent quite a bit of time together as Racing Steps drivers, and he did a great job last year. He had bit of bad luck that wasn't his fault, but he's a GP2 title contender for sure."

Jolyon Palmer: "I don't really know him that well, to be honest, so I haven't been following his progress."

Adrian Quaife-Hobbs: "I've only met him briefly, and never raced against him before."

Sam Bird: "He's part of the Mercedes F1 programme, which is as much as you need to know about how good he is."

Will Stevens: "I karded against him. As long as he makes a good step in Renault 3.5 this year, he could be right up there."

Alex Lynn: "We're very good friends. Look at his Macau performance and how strong he was last year. He'll be good in European F3 – but I'm a bit biased on that one!"

Nick Yelloly: "I like Nick, a good guy who really surprised a lot of people last year. I think he's got a great base on which to build to try and win in GP3 with my old team Carlin."

There were seven wins in 2012



PIC:EBREY, FLEURBAUJ, PRICE/LAT



Lynn was quick in British F3



ALEX LYNN

Born: Romford, Essex

Age: 19

What's he done?

Moved up to British F3 in 2012 as the golden boy of Formula Renault UK (in which he took 12 wins and the title) in '11, staying with Fortec Motorsport. Took time to convert obvious speed into front-row positions but scored long-overdue win at Silverstone in September, then starred in Macau with pole.

What's he doing this year?

Moves to European Formula 3 with Prema Powerteam, and has warmed up by finishing second in the Toyota Racing Series in New Zealand.

What's he got to say for himself?

"I think we made a really good choice by going to Prema. The championship is going to be very strong and competitive, but I'd like to think I'm one of the favourites. I've had some good racing in New Zealand, where I came away with most wins and poles. I'm in a good place and on good form."

What does he think of...

James Calado: "I've never raced against him so I don't really know him that well, but everyone has respect for him as being very fast. When I went to Fortec for Formula Renault, he already had a great reputation from his time there."

Jolyon Palmer: "I've no idea. I've never raced against him. I don't think I've even met him!"

Adrian Quaife-Hobbs: "He was very quick in the Renault Eurocup and in World Series tests, but I've never raced against him."

Sam Bird: "Sam's a really good guy. He helped me a lot as Fortec driver coach in my two years of Renault and taught me a lot about most things. I think he's very good."

Will Stevens: "I reckon he goes really well on low-grip surfaces. He's very fast around Motorland Aragon and really quick at Snetterton. When we were in karting he was the man – amazing."

Jack Harvey: "In karting and in F3, whenever I started I was racing against Jack. He's mentally very tough and he's one of the best at grinding a result out, even if he's having an uncompetitive weekend and it's against the odds."

Nick Yelloly: "Me and Nick often train together and that's always good fun. He's done really well in World Series so it'll be interesting to see how he goes in GP3 this season. He's a good guy and his Brummie accent's great!"

NICK YELLOLY

Born: Solihull, West Midlands

Age: 22

What's he done?

A race winner in FR3.5 with a revitalised Comtec team last season, Yelloly has caught up with the opposition after a late start to racing.

What's he doing this year?

A return to GP3 appears on the cards, and Yelloly describes the new car as: "Very attractive – in today's climate it's a competitive price."

What's he got to say for himself?

"Starting racing late was always difficult, because we were 15, and most people start at eight in the UK. We were playing catch-up and budget problems have meant we weren't always able to go straight into a championship with a lot of testing in one of the top two teams. With the new World Series car last season, that didn't matter as much and we came out with a bang"

What does he think of...

James Calado: "I think he is the GP2 title favourite. Not many people have

done better than James in their first year. You'd say Hulkenberg did a good job, but I think that tyre was arguably easier to drive. I think the consensus was James was better than [team-mate, now Sauber F1 driver Esteban] Gutierrez."

Joylon Palmer: "I've never spoken to him, but in his third year in GP2 he should be aiming for the championship."

Adrian Quaife-Hobbs: "I probably know Adrian the least as I only raced against him in one year."

Sam Bird: "I never raced against Sam on track last year, which was weird as we were both towards the front in quite a few races. His experience paid off in developing the car and having a good one in most rounds. His performance in Monaco was pretty awesome, but otherwise he was just steady."

Will Stevens: "I have raced against him since FR2.0 and know that he is, obviously, pretty good, but I haven't been his team-mate so don't know what his strong points or weaknesses are."

Jack Harvey: "We are on the Team UK programme, along with Alex. He's the first British winner of F3 for quite a while so that's a good effort. I would say the grid hasn't had the depth of



Yelloly: a winner in Renault 3.5

previous years, but at the front they're still very good."

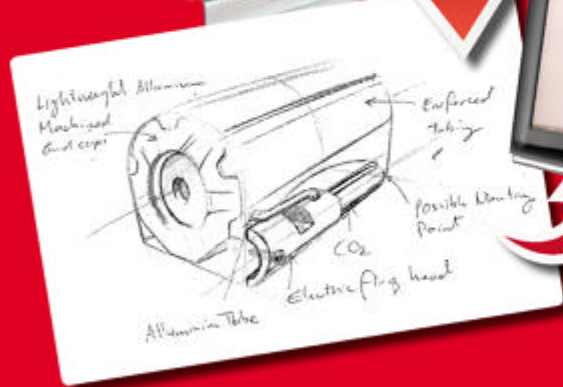
Alex Lynn: "We share the same trainer, Gerry Convy, who is Paul di Resta's trainer. To be Formula Renault champion is always a very good achievement, and to have pole first time in Macau is pretty special. He's going to be one of the favourites for the European F3 title."

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INTRODUCING PONTUS TIDEMAND

The 22-year-old Swede made a lasting impression on his home WRC event recently



“Last year was difficult. Now, it’s about finding some more budget to be back in a World Rally Car”

First time out in a World Rally Car...

Having Henning Solberg as your step-father can’t be easy. Not only is Henning a five-time Norwegian Rally Champion and part of the nation’s most famous motorsporting dynasty, he’s also – in the nicest possible way – ever so slightly unhinged.

But he can’t half drive a rally car. And that’s the bit that’s rubbed off on his step-son Pontus Tidemand.

For a nation that provided the first world rally champion, Bjorn Waldegaard, and the real Stig, Mr Blomqvist, Sweden’s place in rally history is safe. Until now, the future wasn’t quite so certain. Per-Gunnar Andersson served Sweden well, taking two Junior world titles, but he looks to have missed the big prize shot he so richly deserved.

Now, Tidemand is Sweden’s big hope.

THE NORWEGIAN SWEDE

Tidemand’s career began just days after his 18th birthday in 2008, when he split Christmas and New Year with an entry on the Romjulsrally in Norway. Despite never having competed before, he jumped in at the deep end in a Subaru Impreza and skated across the snow and ice to finish sixth overall.

He spent much of the next two years competing in Norway, running the Group N Subaru, until his big chance came in 2011. Signed to the Evenrally management firm, Tidemand contested the Swedish Championship, where he came up against Mats Jonsson, former semi-works Toyota driver.

He beat Jonsson and finished first or second on every Swedish round he contested in his Ford Fiesta S2000.

STEPPING UP TO THE WORLD STAGE

Last year, with continued backing from Evenrally, Tidemand moved into the WRC for his rookie year in the Academy. His talent had also been recognised by the sport’s governing body, with a place on the FIA Institute Young Driver Excellence Academy reserved for him.

Tidemand failed to see eye-to-eye with the Fiesta in its two-wheel drive R2 guise and, while he finished third in the series, he failed to win a round and struggled to keep up with pacesetter Elfyn Evans.

The Swede found just enough cash to rent a Fiesta RS WRC for his home round of the championship and he starred. An amazing fourth quickest in qualifying, Tidemand matched the finest rally drivers in the world on his debut in that machinery at that level.

“Last year was a difficult one,” he says, “but that’s finished now. Now it’s about the future and finding some more budget to be back in a World Rally Car again.”

Qatar M-Sport team principal Malcolm Wilson was impressed, but predictably not as impressed as Henning. “If I was a manufacturer, I would sign him,” said Solberg. “And the reason he’s such a nice guy is because he’s lived with me for so long!”

On hearing his step-father’s opinion, Tidemand countered: “And the reason he’s as quick as he [is]? It’s because I live with him!” ☼

TIDEMAND CV



Born December 12, 1990
From Charlottenberg, Sweden
2013 1st World Rally Car entry in WRC
2012 3rd WRC Academy Cup
2011 1st in Swedish Rally Championship
2009-10 Selected Norwegian/Swedish events
2008 First rally



...Tidemand ran up at the front on home rally

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Daytona (USA)

QUICK RESULTS
→ Winner **Kevin Harvick**
→ Pole **Carl Edwards**
→ Laps led **Harvick**

RACE RATING Only 19 starters meant reduced spectacle, but Harvick still showed class
★★★★☆



Harvick celebrates in Victory Lane

NASCAR SPRINT UNLIMITED DAYTONA (USA), FEBRUARY 16

'Lame duck' Harvick doesn't quack

THEY DON'T CALL HIM 'THE Closer' for nothing: Kevin Harvick threw blocking moves high and low on the final lap of the new-look NASCAR Sprint Unlimited, the annual precursor next Sunday's Daytona 500.

Harvick, who leaves Richard Childress Racing at the end of this season after 13 years to join Stewart-Haas Racing, dismissed talk of his 'lame-duck' status off the track, then proved his words on it. In the debut race for the revamped Gen-6 stock

cars, he placed his Chevrolet SS impeccably on the final lap to block runs from future boss Tony Stewart, Roush Fenway Ford driver Greg Biffle and tandem-drafting duo Joey Logano and Matt Kenseth.

The race was run in three segments, with fans voting to decide the length of each, how many tyres would be taken at the pitstop and whether any cars should be eliminated for the final shoot-out.

The only multi-car crash

occurred halfway through the opening segment, when second-placed Stewart dived low into Turn 1, tagging Marcos Ambrose. They both escaped, but behind them Biffle and Denny Hamlin made contact, sending Hamlin into Jimmie Johnson, and they were collected by Kyle and Kurt Busch, Jeff Gordon and Mark Martin.

Stewart went on to win the opening segment, but a faster pitstop put Harvick in front, and he dominated part two. He led almost all the

way in the final segment, shrugging off a mid-race challenge from Kenseth's Joe Gibbs Racing Toyota.

On the final lap, Harvick blocked Stewart's charge to the inside exiting Turn 2, then moved high to dissuade Biffle on the run to Turn 3. Harvick stayed high through 3 and 4, giving him enough momentum to stay clear of the fast-finishing duo of Logano (Penske Ford) and Kenseth.

"I knew they were coming," said Harvick, who won \$200,000 for his victory. "I spent a lot of time looking backwards to know which line to block."

● Chuck Bradbury Jr

RESULTS

1 Kevin Harvick (Chevrolet SS), 75 laps in 1h03m22s; 2 Greg Biffle (Ford Fusion), +0.149s; 3 Joey Logano (Ford); 4 Tony Stewart (Chevy); 5 Matt Kenseth (Toyota Camry); 6 Aric Almirola (Ford); 7 Kasey Kahne (Chevy); 8 Dale Earnhardt Jr (Chevy); 9 Martin Truex Jr (Toyota); 10 Juan Pablo Montoya (Chevy).



Johnson (48) and Hamlin (11) start multi-car shunt

IN BRIEF

F3 OPEN WINTER SERIES

Canadian Nelson Mason won by over 6s from pole at Paul Ricard with Team West-Tec. De Villotaurin Hector Hurst passed the second West-Tec car of fellow Brit Ed Jones for second. Matteo Davenia won the Copa class.

GT OPEN WINTER SERIES

Belarusian father-and-son duo Alexander Talkanitsa Sr and Jr took their AF Corse Ferrari 458 to victory at Paul Ricard, Jr passing ex-WTCC driver Kirill Ladygin to win. Mirko Venturi drove solo to win race one in Black Bull's Ferrari.

NZ V8 SUPERTOURERS

Greg Murphy won all three races in his M3 Racing Holden at Hampton Downs. Series newcomer Shane van Gisbergen had a best finish of second in race three, while champion Scott McLaughlin was involved in a huge race-one crash and failed to score a point.

Murphy (l) dominated



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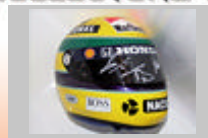
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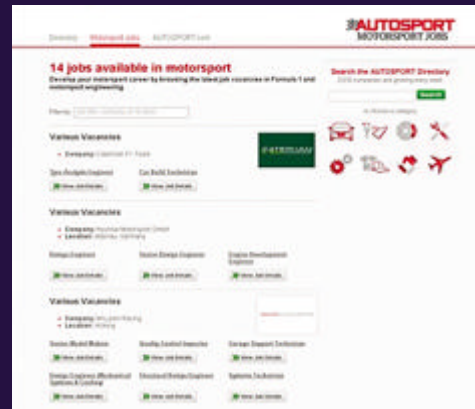
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Epsilon to build Formula Ford

Ex-Formula Renault constructor to re-enter UK single-seaters

Mygale (pictured) will have a French FFord rival

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



BETA EPSILON'S PLAN TO JOIN

Formula Ford is fantastic news for the category. OK, so its Formula Renault design didn't prove popular when it replaced the trusty Tatuus chassis in 2010. But that's in the past. Just like the name Barazi-Epsilon. The future is Formula Ford 200.

Beta Epsilon joining the grid will boost a category that struggled badly when new cars with Ford's latest EcoBoost engine replaced the normally-aspirated Duratecs in 2012.

As Ford motorsport chief Mike Norton says: "We had to change to EcoBoost in 2012 because we have to promote modern technology from our range. EcoBoost will be with us for at least the next decade. All manufacturers are producing small-capacity, high-output, direct-injection engines and they all use motorsport for a reason. The days of doing it for the sake of it have gone."

So Ford has to make its EcoBoost formula work. The Blue Oval has signed a three-year deal to race at TOCA events, and invested £150,000 to offer free race entries and testing to the first 15 drivers to sign up.

Ford has also resisted the urge to go down the single-make route beloved of modern categories.

"Going single-make has been spoken of but multi-make series allow manufacturers to come and go," says Norton. "And it doesn't rely on a single one spending excessive amounts. F3 is multi-make, F1 is multi-make. And governing bodies like them; they promote industry."

Winged Mygales are already out testing, while Lindsay Allen's Sinter is close to completion. Once Beta Epsilon joins the fray, and Gavin Ray's plans come to fruition, we'll have four makes on the grid, which can only be good for Formula Ford.

Extra contact details

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» **THE FRENCH FIRM THAT** designed the 2010-12 Formula Renault one-make racer is working on a new Formula Ford EcoBoost car that could race before the end of this season.

Le Mans-based Beta Epsilon, which as Barazi-Epsilon was jointly awarded the contract to produce a new Formula Renault 2.0 for 2010, has revealed that its design of a new Formula Ford is well advanced. The aim is to have the car running in time to take part in some late-season races in British Formula Ford, which is joining the British Touring Car Championship support package in 2013.

Beta Epsilon boss Michel Lecomte's company has focused on engineering projects in the automotive sector since completing

its FRenault obligations.

"The Formula Ford project has been underway for eight months, but we are undertaking it very slowly because we do not have big investors behind us," he said.

"I would say that 90 per cent of the car is designed and the chassis design has been completed, and we are now beginning the homologation process with the FIA."

Lecomte said the project could progress more quickly if potential customers came forward.

"We know that we have to show the car before anyone will sign up with us," he added. "The plan is to run the car ourselves in one or two races at the end of this year and then work with teams in 2014."

Lecomte believes the new Formula Ford category has a viable future.

"I like the formula," he said. "The latest regulations are very good because they create a good compromise between cost and performance."

The Beta Epsilon Formula Ford is unlikely to differ significantly in price from fellow French constructor Mygale's car, or the forthcoming British Sinter design, according to Lecomte.

"The engine and gearbox will be the same, and so are the front and rear wings and the nosebox," he said. "It will not be possible to build a car much cheaper than anyone else."

The new Beta Epsilon Formula Ford has yet to be given a name, although it is known internally within the company as the P17. Lecomte and his team have designed it entirely in-house.

Barazi-Epsilon designed the 2010 Formula Renault car and British engineering firm Caparo produced some of the components. The deal to build the car was subsequently handed back to Italian constructor Tatuus, which has re-engineered it ahead of the '13 season.

Beta Epsilon is also about to start production of an entry-level single-seater aimed at the club racing and school markets. The Peugeot-engined Formula Premium car will sell for €35,000 (£30,000).

PICS: HOYER/EBREY/LAT



Barazi-Epsilon designed FRenaults for 2010

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RALPH FIRMAN



Historics

Watts to historic Super Touring

Ex-BTCC racer buys two ex-works Peugeot touring cars for new historic racing series

Watts will race Super Touring Peugeot 406

FORMER BTCC RACER Patrick Watts will contest the new HSCC Touring Car Trophy series this season.

Thirty years after his BTCC debut in an MG Metro Turbo, Watts is to race the ex-works Peugeot 406 in which he finished his touring car career in Australia.

Watts and Malcolm Harrison have bought the two 1998-built 406s

(ex-Tim Harvey and Paul Radisich) and original spares cache from Paul Grimm, whose Starion Enterprises team fielded Watts in the first two rounds of the '99 Australian series.

"I have very happy memories of those days," said Watts. "Winning at Lakeside and finishing second to Jim Richards's Volvo S40 in two Oran Park races was special.

"Paul had offers to buy and rent

the Peugeots, but eventually put them into his museum.

"They are immaculate and we have enough parts to build a third car. Richard Walbyoff will run them, Richard Longman will freshen the engines, and Paul is coming over to engineer the cars at Brands in July.

"I'm very excited," added Watts, 56, who has also acquired the Roger Dowson-built Metro Turbo he raced

in the 1984 Tourist Trophy with Tony Pond. "But first I'm doing the Mille Miglia in my Allard-Cadillac J2 with my wife Pam on pace notes. That will be fun too!"

WATTS IN BTCC SUPER TOURING

STARTS 121 **PODIUMS** 6 **POINTS** 225
BEST FINISH 2nd (Snetterton, 1995)
CARS Mazda 323F, Mazda Xedos 6, Peugeot 405 Mi16, Peugeot 406

Single-seaters

Cook to Renault with Hillspeed

FORMULA FORD RACE WINNER

Jake Cook will switch to Formula Renault BARC this season.

Cook, 19, who was runner-up in last season's British Formula Ford Championship, will line up alongside fellow ex-Ford racer Matt Rao at Hillspeed. The team ran Kieran Vernon to fifth in Formula Renault BARC last season, despite Vernon missing the first three races.

Cook said: "The plan after last year was to step up from Ford and I definitely see this as a step up. I've only had one brief run in a Renault, about three years ago when I came out of Ginettas, but



Cook was a frontrunner in British Formula Ford

the plan is to get some testing in at the end of this month and go from there.

"I'm only in it to try and win it. Hillspeed has won the championship before and the Renault is a proven, reliable car so I'm looking forward to it."

Hillspeed boss Richard Ollerenshaw added: "I've kept a close eye on Jake's progress through Ginetta Junior and Formula Ford and he's always been someone we wanted in the team."

Single-seaters

Fielding to BRDC F4 with Douglas

GINETTA JUNIOR ACE SENNAN

Fielding will switch to single-seaters this season in BRDC Formula 4.

The 17-year-old is the first signing for Douglas Motorsport, which is branching out from Ginetta Junior. Fielding will renew his rivalry with 2012 Ginetta Junior champion Charlie Robertson, who is also switching to F4 this year.

Fielding said: "Wayne Douglas has a lot of passion and is an excellent driver coach. Last season his cars were very well-prepared and his team was always strong."

Douglas, whose team ran Niall Murray to third in Ginetta Junior last

year, reckons Fielding will be a title contender in F4.

"We tested him for two or three days in Formula Renault cars before Christmas and he was really good in the Eurocup car," Douglas told AUTOSPORT. "He matched Harry Tincknell's time in 25 laps."



Fielding was a title contender in Ginettas

IN BRIEF

BTCC TEST DRIVE

will be awarded to the 2013 Renault Clio Cup champion.

Clio champ will drive Focus



BTCC tyre supplier Dunlop, which has also won the contract for the Clio Cup, will provide a fully funded test in an NGTC Ford Focus run by race-winning squad Motorbase. The champion will also be loaned a Clio Renaultsport 200 road car.

PICKUP RACE WINNER

Carl Boardley will contest the Ginetta GT Supercup this season with his own team. The four-time Hot Rod World champion, who eyed a switch to the BTCC at the end of last year, will race a G55.

KARTING ACE ASH HAND

will be part of Team Pyro's five-car attack on this year's Renault Clio Cup UK. Hand joins Josh Files, Simon Belcher, Alex Morgan and James Nutbrown in the line-up. Team boss Mark Hunt said: "With this line-up

I'm confident we'll have a strong season this year."

FORMER BRITISH GT

champions David and Godfrey Jones will return to the series this season with their Mercedes AMG SLS. Series stalwart Hector

Lester will also return, sharing his Ferrari 458 with Allan Simonsen.

Jones twins' Merc is back



British GT

Fisken and Westbrook to share Trackspeed Porsche in British GT

BRITISH GT RACE WINNER GREGOR

Fisken will return for a title assault this year, supported by international GT ace Richard Westbrook.

Historic racer Fisken moved to British GT in 2009, winning two races in a Rollcentre Racing-run Mosler. He switched to the Trackspeed Porsche squad in '11 and finished seventh in the standings with Tim Bridgman.

After sitting out last year Fisken now plans to contest the full 2013 season



Fisken is back with Trackspeed for GTs

with Trackspeed in the latest-spec 997 GT3 R. AUTOSPORT understands that Westbrook will be able to assist him in five of the seven events.

Fisken said: "The increasing strength of British GT, which is underlined by the calibre of professional and amateur drivers, ensured the opportunity to return with Trackspeed was irresistible.

"I'm certainly not underestimating the task at hand but we should have a very competitive package, especially as Richard is one of the fastest GT drivers in the world. Porsche have made a lot of improvements and I'm hopeful that will help us challenge for victories."

Westbrook added: "The series has gone from strength to strength and the competition appears much greater than last season. It's vitally important to have the best team-mate possible and in Gregor I'm confident I've got just that."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Burroughs tested Loaded Gunn B8 at Silverstone

It's less than a month to go until the British racing season kicks off with MotorSport Vision Racing at Snetterton 300 (March 16) and the Historic Sports Car Club at Donington the following day. Following a quiet winter, a fleeting visit to Silverstone last week reassured me that everybody is coming out of hibernation.

Great chunks of snow were still in evidence on the approach road as I drove into the campus for the first Friday test day of 2013. Despite the sunshine, the National circuit remained damp (for the morning at least) and the pits were not packed. Thus drivers had plenty of track space on which to shake down their steeds.

I was keen to catch up with several historic racers. Graham Fennymore and his crew had spent the last year rebuilding an ex-Eddie Jordan Racing/Martin Brundle Ralt-Toyota RT3 to an extraordinary standard (see page 81). Ice thwarted an attempt to run it, unpainted, at the final 2012 test, but the delay enabled them to detail the Classic F3 contender in its '83 livery.

Double HSCC Historic Road Sports champion Paul Tooms, meanwhile, was running his '26R'-spec Lotus Elan for the first time, prior to a switch to the Guards Trophy GT and Sports Racing series.

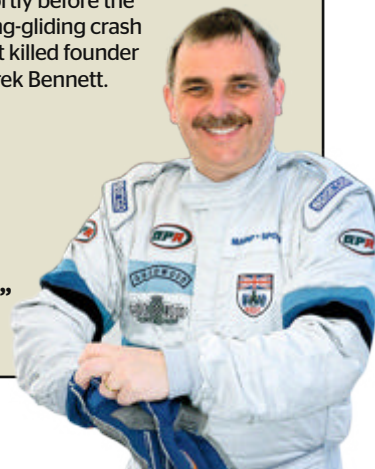
Having sold his previous Elan to ex-FF1600 pilot Roger Waite, BP engineer Tooms was raring to go, although commitments will preclude a full season.

A carburation fault caused the engine to cut out on right-handers and left Tooms "a bit despondent", but a Weber transplant back at base made it run cleanly on a local airfield. "It certainly felt a much livelier thing to drive when it pulled cleanly," said a happier Paul, back to work in the US on Monday.

Also enjoying a change of scenery was 2010 Sports 2000 Duratec champion Neil Burroughs - like Tooms a useful karter in his youth - in Jonathan Loader's Chevron B8. The car's history is documented as linked to the remnants of the third of Digby Martland's chassis (CH-DBE-60), apparently crashed by Martin Blackie in 1971.

Rebuilding it around a new frame - supplied some years ago to a previous owner, whose dream it was to race it - completed another Chevron odyssey for Loaded Gunn Racing's technical guru Gary Gunn. The Lancastrian applied for a job at Chevron's Bolton base in 1978, shortly before the hang-gliding crash that killed founder Derek Bennett.

“The pits were not packed. Thus drivers had plenty of track space on which to shake down their steeds”



Single-seaters

Fortec to run eight in Renault NEC

FORTEC MOTORSPORT WILL RUN eight cars in this season's Formula Renault North European Cup.

The Daventry team will double in size after running four cars in the series last season, including one for champion Jake Dennis.

Richard Dutton's team will run InterSteps champion Matt Parry, his former InterSteps rival Jack Aitken, FR NEC returnee Shahaan Engineer and Philo Armand under the Fortec Motorsports banner.

Former Ginetta Junior and reigning FR BARC Winter Series champion Seb Morris will compete for the Fortec Competition arm of the squad. Russian Roman



Aitken has joined eight-car Fortec NEC squad

Beregech, American Star Mazda refugee Ryan Tveter and Formula BMW Talent Cup graduate Alfonso Celis will be team-mates to Morris.

Team manager Jamie Dye said: "With the UK single-seater scene in a state of flux, but demand from drivers still high, it made sense to expand our European operations."

Ginetta Challenge

Pittard makes Ginetta G40 switch

BRITCAR RACER DAVID PITTARD

will contest the Ginetta GT5 Challenge this season for new squad SV21.

Pittard was a Toyota MR2 ace before stepping up to the British Endurance Championship last season. He won the Class 4 title, sharing a Strata21 Porsche



Pittard will race for SV21 in Ginetta Challenge

with Adam Sharpe and Tom Jones.

The 21-year-old will race a G40 alongside Alex Drabble with SV21, which is a joint venture between Scuderia Vittoria and Paul White's Strata21.

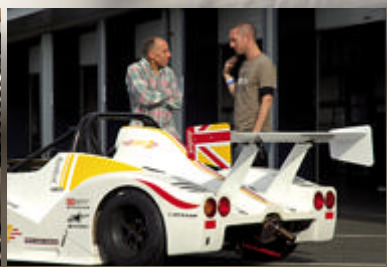
SV21 boss Piers Masarati said: "We're so busy with Clios and we have to look after our Ginetta customers; joining up with Paul seemed the best way to do it. David hasn't got the budget for Clios, but this is a chance for him to show what he can do."

Ex-Ginetta Junior racer Oli Basey-Fisher will also join the GT5 Challenge this season. The 17-year-old will drive for Academy Motorsport.

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Fennymore matched leading pace in first test

IN BRIEF



Grant Jr will race Grant Sr's Delta FF2000

REIGNING HISTORIC FF1600 champion Callum Grant is stepping up to Historic FF2000 this year with his father Nigel's Delta T78. Callum tested the ex-Ian Briggs Formula 4-winning car for the first time at Donington Park last week.

FORMER HISTORIC FORMULA FORD champion Westie Mitchell hopes to join the Formula Junior ranks this season. "We have got an ex-Clay Regazzoni De Tomaso. It's still being restored so we hope it works as it hasn't turned a wheel since 1968," he said. Youngest son Sam will also be in action with the family Merlyn Mk20A in Historic FF1600.

FORMER MINI CHALLENGE ACE SAM Osborne will race in the Radical SR3 Cup this season with father Pete's car run by Raw Motorsports. Sam will partner fellow Mini Challenge graduate Max Leaver.

THE CROSSLE 9S CHALLENGE WILL join Sports 2000 Duratec grids this season, following a trial in 2012. The SRCC's Mike Fry said: "The Crossles raced with us a couple of times last year. They're not a million miles different and don't trouble the pointy end of it."

MAURIZIO SANDRO SALA, THE 1983 BRDC FF1600 and '84 British FF2000 champion, is returning to his karting roots. 'Morris', 54, is contesting this weekend's Copa Sao Paulo at ex-IRL racer Felipe Giaffone's Granja Viana circuit.

TWO HISTORIC SINGLE-SEATER races (run to HSCC Classic Racing Car rules with early 1970s invitees) will be the centrepiece of the 500 Motor Racing Club of Ireland's race event on June 22. The meeting will celebrate 60 years of Kirkistown circuit.

THREE-TIME WALTER HAYES TROPHY winner Joey Foster will return to FF1600 in 2013. Foster, winner of the SuperSeries driver of the year award 'the Cunningham Cup' in 2012, will race James Beckett's Van Diemen RF78 at Le Mans in July.



Foster will be reunited with 'Black Beauty'

Historics

Ex-Brundle Ralt to race again

Former Caterham racer Graham Fennymore to contest Classic F3 in RT3

EX-CATERHAM ACE GRAHAM Fennymore will gun for this year's Classic Formula 3 title in an ex-Martin Brundle Ralt-Toyota RT3.

Fennymore matched 2012's fastest lap on his first outing in TMJ Interiors' recently restored car at Silverstone last Friday.

The Ralt was bought in a damaged state by Fennymore's backer, ex-racer James Taylor, in Sweden last February. It has been totally rebuilt near Oxford by Graham, father Tony and local

suppliers, including RaceParts UK, Brady Fabrications, SB Engineering, SRD Engineering and First Place Finish. Ex-Toleman/Benetton/Renault and Arrows F1 man Mark Owen brought focus to the project.

"I completed over 40 laps at Silverstone with a few little niggles, but hopefully we'll iron them out," said Fennymore, who was a Formula Ford rival to David Coulthard and Kelvin Burt in 1989 and last raced in 2010, finishing third in a six-hour VdeV

sportscar enduro. "Everyone was astounded at the standard of the preparation, which is a real feather in our caps. It's been hard work. My wife had a life-saving operation last July, hence I wasn't around for a while.

"We blew the original budget, but wanted the car 100 per cent right. I intend to do the CF3 season and hope it can be a winner. Our ultimate aim is to enter the Monaco GP Historique in 2014, which every man, dog and F3 driver in the world wants to do."

Historics

Higgins wins as shunt mars event



Higgins won the first heat at Teretonga

ANDREW HIGGINS BEAT champion-elect Steve Ross to join the roster of race winners as the MSC New Zealand Formula 5000 Tasman Cup Revival Series reached its climax at Invercargill's Teretonga Park circuit last weekend.

Lola T400 racer Higgins qualified quickest, but had to re-pass fast-starting Ross (McRae GM1) to win Saturday's heat at the Evolution Motorsport Classic Speedfest. Clark Proctor (March 73A) robbed Ross of second on the final lap.

Ross won Sunday's heat from Higgins and Proctor, but spun back to sixth in the feature race. Series

runner-up Proctor took the lap record and was joined on the podium by Higgins and Bryan Sala (Match A50).

Briton Greg Thornton (McRae GM1) bagged his second successive fourth place, after losing out to Mike Whatley (Surtees TS8) in race one.

Proceedings were overshadowed by a high-speed accident in Friday afternoon's test session. Class stalwart Stan Redmond's Lola T332 was tagged by a slower car and hit a tyrewall.

Northern Ireland-born Redmond was airlifted to Dunedin hospital with head and chest injuries. He remained in a serious but stable condition as AUTOSPORT closed for press.

Rallying

Spectator dies on Scottish rally

AN INVESTIGATION IS UNDERWAY after a spectator was killed on the opening round of the Scottish Rally Championship last Saturday.

The accident happened on a downhill left-hand hairpin on the first stage of the Snowman Rally.

Rescue crews were quickly despatched to the crash site and the event was abandoned.

It is understood a Honda Civic left the road, struck a tree and rolled into an area where spectators were positioned. Local reports suggested there were a large number of fans at the junction near Balnain, approximately five miles west of Loch Ness.

The deceased has been named as Joy Robson, a 50-year-old from the Isle of Skye, who was spectating at the event with family members.

An eight-year-old boy was also injured and is being treated in hospital in Inverness, although his injuries are not life-threatening.

Local police have not revealed the names of the driver and co-driver, who were uninjured in the accident. It is believed they are experienced and successful competitors.

The guru is back

Ralph Firman was once the biggest player on the UK junior single-seater scene. Now he's back building cars for the new BRDC F4 series. **MARCUS PYE** caught up with the former 'Mr Van Diemen'



Firman: back on his old beat

Forty years after Ralph Firman and Ross Ambrose built the first Van Diemen, 69-year-old Firman is back where he started – building single-seaters for the UK market out of rural Norfolk.

The new 185bhp Ford Duratec-engined MSV F4-013, the first of which ran for the first time at Snetterton on January 30, is far removed from the 1600cc Ford Kent-powered cars that were Van Diemen's staple products from 1973.

The F4's tubular-steel spaceframe is, however, evolved from the motorcycle-engined RFR/Firman F1000 (raced in the US since 2008), designed by David Baldwin, the man whose Lotus 69F brainchild was repackaged to produce the maiden Van Diemen.

MotorSport Vision boss Jonathan Palmer – who raced a Van Diemen FF1600 in 1979 – had envisioned a modern junior formula to attract kart graduates. Circuit owner Palmer ran his

idea past Firman at Snetterton's 60th Anniversary dinner in 2011. Having built the turbocharged Formula Palmer Audi fleet for 'JP' in '98, Ralph was the ideal person to get the new BRDC-backed F4 initiative going.

"Formula Renault costs had spiralled out of control, Formula BMW was off and the 'new' Formula Ford was looking very expensive, and unappealing for some reason, so I could see Jonathan's point," says Firman, who sold Van Diemen to American Don Panoz's Elan Motorsport Technologies group in 2002. "I said I'd love to build a car and initially thought about something very cheap, in the £20k range. Jonathan wanted a slicks-and-wings car with all the gizmos, but one that could run for a sensible budget and appeal to karters.

"I think we've ended up with a nice little car. David Baldwin has been the leading single-seater spaceframe design engineer forever. His chassis have always been bulletproof and the F4 flew through the mandatory crash

FAVOURITE VAN DIEMEN

"Four spring to mind. The RF85, RF90/91 and RF98 were all very large steps forward over their predecessors, so they're particularly memorable. The RF77 is up there too, because it marked David Baldwin's first Van Diemen design, and him joining the company as a director and shareholder."

tests. We always strive to make cars safe and durable. This is no different."

Geoff Aldridge – another local man who worked at Team Lotus through the 1970s (where he drew the all-conquering 79), penned the advanced-aero GRID sports racer, and more recently has been involved with Bentley and Radical Sportscars – designed the F4 car's suspension geometry. A long-time associate of Baldwin, he has derived the front set-up from the F1000 baseline and optimised the rear around the brand new Sadev six-speed paddleshift gearbox.

RFR, which is headquartered adjacent



Jolyon Palmer tests new F4 car



Twenty-five customer cars need to be ready for March 31



F4 factory is next to old Van Diemen Norfolk base

to what was the Van Diemen factory, started building the prototype F4 last September. "There are only four of us here normally [Ralph and Angie Firman, John Uprichard and Andy Fulford in the workshop], but we're gearing up for a busy period, getting extra people [such as engineer Nick Jordan, who ran Roger Williamson and Tony Brise in the 1970s] in to build the 25 customer cars," Firman adds.

"When I decided to get back into this stupid business, the projection was to build 15 to 20 cars per year. By keeping it small and sub-contracting manufacturing out, it works. I call this my hobby, because I've been there, got the T-shirt and employed 60 to 80 people in the Van Diemen days. It's very different now. We have to keep everything under tighter control."

Response to Palmer's F4 launch last September was phenomenal. Indeed the 2013 run of cars quickly sold out. "Doing 25 cars in year one is brilliant, and I'm sure JP sees it as a long-term

thing [like FPA, which ran for 13 seasons]," says Firman. "He and Giles [Butterfield, head of operations] have been here regularly, and they came up with the body shape, while Ralph Hill – who does things the old-fashioned way, filling and rubbing – has made a super job of the patterns."

The development car shown at AUTOSPORT International in January was a fortnight away from being a runner, and then snow in East Anglia delayed its first run a further week. Now that fits and tolerances can be finalised, it's full steam ahead on building up the 18 chassis in the newly expanded factory, where lines of engines and transmissions await installation and bodywork is due.

"The original plan to have six to eight ready for the end of January drifted a bit, but I'd be surprised if there are not five or six out shortly," says Firman. "All 25 have to be delivered by March 31 [a month before the first triple-header race at Silverstone's GP

circuit on April 27-28]. Everything's come together well. I think JP and Giles made a very wise choice with the engine, which has Cosworth electronics, and it's a great little gearbox. It's a very sound car.

"I've enjoyed the whole thing, getting back on the mill and lathe and being out there on the shop floor, doing what I did 40 years ago," he continues.

"As Van Diemen expanded I had to get more into the management role, which I didn't enjoy anywhere near as much. This has taken me back to square one and I'm loving it!" ❧

QUICKEST DRIVER

"I never have compared drivers year on year or decade on decade. Having worked for two years in F3 and F2 with Emerson [Fittipaldi], as truck driver, mechanic and engineer – the whole caboose – and later Ayrton [Senna da Silva], who made it to the top and would have gone on and on, the very best of every era always stood out."

YOUR SAY

What you think of the motorsport news of the past week



Halt the endless rule-changes and more series may survive

Continuity is key to survival

In an era when motorsport is allegedly trying to reduce costs, continual changes in regulations appear to be driving up costs rather than driving them down.

Surely settled regulations is the way to go, so that team owners get more time in which to gain from their considerable investment and teams that make a better job of development (which I thought was one of motorsport's objectives) will come out on top.

Eddie Hill, Camberley, Surrey

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ROAD ANGEL VANTAGE

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

CORRECTIONS AND CLARIFICATIONS

● We incorrectly captioned the graphic on our story 'Drivers head to new winged Ford' (February 7, p86). The car depicted is a Mygale, not a Sinter, and Falcon Motorsport will run Mygales, not Sinters, in the series this season.

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

EDITORIAL CONTACT mail@autosport.com

I can barely face the

prospect of a UK racing season without the magic of a full F3 calendar.

For decades I have enjoyed the ladder of talent bringing drivers from across the globe.

From the other side of the barrier, the evidence of costs soaring was apparent.

If for one hope that F3 recovers in the UK and regains its status in Europe.

Mike Beausang
Coventry, West Midlands

To answer Sir Stirling

Moss's question (February 14): yes, a point or two for

fastest lap, none for qualifying.

Points for qualifying will encourage performances similar to the underweight glory runs of winter tests past.

Fastest lap is a different matter, with fuel load being key it would leave teams with a choice of dropping 30s for new tyres and the glory points.

This is predicated upon the expectation of an evenly matched season. Should the 2014 formula lead to one team's domination, 10 points for pole would perhaps spice up the order a little in 2015!

Paul Irwin
Bexleyheath

I agree with Stirling Moss's

proposal of four points for pole and four points for a fastest lap. It would keep races competitive until the last car crosses the finish line.

It would also keep the leader on his toes and hopefully discourage back-markers from turning in apathetic laps. Good idea!
Claire Griffin
Sudbury, Suffolk

Sir Stirling Moss suggests

that four points should be awarded for pole and the same for fastest lap. I disagree. We all know

Red Bull sets up its cars more for qualifying than the race so it can dominate the front row and sprint off into the distance, so the idea of awarding extra points for this doesn't make sense.

As for fastest laps, it's easy for someone to put on fresh tyres a couple of laps from the end of the race and, running on low fuel, score four points for putting in no extra effort.

Last season the driver with most fastest laps was Sebastian Vettel. I'm sure he doesn't need any more help!
Nicholas Bateman,
Guildford, Surrey

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



SONY PS3 LTD EDITION 500GB SUPERSLIM

£249.99

game.co.uk

Sony's game-changing (yes, pun intended) PlayStation 3 console is now available in limited-edition Superslim format – and you can choose a red or a blue version of the 500GB beast that's 25 per cent smaller than the regular slim model. In a motorsport context – the only context to worry about as far as we're concerned – that's Ferrari or Williams. Don't forget that, while gaming is the PS3's obvious USP, you can also play Blu-Ray discs, DVDs, music CDs and watch television through the BBC, ITV and Channel 4 iPlayers, as long as you've got internet connection.



BLOODHOUND SSC BOOK

£30

bloodhoundssc.com/shop

Packed with explanatory graphics, technical drawings and behind-the-scenes images, this book charts the virtual-to-physical progress of the hoped-for 1000mph car. It's a great way for speed-record aficionados and fans of British endeavour to learn more about the 135,000bhp machine.



TOYOTA TSO30 MODEL

£54.99

autosport.com/shop

One of the most exciting LMP1 sportscars for years, the Toyota TSO30 HYBRID is now available in 1:43-scale, thanks to diecast wizards Spark. The replica of the #7 machine, shared by Alexander Wurz, Kazuki Nakajima and Nicolas Lapierre in last year's Le Mans 24 Hours, is superbly detailed.



LOTUS 72C 1:20 KIT

£49.95

grandprixmodels.com

Plastic modellers have never had it so good, with a raft of iconic 1970s F1 subjects appearing of late. Ebbro's latest masterpiece is Graham Hill's Rob Walker Racing Lotus 72C of 1970. The detail is ace and you can choose four versions of the blue-and-white racer – the British, Italian, USA or Mexican GP configuration.

HOT ON THE WEB THIS WEEK

YOUTUBE: F1 TEAM MANAGERS SLUG IT OUT AT BRANDS HATCH



SEARCH FOR: 1971 - Team Manager's Ford Escort race (11:44)

A horde of Ford Escort Mexicos is unleashed on Brands Hatch for the Jack Brabham Trophy Race for team managers in October '71. 'Black Jack' takes on Colin Chapman, Frank Williams and Ken Tyrrell among others. Co-commentary by one Graham Hill.

WHAT'S ON...

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



Expect plenty of fender-scraping action at Daytona

DAYTONA 500

NASCAR Sprint Cup

Rd 1/36

Daytona, Florida, USA

February 24

nascar.com

America's most-fabled stock car race kicks off the 2013 Sprint Cup season. New-shape cars add an element of the unexpected to the show, as the 43-car pack guns for glory at NASCAR's cathedral of speed. Don't forget the two qualifying races that are run today (Thursday) and set the grid.

NASCAR NATIONWIDE SERIES

Rd 1/33

Daytona, Florida, USA

February 23

nascar.com

NASCAR TRUCK SERIES

Rd 1/22

Daytona, Florida, USA

February 22

nascar.com

AUTOSPORT SOAPBOX



Asphalt run-off encourages bad driving, reckons JAMIE O'LEARY

The memory is clear as day for me. Arriving at Silverstone on a wet morning in 1998 and helping my dad set up camp for the day on the outside of Club Corner. 'What's this?' I asked myself when realising that the familiar gravel trap that used to sit nicely in front of my seating position had mysteriously disappeared.

It was the start of the asphalt run-off revolution that has since reduced corners such as Eau Rouge and the Corkscrew – plus about half of the Monaco circuit – to shadows of their former selves.

I know that I'll incur the wrath of safety campaigners for writing this and yes, I'm sure there are statistics out there that will say that the number of drivers killed and injured at tracks since these measures were taken have dropped. To say it is purely as a result of the advent of asphalt run-off, however, would be wrong. Surely the improvements in car construction and the mandatory use of driver-specific safety devices such as HANS have had a far greater effect.

It's not as if there's anything inherently dangerous about grass or gravel being used as methods of slowing cars down before they reach trackside barriers (even the spine-shattering injuries sustained by bike star Wayne Rainey were as a result of the way the Misano gravel was being raked, not the gravel itself). If there were,



Would less asphalt and more gravel be better?

then it wouldn't be used at any circuit.

If anything, asphalt run-off increases the likelihood of a major accident happening in the first place. Take last year's Bahrain Grand Prix for an example, and the driving of Nico Rosberg between Turns 2 and 3 when challenged by Fernando Alonso and Lewis Hamilton at various stages of the race. If Rosberg had seen a strip of grass, or a barrier a few inches to the edge of the track (as is the case at Montreal, for example), he probably

wouldn't have risked running either off the track. Hamilton, in fact, would have thought twice about taking such a risk.

That example is a case in point of how driving discipline has been reduced by the competitors knowing that small mistakes, or even an ultra-robust defence that might have been deemed unacceptable a decade ago for obvious reasons, could now go unpunished.

The real reason such run-off exists?

Greed. The greed of the sport's money makers, who can far easier paint their logos on shiny asphalt than rough gravel, and those who want to see their cars – and, more importantly, their logos – coming around 70 times per grand prix rather than experience an error-prone driver dumping his or her car in the kitty litter.

@mrjamieoleary



Television

THURSDAY FEBRUARY 21

0410-0600, 0900-1105 **Motors TV**
Andros Trophy Review
1000-1030 **ESPN**
NHRA Special: 2012 Thrills and Spills
1600-1615 **Sky Sports F1**
Formula 1 Testing: Barcelona Day 1
1615-1630 **Sky Sports F1**
Formula 1 Testing: Ted's Notebook
Barcelona Day 1
1630-1645 **Sky Sports F1**
Formula 1 Testing: Barcelona Day 2
1645-1700 **Sky Sports F1**
Formula 1 Testing: Ted's Notebook
Barcelona Day 2
2100-2115 **Sky Sports F1**
Formula 1 Testing: Barcelona Day 3
2115-2130 **Sky Sports F1**
Formula 1 Testing: Ted's Notebook
Barcelona Day 3
2130-2305 **Motors TV**
Legend Boucles de Spa: Highlights
2300-0000 **Premier Sports**
NASCAR Sprint Cup: Daytona Highlights

FRIDAY FEBRUARY 22

0000-0030 **ESPN**
NASCAR Now
0300-0400 **Sky Sports 4**
Racemax
0530-0600 **Premier Sports**
NASCAR Sprint Cup: 2012 Highlights
0900-1100, 1845-1945 **Premier Sports**
NASCAR Sprint Cup: Daytona Highlights
1415-1620 **Motors TV**
Andros Trophy Review
2100-2115 **Sky Sports F1**
Formula 1 Testing: Barcelona Day 4

SATURDAY FEBRUARY 23

0000-0330 **Premier Sports LIVE**
NASCAR Trucks: Daytona
0355-0420 **Channel 5**
Motorsport Mundial
1100-1200, 1400-1500 **Sky Sports F1**
The F1 Show
1430-1500 **ESPN**
NASCAR Sprint Cup 2013 Preview
1500-1700 **ESPN**
NASCAR Now
0410-0600 **Motors TV LIVE**
NASCAR Nationwide: Daytona
2300-0000 **Premier Sports**
NASCAR Sprint Cup: Daytona Highlights

SUNDAY FEBRUARY 24

1000-1100, 1300-1400 **Sky Sports F1**
The F1 Show
1105-1415 **Motors TV**
NASCAR Nationwide: Daytona Replay
1700-2300 **Premier Sports LIVE**
NASCAR Sprint Cup: Daytona 500
Live coverage of the 'Great American Race' and Sprint Cup season opener.

MONDAY FEBRUARY 25

0430-0530 **Sky Sports 3**
The F1 Show
0500-0600 **ESPN**
NASCAR Sprint Cup:
Daytona 500 Highlights
1800-1900 **Sky Sports F1**
The F1 Show
2000-2030 **ITV4**
GT Academy
0410-0600 **Motors TV**
NASCAR Nationwide: Daytona Replay
2030-2100 **ITV4**
TT Legends

Online

AUTOSPORT+

Coming up in our premium web content this week



Alonso gets his 2013 campaign up and running

ALL THE NEWS FROM F1 TESTING

It's the second pre-season F1 test, this time at Barcelona, and it's Fernando Alonso's first time in the Ferrari F138. AUTOSPORT's team is there to bring you all the latest on how the teams are shaping up ahead of the new season.

F1 TECH BLOG: FINDING AN EDGE

We look at the key developments as teams look for an advantage.



NASCAR PREVIEW CAR-BY-CAR

Our guide to the big US series as it kicks off with the blue-riband Daytona 500.



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Keselowski is good value – if you ask the right question

AS A NATION, AMERICA asks banal questions of its sports stars. Its voracity for soundbites is why and, in a sport as repetitive as NASCAR stock car racing, these questions must rain down on drivers' ears like the constant thudding of the Duracell Bunny's drumsticks. One US interviewer stands out, however. ESPN's Marty Smith is a sharp utensil in a box of rusty tools, and his one-on-one approach with its lippy champion Brad Keselowski broadcast this week was dynamite.

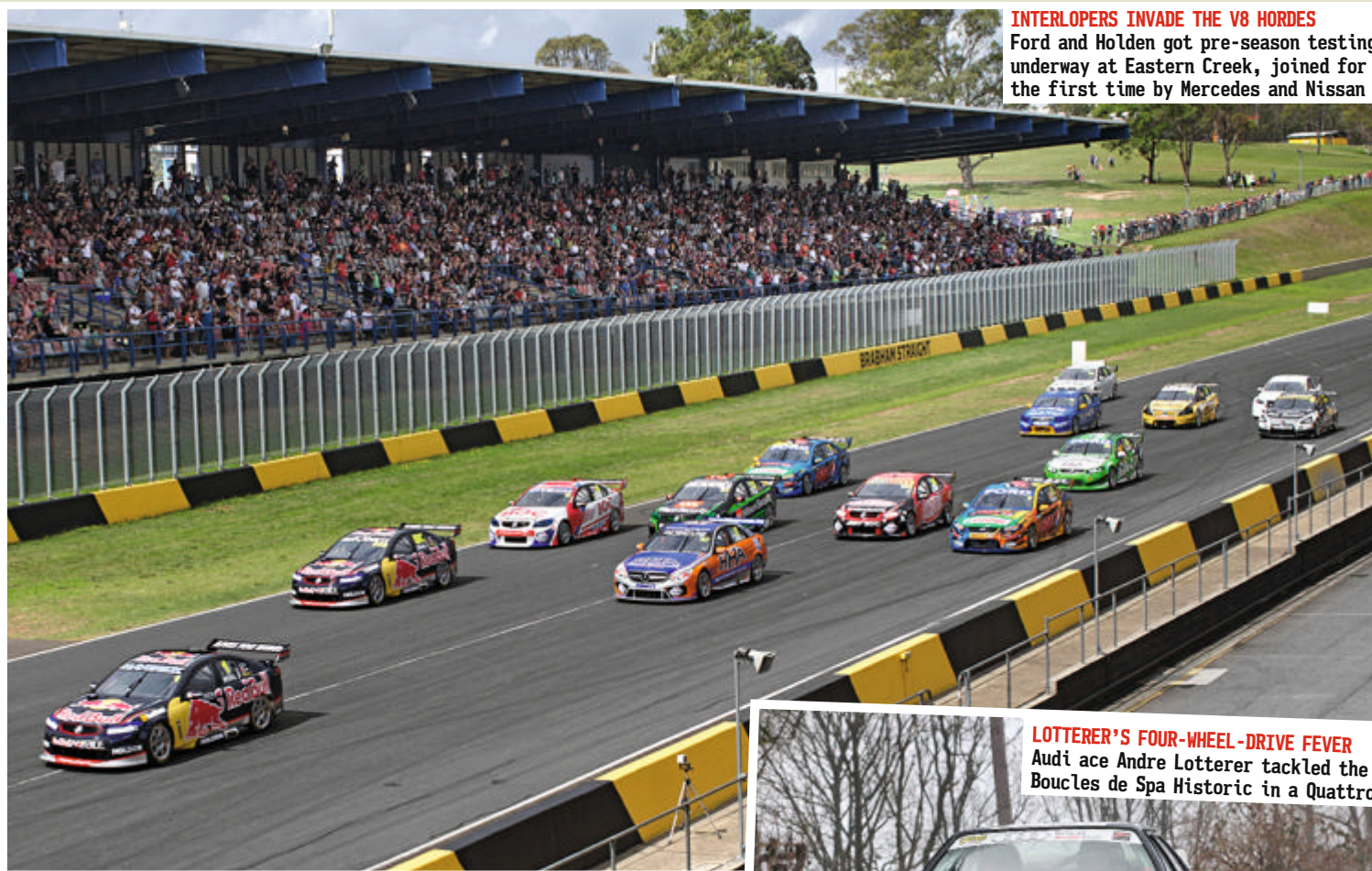
Smith: "It's readily obvious to me that, despite your success, you want to keep this chip on your shoulder – you wanna stay pissed [angry]..."
Keselowski: "Errrrrr, I don't know about pissed..."
"Yeah man! It drives you. This want to overcome something drives you..."
"Oh yeah, but without having something to overcome, what am I doing? I'm driving a car around in circles."
"But, as champion, surely you're stood at the mountain top?"
"No, no, no, that's the

wrong perspective."
Smith gets incredulous: "What other perspective is there? You just won the biggest championship in American auto racing!"
The response is exactly what he was digging for: "This is my perspective: there's about 70 full-time drivers in NASCAR, and every year the sport purges itself of the bottom; it wipes 'em clean. It just pisses 'em away."
"In my early career I was at the bottom. And this sport tried to piss me away. It tried to pass me like a kidney stone."
"And I survived, and

I don't really know how."
"As I grew year on year, I rated myself – the 45th best driver in NASCAR, then the 30th, then the 15th... now here I am as a champion of its highest level. And it's easy, like you said, today I'm number one of 70."
"For me now, I've changed gears. I no longer think of myself as number one of 70. I am number 29 of 29. Because there's 29 NASCAR Cup champions, and I'm the last one on the list. I'm dead last again. And that's my motivation."
EJ, take note...
Revved Up

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Belgium to Sydney, via Florida and Oxfordshire



INTERLOPERS INVADE THE V8 HORDES
Ford and Holden got pre-season testing underway at Eastern Creek, joined for the first time by Mercedes and Nissan

OOOPS, THAT WASN'T SUPPOSED TO HAPPEN
Kevin Harvick's victory burn-out in his Chevy SS didn't go to plan at Daytona on Saturday: "I broke it!" he told owner Richard Childress, who ran to his stricken car. "I don't care!" was his elated boss's response



LOTTERER'S FOUR-WHEEL-DRIVE FEVER
Audi ace Andre Lotterer tackled the Boucles de Spa Historic in a Quattro



GOVERNMENT INTERVENES IN RACING
Prime Minister David Cameron takes a tour of Caterham's Leafield factory

PICS: CATERHAM FL, LEVITT/LAT, MARK HORSBUGH

FROM THE ARCHIVE

Connew's chronically underfunded Formula 1 effort, 1972



"It's a fantastic achievement just for those chaps to build the car, no matter if it races"
BERNIE ECCLESTONE

Migault raced Connew in the Austrian GP

AS FORMULA 1 EFFORTS GO, THE CONNEW PC1 remains one of the most underfunded in history.

Peter Connew had fallen into motorsport almost by chance. Shortly after serving as a draughtsman for Team Surtees he left to design his own car and become an F1 constructor in his own right. He designed the monocoque at home, rented a Chadwell Heath yard and – with the help of shop fitter Roger Doran, clerk Barry Boor and trainee engineer Steve Bertrand – began construction.

Most of the parts were designed in-house or using one of the team members' workplace facilities, and within 14 months the PC1 was nearly complete. On February 17 1972, Connew invited AUTOSPORT to the unveiling of the first rolling chassis.

It was, as Doug Nye extolled, an impressive creation, both for its 'designer's originality of thought' and its 'high standard of workmanship'. A bathtub hull made it easy to work on; the radiator was fed from underneath the nose, a simple solution in order to allow for a wide, flat front end; and at the back Connew did away with radius rods, which would soon be the *de facto* standard for F1 cars.

"Taking the brakes inboard relieves the suspension of braking torques, but the Lotus 72 for example still used a top radius rod in original form and later added

lower ones," Connew explained. "All I've done is make the system more logical."

It was not just Nye who was impressed. Bernie Ecclestone, who had just taken over the Brabham team, said: "It's a fantastic achievement just for those chaps to build the car, no matter whether it races or not."

Connew was determined it would run, and through toiletries manufacturer Yardley – which was already sponsoring McLaren – and various industrial companies, the missing components were eventually sourced. Most importantly, a Ford-Cosworth DFV was provided on loan to Connew, and the team was in business.

At the time of unveiling the PC1, Connew was in talks with three drivers: Tony Trimmer, Howden Ganley and Gerry Birrell. None could bring a budget, however, and eventually Francois Migault struck a deal to drive.

Intended debuts at Clermont-Ferrand, Brands Hatch (where the car took part in qualifying) and the Nurburgring came and went, but on August 13 the team made its F1 debut at the Osterreichring after qualifying 25th of the 25 entrants.

Migault progressed as high as 17th in the race, but on lap 22 disaster struck when a lower rear-wishbone bracket snapped. The PC1's race, and with it Connew's time as a grand prix constructor, was over. ❧

THIS WEEK IN...



FEBRUARY 21 1958

A DESIRE TO INTRODUCE A NEW

low-cost single-seater formula in order to open the sport up to a far wider audience dominated AUTOSPORT this week in 1958.

With Formula 2 and 3 proving prohibitively expensive, AUTOSPORT founder and managing editor Gregor Grant put forward suggestions of how the sport could introduce a radically cheaper category while still retaining freedom of chassis design, engines and transmissions – a balance that still proves elusive even today.

As Grant pondered the single-seater dilemma, AUTOSPORT celebrated the unveiling of the 1958 Lister-Jaguar, which featured larger brakes, better weight distribution and – with an eye on Le Mans – a starter switch to fire the engine at the simple turn of a key.



PIG: LAT ARCHIVE

NEXT WEEK

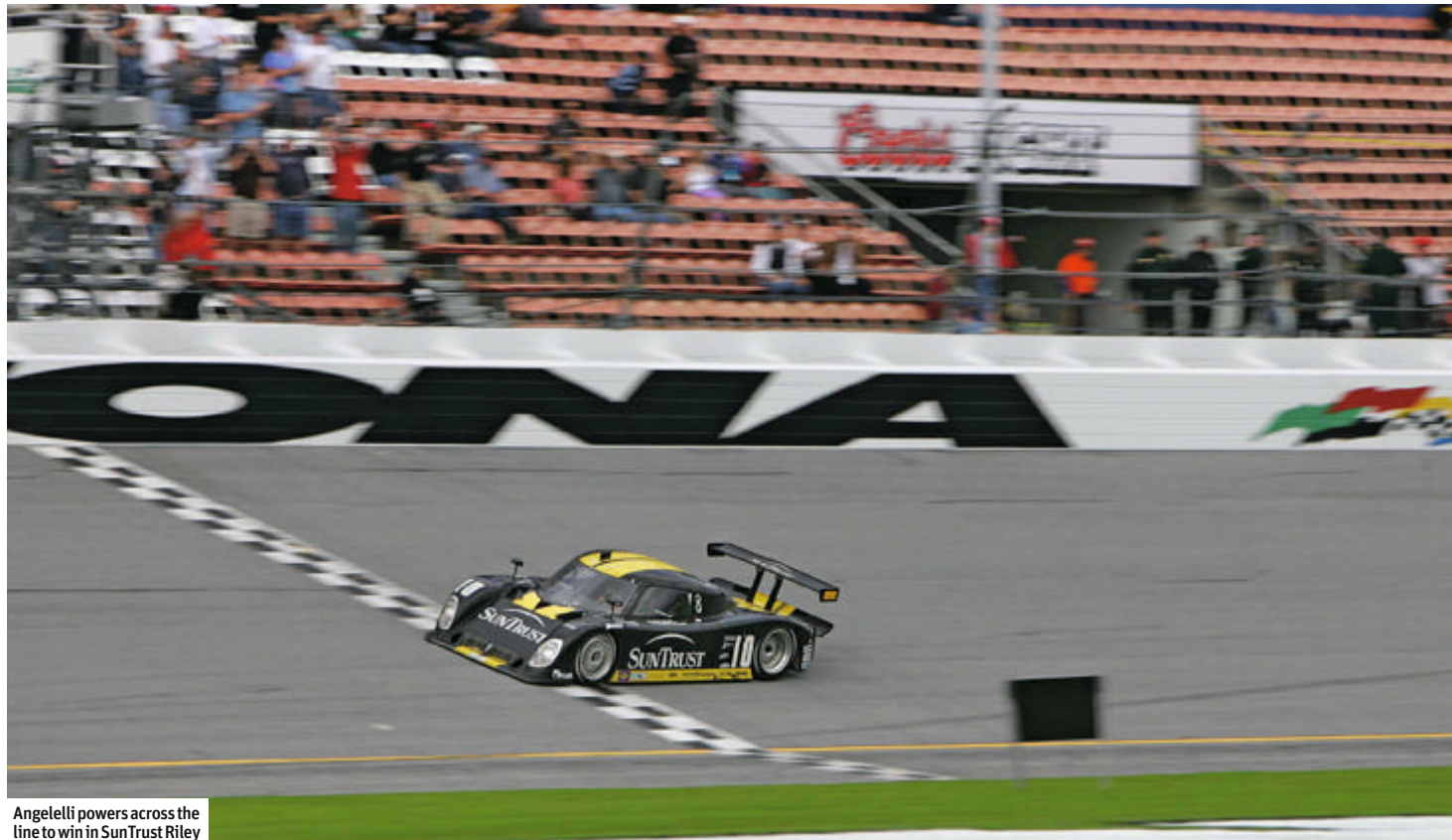
THE TEAM TO FEAR

HOW RED BULL IS SHAPING UP – AND UP CLOSE WITH STARLETS RICCIARDO, VERGNE, DA COSTA

DON'T MISS IT!

MAX ANGELELLI

■ Daytona 24 Hours ■ Daytona, Florida ■ February 5-6, 2005 ■ Riley MkXI-Pontiac ■ Relief over US enduro win



Angelelli powers across the line to win in SunTrust Riley

IT'S QUITE OBVIOUS THAT

I'm going to choose the Daytona 24 Hours win in 2005 as the race of my life. But it's not only because of the calibre of the race but because there are all sorts of things behind the scenes that make that result so extraordinary for me personally.

In 1999 I met a little South African guy called Wayne Taylor and we started this strong relationship. We started racing in Grand-Am – and obviously we said to each other, 'let's go and race there in the big one, Daytona'.

In 2004 we almost won it. We came so close to winning that race, but in 2005 we finally won the race. It was something that I never expected, because of the level of competition I never thought we could actually do it. We did it with Emmanuel Collard and Wayne and myself so if you look at the grid from that year we probably were not one of the highly rated teams in terms of drivers.

But we won not by luck, we won because we beat everybody. That gave me such a relief, because finally I had made my team-mate

"I drove into Victory Lane and hit a pole! I damaged the car so much I couldn't complete the drive to Victory Lane. I couldn't see - I was very tired and emotional"

and my partners happy. After we won that race I thought people would leave me alone for a while and I could relax, but unfortunately the day after Wayne came back to me and said, 'you can't relax, put this aside, we've done it, now we need to win the championship'.

It's like this guy is never happy!

I did other 24 hour races but Daytona is different. I enjoyed this one so much and doing it with Wayne. We did not have a single problem, we were fast on track and we didn't make any mistakes. That's what made it easy for me.

Crossing the line for me was an enormous agony because I drove the last one and a half hours with the win in my hands! We had the race won I think 35 minutes before the end so it's a long time to think about what you're going to say and how you are going to celebrate. Honestly, I just wanted to get out of the car. I could hardly drive and that made me feel so weird and I couldn't concentrate, I couldn't focus and I wanted to get out.

But it was too risky for a pitstop. I asked, but the team said I could blow up the clutch or something.

So I stayed in the car and drove it into Victory Lane and on the way I hit a pole! I broke the front suspension, the wheel, the shock absorbers and the bodywork. I damaged the car so much I couldn't complete the drive to Victory Lane.

I hit it because I couldn't see – I was very tired and emotional. That hit after the chequered flag cost the team more than \$50k and that was such an embarrassment, it was a big hit! ☹

Max Angelelli was talking to Andrew van de Burgt

IN PROFILE



ITALIAN MAX ANGELELLI IS ONE

of the top sportscar racers in America, winning the Grand-Am title along with the Daytona 24 Hours in 2005. He started his career in single-seaters, winning the 1992 Italian Formula 3 title. He switched to long distance racing in 1997 and the FIA GT championship. A move to the ALMS in 1999 brought him into contact with Wayne Taylor, for whom he still races. He was also the safety car driver in the fateful 1994 San Marino GP at Imola.

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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.

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